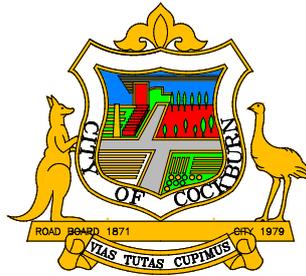


CITY OF COCKBURN



ORDINARY COUNCIL

AGENDA PAPER

FOR

THURSDAY, 8 DECEMBER 2016

CITY OF COCKBURN

SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 8 DECEMBER 2016 AT 7:00 PM

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CITY OF COCKBURN**AGENDA TO BE PRESENTED TO THE ORDINARY
COUNCIL MEETING TO BE HELD ON
THURSDAY, 8 DECEMBER 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. **WRITTEN REQUESTS FOR LEAVE OF ABSENCE**
7. **RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**
8. **PUBLIC QUESTION TIME**
9. **CONFIRMATION OF MEETING**
 - 9.1 **(OCM 8/12/2016) - MINUTES OF ORDINARY COUNCIL MEETING - 10/11/2016**

RECOMMENDATION

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 10 November 2016, as a true and accurate record

subject to the addition of the following to Minute No.5933 – Grants and Donations Committee held on 25 October 2016:

- (3) require the 200 tickets to AFL games be made available to Cockburn community members only.

COUNCIL DECISION

Reason for Decision

It was intended that the motion carried at the Council Meeting reflect the recommendation of the Committee.

9.2 (OCM 8/12/2016) - MINUTES OF SPECIAL COUNCIL MEETING - 17/11/2016

RECOMMENDATION

That Council confirms the Minutes of the Special Council Meeting held on Thursday, 17 November 2016, as a true and accurate record.

COUNCIL DECISION

10. DEPUTATIONS

11. PETITIONS

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

Nil

13. DECLARATION BY MEMBERS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS CONTAINED IN THE BUSINESS PAPER PRESENTED BEFORE THE MEETING

14. COUNCIL MATTERS

14.1 (OCM 8/12/2016) - MINUTES OF THE AUDIT & STRATEGIC FINANCE COMMITTEE MEETING - 17 NOVEMBER 2016 (026/007) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council receive the Minutes of the Audit and Strategic Finance Committee Meeting held on Thursday, 17 November 2016, and adopt the recommendations contained therein.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

A meeting of the Audit and Strategic Finance Committee was conducted on 21 July 2016.

Submission

N/A

Report

The Audit and Strategic Finance Committee received and considered the following items:

1. Chief Executive Officer's Bi-Ennial Review for Risk, Legislative Compliance and Internal Controls.
2. Risk Management Information Report.
3. Legal Proceedings between Council and Other Parties.
4. Appointment of External Auditor for the 2016/17 Financial Year.
5. Annual Performance Review of Monetary and Non-Monetary Investments for the Financial Year 2015/16.
6. 2015/16 Financial Statement and External Audit Report

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes
- Ensure sound long term financial management and deliver value for money

Budget/Financial Implications

As contained in the Minutes.

Legal Implications

As contained in the Minutes.

Community Consultation

N/A

Risk Management Implications

The Audit and Strategic Finance Committee is a formally appointed Committee of Council and is responsible to that body. The Audit and Strategic Finance Committee does not have executive powers or authority to implement actions in areas over which management has responsibility and does not have any delegated financial responsibility. The Audit and Strategic Finance Committee does not have any management functions and is therefore independent of management.

Therefore, if any Committee recommendations of the Audit and Strategic Finance Committee are not adopted or deferred by Council, officers will be unable to proceed to action the recommendations contained within the Minutes.

Attachment(s)

Minutes of the Audit & Strategic Finance Committee Meeting - 21 July 2016.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.2 (OCM 8/12/2016) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING - 24 NOVEMBER 2016 (182/001; 182/002; 086/003) (B PINTO) (ATTACH)

RECOMMENDATION

That Council receive the Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting held on Thursday, 24 November 2016, and adopt the recommendations contained therein.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

The Delegated Authorities, Policies and Position Statements Committee conducted a meeting on 24 November 2016. The Minutes of the meeting are required to be presented.

Submission

N/A

Report

The Committee recommendations are now presented for consideration by Council and if accepted, are endorsed as the decisions of Council. Any Elected Member may withdraw any item from the Committee meeting for discussion and propose an alternative recommendation for Council's consideration. Any such items will be dealt with separately, as provided for in Council's Standing Orders. The primary focus of this meeting was to review the Policies and associated Delegated Authorities and Position Statements relative to the Finance and Corporate Services Division, including those DAPPS which were required to be reviewed on an as needs basis.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes
- Ensure sound long term financial management and deliver value for money
- Listen to and engage with our residents, business community and ratepayers with greater use of social media
- Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management

Budget/Financial Implications

As contained in the Minutes.

Legal Implications

N/A

Community Consultation

As contained in the Minutes.

Risk Management Implications

Failure to adopt the Minutes may result in inconsistent processes and lead to non-conformance with the principles of good governance, and non-compliance with the Local Government Act 1995 for delegations made under the Act.

Attachment(s)

Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting – 24 November 2016.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.3 (OCM 8/12/2016) - ADOPTION OF THE 2015/16 ANNUAL REPORT (022/002) (S SEYMOUR-EYLES) (ATTACH)

RECOMMENDATION

That Council adopts the 2015/16 Annual Report, in accordance with Section 5.54(1) of the Local Government Act, 1995, as shown in the attachment to the Agenda, subject to any minor information and typographical amendments being included in the final document.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

Council is required to accept the 2015/16 Annual Report to enable it to be available for the Annual Electors Meeting, scheduled to be held on Tuesday, 7 February 2017. The Local Government Act 1995 ('the Act') requires Council to accept the report no later than 31 December each year. Elected Members were provided with the Financial Report and Auditor's Report at the Audit and Strategic Finance Committee Meeting on 17 November 2016, the Minutes of which are presented at this

Council Meeting. This report now being presented to Council will be consolidated with the Concise Financial Report in time for the Annual Electors Meeting. The full financial report will be available on the City's website.

Submission

N/A

Report

The 2015/16 Annual Report is provided in conformity with the requirements of the Act and contains:

1. Mayoral Report
2. Chief Executive Officer's Report
3. Measurement of performance data
4. Overview of Planning for the Future of the District in accordance with Section 5.56 of the Act.
5. Report in relation to the Complaints Register subject to Section 5.121 of the Act
6. Report required under Section 29(2) of the Disabilities Services Act 1993
7. Divisional Reports
8. Financial Statements (Summary)
9. Auditor's Report
10. Remuneration of Senior Employees

To comply with minimum compliance requirements of the State Records Commission Standard 2, the report also contains an update on the efficiency and effectiveness of the City's recordkeeping system; the City's recordkeeping training program; evidence that the efficiency and effectiveness of the City's recordkeeping training program is reviewed from time to time; that the organisation's induction program addresses employee roles and responsibilities in regard to their compliance with the organisation's recordkeeping plan.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

The cost of producing 100 copies of the Report is provided for in Council's Municipal Budget.

Legal Implications

Sc. 5.54 of the Local Government Act 1995, refers.

Community Consultation

The Report will be available for public access at the Annual Electors Meeting to be held on 7 February 2017.

Risk Management Implications

The Local Government Act 1995 ('the Act') requires Council to accept the report no later than 31 December each year. The implication of not doing so is being non-compliant with the Local government Act which will result in a breach.

Attachment(s)

2015/16 Annual Report.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.4 (OCM 8/12/2016) - PROPOSED AMENDMENT TO THE CITY OF COCKBURN STANDING ORDERS LOCAL LAW 2016 (025/001) (J NGOROYEMOTO) (ATTACH)

RECOMMENDATION

That Council

- (1) advise the Joint Standing Committee on Delegated Legislation (JSCDL) of its undertaking to:
 1. In subclause 4.4 (3(1), after the words 'no bad language'; delete the words "argument or expression of opinion".
 2. In subclause 4.6(1) after the words 'by a member'; delete the words "who shall acquaint himself or herself with the contents thereof and ascertain that it does not contain language disrespectful to the local government".
 3. Not enforce the Local Law contrary to the undertaking.

4. Provide the Committee with a copy of the minutes of the meeting at which the Council resolves to provide the undertaking.
 5. Where the local law is made publicly available by the City of Cockburn, whether in hard copy or electronic form, ensure that it is accompanied by a copy of the undertaking.
- (2) undertake State-wide public advertising to amend the Local Law, in accordance with Sec. 3.12 of the Local Government Act, 1995; and
- (3) provide a copy of the undertaking and notice to the Minister for Local Government.

COUNCIL DECISION

Background

Council at its meeting of 8 September 2016 resolved to adopt the City of Cockburn Standing Orders Local Law 2016. All local laws are forwarded to the Joint Standing Committee on Delegated Legislation (JSCDL) following gazettal for their information and scrutiny.

The City adopted the City of Cockburn Standing Orders Local Law 2016 based on consultation with the Standing Orders Reference Group, which comprised of Elected Members and City of Cockburn officers, established specifically for the purpose of reviewing its Standing Orders Local Law.

Sub-clause 4.4(3(1) on public questions and Subclause 4.6(1) on petitions are considered by JSCDL as a disproportionate exercise of the power provided to local government to make laws. Both subclauses are not consistent with the Committee Term of Reference 10.6(a) in that “it is not within power of that contemplated by the Local Government 1995.”

These subclauses are invalid and not authorised by the empowering enactment and the JSCDL requires an undertaking from Council to ensure that these subclauses are amended and not enforced in the meantime. In the Interim, where the local law is made publicly available by the City of Cockburn, whether in electronic or hard copy form, it is to be accompanied by a copy of the undertakings.

Submission

N/A

Report

Council resolved to adopt the City of Cockburn Standing Orders Local Law 2016 in its final form at its meeting of 8 September 2016. The local law was gazetted on 22 September 2016 and came into force on 7 October 2016. The City received advice on 17 November 2016 from the JSCDL that the City of Cockburn Standing Orders Local Law 2016 contains Subclauses that are considered unreasonable and a disproportionate exercise of the power provided to local government to make laws.

Public Questions Subclause 4.4(3(1))

The Committee is of the view that the whole scheme of the Local Government Act and its regulations codifies the right for members of the public to ask questions of the council, in a manner which is conducive to the proper conduct of a council meeting. The Local Government Act balances this public right, by providing councils authority to refuse to answer a question in certain circumstances.

Subclause 4.4 (3) (1) is not within the scope of what the Parliament intended when enacting the empowering statute. The Committee finds it is unreasonable for a local law to restrict the arguments and opinions, from which legitimate questions will always spring, by members of the public in a democratic society.

Petitions Subclause 4.6(1)

The Committee is of the view that the administrative arm of a local government should determine whether a petition is "effective" similar to how in the Parliament Procedure Office staff determine if a petition is effective before a Member of Parliament presents it. The Committee finds that the City provided an implied authorisation in the Local Law for a Councillor to complete an administrative duty pursuant to regulation 9(1) of the Local Government (Rules of Conduct) Regulations 2007. This is an inappropriate authorisation.

Whereas subclause 4.6(1) of the Local Law imposes a duty or obligation on communications between a petitioner and the 'petition presenting Councillor', the Local Government Act, prescribes the role as that of a facilitator. The whole scheme of the Local Government Act is for a Councillor to represent the interest of electors by exercising their own judgment. Councillors know when they are elected that they need to understand the issues in order to represent their constituents. How they exercise their role is for them and their judgment. It is inappropriate for a local law to prescribe the role of a Councillor in the presenting of an effective petition. If that is needed, the Governor would make a regulation. Further, subclause 4.6(1) is unreasonable because it mandates that a Councillor undertake what is essentially an administrative role. A touchstone of reasonableness is implied in all empowering provisions, in this case - section 3.5 of the Act (the power to make local laws). In mandating that it is "incumbent" on a democratically and validly elected Councillor to do something, is contrary to the theory of democratic representative government upon which local government is based. It is reasonable to expect that an adult, democratically elected Councillor will determine how they exercise their duty when presenting a petition.

The City has been requested by the JSCDL to undertake the following, by Friday, 16 December 2016:

1. Delete the words "argument or expression of opinion", in subclause 4.4 (3(1), after the words 'no bad language'.
2. Delete the words "who shall acquaint himself or herself with the contents thereof and ascertain that it does not contain language disrespectful to the local government", in subclause 4.6(1) after the words 'by a member'
3. Not enforce the Local Law contrary to the undertaking.
4. Provide the Committee with a copy of the minutes of the meeting at which the Council resolves to provide the undertaking; and
5. Where the local law is made publicly available by the City of Cockburn, whether in hard copy or electronic form, ensure that it is accompanied by a copy of the undertaking.

In accordance with the Act, the following additional information related to the necessary amendments is provided:

Purpose: To amend the City of Cockburn Standing Orders Local Law 2016 subclauses relating to petitions and public questions, to provide clarity, and ensure that empowering enactments prevail

Effect: To make The City of Cockburn Standing Orders Local Law 2016 consistent with the Local Government Act 1995, and proportionate to the exercise of power provided to local government to make laws.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

N/A

Legal Implications

Section 3.7 of the Local Government Act refers;
Section 3.8 of the Local Government Act refers;
Section 43(1) of the Interpretation Act 1943 refers; and
Section 3.12 of the Local Government Act refers

Community Consultation

Once Council resolves to proceed with this matter, an advertisement will be placed in the 'West Australian' newspaper giving notice of Councils' intention to adopt the proposed amendment local law. Interested parties will be able to inspect a copy of the proposed amendment or obtain a copy from Council or from one of the City's Libraries, as mentioned in the advertisement and may make a representation to Council in response to the proposed amendments to the current local laws. The submission period for representations is 42 days from the date of the advertisement.

Risk Management Implications

Failure to adopt the recommendations may result in the Standing Orders being disallowed. In the next Parliament, there will be a newly constituted Joint Standing Committee on Delegated Legislation. The Committee may place a Notice of Motion to disallow the local law, if it deems necessary, depending on the City's response to the Committee's concerns outlined in the undertaking.

Attachment(s)

Proposed City of Cockburn Standing Orders Amendment Local Law 2016.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15. PLANNING AND DEVELOPMENT DIVISION ISSUES

15.1 (OCM 8/12/2016) - SUBDIVISION RETAINING WALLS - LOCATION: NO. 225 (LOT 23) HAMILTON ROAD, COOGEE - OWNER: GOLDBARREL CORPORATION PTY LTD - APPLICANT: GOLDBARREL CORPORATION PTY LTD (DA16/0578) (052/002) (D BOTHWELL) (ATTACH)

RECOMMENDATION

That Council

- (1) grant Planning Approval for the subdivision retaining walls, in accordance with the attached plans and subject to the following conditions and advice notes:

Conditions

1. All stormwater being contained and disposed of on-site to the satisfaction of the City.
2. No construction activities causing noise and/or inconvenience to neighbours being carried out after 7.00pm or before 7.00am, Monday to Saturday, and not at all on Sunday or Public Holidays.
3. Prior to commencement of the any development works hereby approved, a detailed Dust Management Plan shall be submitted to and approved by the City of Cockburn (Health Services) and implemented thereafter.
4. Retaining wall(s) being constructed in accordance with a qualified Structural Engineer's design and a building permit obtained prior to construction.
5. Earthworks over the site and batters must be stabilised to prevent sand or dust blowing, and appropriate measures shall be implemented within the time and in the manner directed by the City in the event that sand or dust is blown from the site.

6. A construction management plan (CMP) shall be submitted to and approved by the City prior to the commencement of works. The CMP shall be implemented to the satisfaction of the City. The Construction Management Plan shall address the following items:

- a. Access to and from the site;
- b. Delivery of materials and equipment to the site;
- c. Storage of materials and equipment on the site;
- d. Parking arrangements for contractors and subcontractors;
- e. Management of construction waste; and

Other matters likely to impact on the surrounding properties.

Footnotes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, with any requirements of the City of Cockburn Town Planning Scheme No. 3, or the requirements of any other external agency.
 2. With respect to condition 4, the detailed Dust Management Plan shall comply with the City's "Guidelines for the Preparation of a Dust Management Plan for Development Sites within the City of Cockburn".
 3. The development shall comply with the noise pollution provisions of the Environmental Protection Act 1986, and more particularly with the requirements of the *Environmental Protection (Noise) Regulations 1997* (as amended).
- (2) notify the applicant and those who made a submission of Council's decision.

COUNCIL DECISION

Background

The subject site at 225 (Lot 23) Hamilton Road Coogee is 4047m² in area and backs on to Rotary Reserve. The site is largely vacant with the exception of an existing single house which fronts Hamilton Road. The site slopes sharply downwards from west to east by approximately 14.32m.

The subject site forms part of the Ocean Road Estate, and has been left vacant as the landowner(s) who were initially involved in the overall subdivision of the land with the other adjoining properties to the north had to pull out due to financial reasons.

On 14 March 2016, the Western Australian Planning Commission (WAPC) resolved to approve the Ocean Crest Local Structure Plan (LSP) with the subject property No. 225 (Lot 23) Hamilton Road Coogee situated on the local structure plan area's southern boundary.

At its ordinary meeting held on 25 May 1999, Council resolved to adopt the Packham Structure Plan which incorporates the adjoining lots to the south of the subject property which were developed for housing.

On 10 February 2016, the WAPC resolved to conditionally approve an application to subdivide the subject site into nine lots as shown on the plans the subject of this approval for retaining walls and associated levels. One of the conditions of the subdivision approval was for a Local Development Plan (LDP) to be approved by the City. The LDP (attached) was subsequently submitted to and approved by the City.

Due to the extreme fall across the site, the proposed lots were problematic for waste collection in that four of the lots created between Cedron Rise and Da Silva Place would be required to wheel their bins 40 metres on a steep path to the cul-de-sac head of Da Silva Place.

This proposal would not only have been challenging for the residents, but would result in the concentration of eight bins presented around the cul-de-sac head of Da Silva Place. These bins would have been placed so that they did not obstruct the crossovers to the adjacent properties to cul-de-sac. The owner of the lot adjacent to the cul-de-sac bulb at Lot 11 DaSilva Place objected to the proposed bin placements and the City's Waste Manager advised that it was difficult to collect multiple bins in a cul-de-sac head without the waste truck reversing (which is not a preferred option).

In order to resolve the issue and to eliminate the need for the City's waste trucks to reverse, the City's Waste Manager recommended that the access way join Cedron Rise and DaSilva Place to become a trafficable nib road in which the City's Waste Truck can traverse once a week. The nib road would provide road connectivity for waste trucks only with lockable bollards to be installed to prohibit general traffic which is intended for Sumich Gardens to the east.

The engineering drawings for the subject site were approved on 30 June 2016. The City's Engineering Department have advised that the plans took some time to approve as they had reservations about the driveway and crossover gradients as well as the bin pad locations as outlined above.

The engineering drawings originally had a steeper design for the crossovers and driveways which did not meet the City's requirements and the applicants were made to amend the drawings. The City's Engineering department had to ensure that the drawings correlated with the approved LSP and to ensure that there was adequate road infrastructure for the waste truck. As mentioned above, to prevent the City's waste trucks from having to reverse, the Engineering department agreed on upgrading the footpath to become a nib road so that only waste trucks can access it.

The Engineering department has advised that as the adjacent areas have already been developed and there is a steep gradient difference across the subject lot, the levels of the access way were designed to tie into the current level of Cedron Rise. Sumich Gardens has similar lot levels and road levels which made it easier for the road connecting through to be designed. The Engineering department have advised that if the lot levels adjacent to the access way were lower than the adjacent road there would be on-site drainage issues with the lots having to accommodate drainage for a 1 in 100 year storm which would be problematic on lots of this relatively small size.

The application is being referred to Council for determination as objections were received from adjoining landowners, removing delegation from the City's administration staff.

Submission

N/A

Report

Proposal

This proposal is for subdivision retaining walls, specifically comprising:

- Retaining walls to facilitate the levels of the nine new lots.
- Retaining walls proposed on the northern, western and southern boundaries of the existing Lot 23.
- Retaining wall heights on the respective side boundaries ranging from 1.09m – 4.42m.
- Temporary safety fencing to the top of all exposed wall heights of 1m or greater.

Neighbour Consultation

The application has been the subject of public consultation and was advertised in the following ways:

- Letters sent to all adjoining landowners on the northern and southern sides of the subject property; and
- The development application plans and accompanying information were placed at the front counter of the City's Administration building.

A total of 4 objections were received during the advertising period with one of the submissions received from the landowners of both Nos. 4 and 6 Cedron Rise. Objections and comments for the proposal are summarised as follows:

- Objection to heights of retaining walls and sand pads;
- Proposal not in-keeping with natural streetscape and would create "closed in feeling" to adjoining properties;
- Proposal not in-keeping with R-Codes in terms of overshadowing, solar penetration, overlooking, privacy, overall height from natural ground level, streetscape and building wall heights;
- Suggestion that lots 906 and 907 should be amalgamated with a 20m frontage with garage to be located on the northern side of the lot with the levels of the lot to be cut-in to the land; and
- Suggestion that planning should only allow a single storey dwelling on lots 906/907.

The City's comments in relation to the submissions received are discussed in greater details in the *other* section of this report.

Consultation with other Agencies or Consultants

Consultation with other agencies or consultants was not required as the proposal does not impact other services.

Planning Framework

Zoning and Use

The site is zoned 'Development' and is affected by the DA31 provisions of TPS3 which requires the following:

1. *Structure Plan adopted in accordance with Clause 6.2 of the Scheme to guide subdivision, land use and development.*
2. *To provide for residential development and compatible land uses.*
3. *The provisions of the Scheme shall apply to the land uses classified under the Structure Plan in accordance with Clauses 6.2, 6.3.*
4. *Each subdivision and development application in the Development Area shall achieve at least 85% of the potential number of dwellings achievable under the R-Code designated for the application area in the endorsed Structure Plan.*

The Ocean Crest Local Structure Plan indicates that the land is zoned R20, R25 and R30.

Local Planning Policy 5.12 – Retaining Walls

It is noted that the development has been assessed against and is consistent with Local Planning Policy 5.12 (LPP 5.12). Clause (4) of LPP 5.12 stated that planning approval is required for subdivision retaining walls that exceed 0.5m in height above natural ground level which abut existing residential development outside the subdivision area. In accordance with the policy, planning approval is sought for the retaining walls exceeding 0.5m in height abutting existing residential development.

Proposed Lot 908 and 909 levels

The proposed levels for lots 908 and 909 were constrained by the existing retaining walls on the on the southern side of these lots and the level of the existing access road from Da Silva Place. The applicant looked closely into the possibility of lowering the proposed levels for lots 908 and 909. However, this would have resulted in an undue impact on the adjoining properties (Lots 162 and 163) with the potential for the instability of the existing wall and above structures. The applicant has advised that the following issues would have been experienced if the proposed levels of lots 908 and 909 were reduced:

- Not obtaining written consent of each of the landowners of the adjoining properties to conduct work under the existing retaining wall foundations on Lots 162 and 163.

- Substantial excavation below the current property foundation level would be required with existing development and structures on lots 162 and 163 considered significant assets.
- Substantial grout injection underneath existing properties at lots 162 and 163 to reinforce the property foundations would be required to mitigate risk of damage, but commitment that no structural damages would occur could not be made by the applicant.
- The option of sheet piling being economically unviable and would result in unacceptable noise and an unsatisfactory level of damage risk to the adjoining properties.

Essentially the potential risk of damage to the adjoining properties of the established dwellings at lots 162 and 163 and the complexities of obtaining consent from the affected landowners to undermine their properties and guarantee no structural damage, would be too high to pursue and very unlikely to be mutually attainable.

Levels of Access Way (Nib Road)

The applicant advised that the level of the nib road between Cedron Rise and DaSilva Place has been set as low as possible, as determined by the levels of lots 908 and 909 as discussed above and to provide a trafficable connection to DaSilva Place for the City's waste truck. The access grades from the nib road to these lots are already at a maximum and accordingly the levels of the nib road cannot be reduced.

Proposed Lots 906 and 907 Levels

There were a number of elements to be taken into account when the levels of the Lots 906 and 907 were being considered, one of which was stormwater drainage. Setting the levels of Lot 906 and 907 below the nib road level would result in significant drainage issues for the lots. Stormwater drainage for a 1:100 year event would be required to be contained within lots 906 and 907 respectively with these lots having limited areas to accommodate the significant drainage infrastructure required.

Retaining Walls

The height of the retaining walls proposed varies from 1.09m at the lowest to 4.42m at the highest point. Given the subject property is located on the crest of a hill and surrounded by established properties, some which have incorporated fill into their finished lot levels, it is considered necessary for there to be relatively high retaining walls. It is noted that within the Ocean Road Estate, it is not uncommon to see

examples of high retaining walls with significant level differences between properties due to the natural topography on the area.

The proposed retaining walls on the respective lot boundaries to facilitate the fill proposed on the site has been depicted on the attached retaining wall layout plan which shows the top and bottom and retaining wall heights which have been highlighted in yellow and pink respectively with the height of the respective retaining walls on the respective lot boundaries shown in red. The top of retaining walls generally match the levels of the adjoining properties with the exception of lots 906 and 907.

It is to be noted that this retaining wall layout plan (attached) was based on the levels on the original plans submitted. The applicant then submitted amended plans with a reduction of lots 906 and 907 as discussed below. It should be noted the retaining wall heights in relation to adjoining sites are as follows:

- Lot 22 – 1.09m
- Lot 158 – 1.09m
- Lot 160 – 2.36-3.26m
- Lot 161 – 1.41m
- Lot 780 – 2.2-4.42m
- Lot 783 – 2.52m
- Lot 795 – 1.11-1.83m
- Lot 699 – 1.09m

Amended Plans

In response to the outcome of the advertising period where concerns were raised in relation to the levels of lots 906 and 907 from adjoining landowners, the applicant submitted amended plans which are the subject of this report (attached). As outlined above, there were a number of constraints in terms of drainage and matching the levels of the nib road which had to be considered by the applicant's engineering team when looking to reduce the levels of these two respective lots.

As per the attached plan which has been marked up showing the changes in red from the originally submitted site plan, the levels of lots 906 and 907 have been lowered by one course (370mm). Although 370mm does not seem to be a particularly large reduction, given the constraints it is a reasonable compromise solution. The outcome of the amended plans result in a slight reduction to the exposed retaining wall faces to lots 160, 161 and 783 as well as a reduction of the wall at the rear of these respective lots.

Submitted with the amended plans was also an overshadowing diagram (attached) which depicts the extent of shadow cast on the

southern adjoining properties if a single storey or two storey dwelling is constructed on lot 906. The impacts of this and assessment against the relevant design principles is provided in the *R-Code Provisions* section of this report below.

R-Code Provisions

The following variations are proposed to the deemed-to-comply provisions of the R-Codes:

- 5.3.7 – Site Works; and
- 5.3.8 – Retaining Walls.

With regards to Site Works, the deemed-to-comply provisions state the following:

C7.2 – all excavation or filling behind a street setback line and within 1m of a lot boundary, not more than 0.5m above the natural ground level at the lot boundary except where otherwise stated in the scheme, local planning policy, local structure plan or local development plan.

The R-Codes are written in such a way that if there is a variation proposed to the deemed-to-comply requirements, the proposal must satisfy the relevant design principles. The design principles relating to site works is as follows:

P7.1 – Development that considers and responds to the natural features of the site and requires minimal excavation/fill.

P7.2 – Where excavation/fill is necessary, all finished levels respecting the natural ground level at the lot boundary of the site and as viewed from the street.

The proposal is considered to satisfy the relevant design principles for the following reasons:

- The proposed levels and associated retaining walls consider and respond to the natural topography of the site which slopes downwards sharply from west to east by approximately 14.32 metres.
- The proposed levels for the respective lots respond to the levels of the access way which connects Cedron Rise and DaSilva Place and the levels of the established dwellings on lots 162 and 163.
- The proposed levels respect the natural ground level at the respective lot boundaries of the site as viewed from DaSilva Place to the north, Cedron Rise to the south, the access way (nib road), and Sumich Gardens and Hammond Road to the east.

With regards to clause 5.3.8 of the R-Codes, the deemed-to-comply provisions of the R-Codes require the following:

C8.1 Retaining walls set back from lot boundaries in accordance with the setback provisions of Table 1.

Given the proposed retaining wall heights of between 1.09 – 4.42m, table 1 requires a setback for the proposed retaining walls from the respective lot boundaries of between 1 – 1.1m. The proposed retaining walls are located up to the respective adjoining lot boundaries and as such a variation to the deemed-to-comply provisions is proposed.

The relevant design principles of clause 5.3.8 states the following:

P8 Retaining walls that result in land which can be effectively used for the benefit of residents and do not detrimentally affect adjoining properties and are designed, engineered and landscaped having due regard to clauses 5.3.7 and 5.4.1.

The proposed retaining walls are considered to satisfy the relevant design principles for the following reasons:

- The proposed retaining walls have been designed and engineered to be sympathetic to the levels of the existing adjoining properties with the top of retaining wall heights for lots 901, 902, 903, 904, 905, 908 and 909 generally in accordance with the levels of the adjoining lots.
- The proposed retaining wall have been designed and engineered to respond to the natural features of the site as viewed from the respective surrounding streets.
- A 1.8m dividing fence will be erected on top of all retaining walls consistent with the rest of Ocean Road Estate with the dividing fence limiting any overlooking in accordance with clause 5.4.1 of the R-Codes which requires a minimum screening device of 1.6m in height.

Other

The comments received during the advertising period that have not already been addressed above have been categorised and discussed below:

Proposal not in-keeping with R-Codes in terms of overshadowing, solar penetration, overlooking, privacy, overall height from natural ground level, streetscape and building wall heights

In relation to overshadowing, the applicant has prepared an overshadowing diagram (attached) which shows the potential shadow

cast from the future development at lot 906. The deemed-to-comply provisions of the R-Codes relating to Solar access to adjoining sites - clause 5.4.2 (C2.1) requires that no more than 35% of lot area of neighbouring properties which are zoned R30 are overshadowed. As per the overshadowing diagram, 82m² or 13% of the lot 161 Cedron Rise would be overshadowed if a single storey dwelling was constructed on the lot and 145m² or 23% of the lot would be overshadowed at midday 21 June if a two storey dwelling was constructed on lot 906. In regards to the extent of overshadowing of the neighbouring property at lot 160, a single storey dwellings constructed on lot 906 would result in 74m² or 11% of shadow cast on this property with 114m² or 18% of shadow cast on lot 160 Cedron Rise if a two storey dwelling was constructed on lot 906.

With regards to solar penetration and ventilation, as the neighbouring dwellings on lots 160 and 161 have relatively large rear setbacks of approximately 3.5-4.0m, it is considered that sufficient levels of solar access and ventilation can be achieved to the respective dwellings at lots 160 and 161 Cedron Rise to meet the relevant requirements of the Building Code of Australia.

Suggestion that lots 906 and 907 should be amalgamated with a 20m frontage with garage to be located on the northern side of the lot with the levels of the lot to be cut-in to the land

The suggestion that lots 906 and 907 should be amalgamated to create a single lot has been put forward to the applicant who has advised that they object to this proposal. Under the relevant LSP, the residential density of lots 906 and 907 is R30, meaning that if the lot was amalgamated it would have the potential for two grouped dwellings to be put on the lot given the lot density requirements for R30. The WAPC has granted subdivision approval for the subject lots, with the City is not in a position to force the applicants to amalgamate the lots at the request of the adjoining landowners. Cutting into the land is not considered a viable option for the reasons outlined above.

Suggestion that planning should only allow a single storey dwelling on lots 906 and 907

The zoning of the lots at 906 and 907 allows for a maximum building height of two stories. The City is not in a position to put a caveat on two storey development and only allow for a single storey dwelling to be constructed on the subject property.

Conclusion

The retaining wall and levels of the proposed lots are generally consistent with the respective adjoining lot levels to the east and west.

For the reasons outlined in the report, the levels of lots 906 and 907 could not be completely sympathetic to adjoining properties however it is considered that the amended plan provided by the applicant is a suitable compromise. The proposed variations to site works and retaining walls are considered to satisfy the relevant design principles of the R-Codes.

It is therefore recommended that the applicant be approved subject to appropriate conditions and advice notes.

Strategic Plan/Policy Implications

City Growth

- Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

The proposal was advertised to adjoining landowners for comment. A total of 4 objections were received during the advertising period with one of the submissions received from the landowners of both Nos. 4 and 6 Cedron Rise. Further information about the outcomes of the consultation is contained in the Neighbour Consultation section of the report above.

Risk Management Implications

Should the applicant lodge a review of the decision with the State Administration Tribunal, there may be costs involved in defending the decision, particularly if legal Counsel is engaged.

Attachments

1. Revised Engineering Earthworks Plan
2. Retaining Wall Layout Plan
3. Overshadowing diagram
4. Summary of Objections

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 8 December 2016 Council Meeting.

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

Nil.

15.2 (OCM 8/12/2016) - TOWN PLANNING SCHEME NO. 3 – CONSIDER SUBMISSIONS AMENDMENT 117 REZONING OF LOT 1 GHOSTGUM AVE, TREEBY (109/053) (C CATHERWOOD) (ATTACH)

RECOMMENDATION

That Council

- (1) endorse the Schedule of Submissions prepared in respect of Amendment 109 to City of Cockburn Town Planning Scheme No. 3 (“Scheme”);
- (2) adopt Scheme Amendment No. 117 for final approval for the purposes of:
 1. Including a portion of Lot 1 Ghostgum Avenue and a portion of Ghostgum Avenue, Treeby, as shown on the ‘Proposed Zoning Plan’ within the ‘Development’ Zone.
 2. Including a portion of Lot 1 Ghostgum Avenue and a portion of Ghostgum Avenue, Treeby, as shown on the ‘Proposed Zoning Plan, within the boundaries of ‘Development Area No. 37’.
 3. Removing a portion of Ghostgum Avenue from Local Reserve – Local Road.
 4. Amending the Scheme map accordingly.
- (3) note the amendment referred to in resolution (2) above is a ‘standard amendment’ as it satisfies the following criteria of Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015:

an amendment to the scheme so that it is consistent with a region planning scheme that applies to the scheme area, other than an amendment that is a basic amendment;

an amendment that would have minimal impact on land in the

scheme area that is not the subject of the amendment;

an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;

any other amendment that is not a complex or basic amendment.

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

COUNCIL DECISION

Background

The subject land is approximately 20ha in size and has frontages on Armadale Road and Ghostgum Avenue (formerly part of Fraser Road), Treeby. (refer to Attachment 1 location plan).

The subject site is currently vacant and has been extensively cleared and excavated as part of a previous quarrying operation. The subject site abuts the existing Treeby urban locality to the west, rural landholdings to the east, a 'Parks and Recreation' reservation to the north and Armadale Road (a 'Primary Regional Road') to the south.

The site was the subject of a Metropolitan Region Scheme (MRS) Amendment (1289/57) to rezone the land from 'Rural Water Protection Zone' to 'Urban Zone' and 'Primary Regional Roads Reservation'. This MRS amendment was advertised for public submissions from 6 October to 11 December 2015 and was subsequently reviewed and the

WA Planning Commission recommended that the Minister for Planning grant approval.

The Minister for Planning, after considering the amendment, approved the amendment and it came into effect on publication in the Government Gazette on 20 May 2016.

Under Part 9 of the Planning and Development Act 2005, there are obligations on the local government to bring their town planning scheme into line with the MRS, which is the purpose of this amendment.

Submission

Rowe Group, on behalf of the landowner the Department of Housing, has submitted a request for Town Planning Scheme No. 3 ("TPS3") to be amended to reflect the recent Metropolitan Region Scheme Amendment which zoned this lot 'Urban'.

The proposed amendment to the TPS3 is to:

- Include a portion of Lot 1 Ghostgum Avenue and a portion of Ghostgum Avenue, Treeby within the 'Development' Zone;
- Include a portion of Lot 1 Ghostgum Avenue and a portion of Ghostgum Avenue, Treeby within the boundaries of 'Development Area No. 37';
- Remove a portion of Ghostgum Avenue from Local Reserve – Local Road; and
- Amend the Scheme map accordingly.

The reason only 'a portion of' the lot is proposed to be rezoned is in deference to the Primary Regional Road reservation (for Armadale Road widening) which exists along the southern portion of the lot.

Report

The purpose of this scheme amendment is to assist in the proper and orderly planning of the site through the implementation of a 'Development' zone across the entire site, to reflect the change to the MRS and also extend the current 'Development Area 37' which covers the adjacent 'Calleya' development.

The 'Development' zone will replace the existing 'Resource' zone and establishes the need for a structure plan. Bringing the land into the existing 'Development Area 37' that identifies residential development, community and educational facilities, pedestrian connections and land uses will provide guidance for future land use designations. It is the local structure plan that will guide subdivision and development of the land.

Council resolved to initiate the Amendment for the purposes of advertising at the Ordinary Meeting of 11 August 2016. It was advertised for public comment for a period of 42 days from 11 October to 21 November 2016. Twelve submissions were received, mostly from government agencies. This is not considered unusual given the administrative nature of this amendment. Those submissions are discussed in further detail in the Community Consultation section of this report.

A response to the referral to the Environmental Protection Authority ('EPA') was received which included the following recommendation:

"The EPA recommends the City of Cockburn Town Planning Scheme 3 Schedule 11 Development Area 37 (DA 37) text provisions be modified to include the requirement for future structure plans to retain the remnant native vegetation corridor within Lot 1 Ghostgum Avenue, for conservation purposes.

The EPA concludes that the amendment can be managed to meet the EPA's environmental objectives, through the preparation of future local planning scheme provisions for structure plans to manage and protect Caladenia huegellii and its habitat".

A copy of the recommendation will be provided to the WA Planning Commission.

Consideration should be given to whether a modification to this amendment should be made before adopting this scheme amendment. City officers do not feel this would be appropriate for several reasons:

- The text provisions related to DA37 are very simple. They do not set out an extensive range of matters and it would be peculiar to change them simply to elevate one element of consideration above all others.
- The Structure Plan Framework guides a number of matters which need to be considered in assessing structure plans, including the assessment of environmental matters.
- At this stage, it could be viewed as presumptuous to include a specific requirement in DA37 when there is yet to be a flora assessment carried out.
- Schedule 11 relating to Development Areas in TPS3 has been amended recently by Amendment 111 and in response to the Planning and Development (Local Planning Schemes) Regulations 2015. It now takes the role of a Schedule 1, clause 33 table which sets out 'additional requirements' that apply to the land as a result of a structure plan. No structure plan has been done at this stage for Lot 1 Ghostgum Avenue, Treeby.

- DA37 already exists and covers other landholdings, most of which are already covered by a structure plan. To add a requirement to DA37, could impact that structure plan which also has areas of remnant vegetation containing *Caladenia huegelii*.

Strategic Plan/Policy Implications

City Growth

- Ensure planning facilitates a desirable living environment and meets growth targets

Economic, Social & Environmental Responsibility

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development

Budget/Financial Implications

The applicant has paid an application fee calculated in accordance with Schedule 3 of the *Planning and Development Regulations 2009*.

Legal Implications

Planning and Development Act 2005, specifically Section 124(2) which reads:

If a region planning scheme is inconsistent with a local planning scheme, the local government of the district in which the land directly affected is situated is to, not later than 90 days after the day on which the region planning scheme has effect, resolve to prepare –

- a local planning scheme which is consistent with the region planning scheme; or*
- an amendment to the local planning scheme which renders the local planning scheme consistent with the region planning scheme,*

and which does not contain or removes, as the case requires, any provision which would be likely to impede the implementation of the region planning scheme.

MRS Amendment 1289/57 was gazetted 20 May 2016 and the City resolved to prepare the amendment. There are now prescribed time frames to deal with the submissions on this amendment and provide a recommendation to the Minister for Planning. This is a 60 day period from the close of submissions (which would be 21 January 2017). With no Council meeting in January, there is no ability to defer a decision on

this amendment proposal without creating a compliance issue for the City.

Community Consultation

The Amendment was advertised for public comment for a period of 42 days from 11 October to 21 November 2016. Twelve submissions were received, with all but three being from a government agency.

All submissions supported the content of the proposed amendment.

One submission, from the local resident group acknowledged the amendment was necessary but wanted a delay in progressing the amendment until a number of road upgrades were undertaken. These upgrades are already secured by legal agreement with an adjacent developer, Stockland. Notwithstanding this, the City is obliged to amend its TPS3 within 90 days of the MRS zoning the land 'Urban'.

Two of the submissions were from landowners directly affected by DA37; Stockland and the Department of Housing. These submissions raised concerns with the EPA advice, in particular the notion the scheme provision changes proposed by the EPA. City officers agree the EPA changes would not be appropriate in the scheme text. They are of course raising important matters; however, the most appropriate planning tool to address these matters would be through structure plans.

The submission received from the Department of Fire and Emergency Services ('DFES') advised of the recently gazetted State Planning Policy 3.7 Planning in Bushfire Prone Areas ('SPP3.7') and the need for hazard assessment to be undertaken. City officers acknowledge that SPP3.7 would consider this a 'strategic planning proposal' which would require the level of hazard to be assessed and demonstration provided the hazard was able to be dealt with in later planning stages.

It is noted that a 'strategic planning proposal' includes both rezoning under the Metropolitan Region Scheme ('MRS') and the local planning scheme. It also includes structure plans.

It is noted that SPP3.7 neglects to discuss the situation where a development moves through the various layers of 'strategic planning proposals' that in some instances (such as from MRS to TPS rezoning) there is no further information which would inform a proposal than at the last stage.

With the TPS rezoning, there is no additional information available since the MRS consideration (no plan has been designed). In its simplest form it would involve matching a TPS zone to the new MRS

zone applicable. In this case, it also includes the designation of a Development Area which comes with scheme text to require a structure plan. There is nothing further that could be gleaned by doing another bushfire hazard assessment to support this amendment. One was produced when the MRS amendment was considered and was to the satisfaction of DFES. A copy of that bushfire assessment can be appended to the TPS amendment before it is referred to the WAPC. This should be satisfactory to all parties and be consistent with the intent of SPP3.7.

Risk Management Implications

Should the amendment not be adopted there is a certain probability, the City's Town Planning No. 3 will not be consistent with the Metropolitan Region Scheme.

The risk if this occurs would be the Minister for Planning may direct the local government to amend its scheme. This would be a compliance matter for the local government.

Attachment(s)

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

Advice to Proponent(s)/Submissioners

The Proponent and Submissioners have been advised that this matter is to be considered at the 8 December Ordinary Council Meeting.

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

Nil.

- 15.3 (OCM 8/12/2016) - CHANGE OF USE (SINGLE HOUSE TO CHILD CARE PREMISES) AND CAR PARK RECONFIGURATION – LOCATION: 196 & 198 (LOTS 152 & 153) LYON ROAD, AUBIN GROVE – OWNER: PATRICK WEE, CATHERINE WEE & FORTUNE HOLDINGS PTY LTD – APPLICANT: ASPIRE EARLY CHILDHOOD EDUCATION AND CARE SERVICES PTY LTD (DA16/0654) (052/002) (R TRINH) (ATTACH)**

RECOMMENDATION

That Council

- (1) grant Planning Approval for a Change of Use from Single House to Child Care Premises and Car Park Reconfiguration at No. 196

& 198 (Lots 152 & 153) Lyon Road, Aubin Grove, in accordance with the attached plans and subject to the following conditions and advice notes:

Conditions

1. Development may be carried out only in accordance with the details of the application as approved herein and any approved plan. This includes the use of the land and/or tenancy. The approved development has approval to be used for 'Child Care Premises' only. In the event it is proposed to change the use of the tenancy, a further planning application needs to be made to the City for determination.
2. This approval varies the previous approval DA07/0576 issued on 13 September 2007 to the extent of the works shown on the development plans hereby approved only. The conditions of DA07/0576 remain valid and continue to have effect.
3. The Child Care Premises is restricted to a maximum of 9 employees working from the premises and 40 children at any one time.
4. The hours of operation of the Child Care Premises are restricted to between 7:00am and 6:00pm, Monday to Friday. The hours of operation of the Consulting Rooms are restricted to between 8:00am and 5:00pm, Monday to Friday.
5. No building or construction activities shall be carried out before 7.00am or after 7.00pm, Monday to Saturday, and not at all on Sunday or Public Holidays.
6. All services and service related hardware, including antennae, satellite dishes and air conditioning units, being suitably located away from public view and/or screened to the satisfaction of the City.
7. The premises shall be kept in a neat and tidy condition at all times by the owner/occupier to the satisfaction of the City.
8. The car parking areas on Lots 152 and 153, access ways and landscaping located in front of the building shall be maintained to the satisfaction of the City, and shall not be used for storage of any type.

9. All works associated with this approval as shown on the approved plans shall be completed prior to occupation or use of the approved 'Child Care Premises' subject of this approval.
10. Prior to use of the building for 'Child Care Premises', the 25 car parking bays (13 allocated to the Child Care Premises on Lot 152 and 10 allocated to the Consulting Rooms on Lot 153), driveways and points of ingress and egress shall be sealed, kerbed, drained, line marked and made available for use in accordance with the approved plans.
11. Customer car parking bays for the approved Childcare Premises available on Lot 153 shall be suitably sign posted to the satisfaction of the City of Cockburn.
12. Tandem staff parking bays shall be permanently marked, maintained and accessible at all times for use exclusively by staff of the property, be clearly visible and suitably sign posted to the satisfaction of the City of Cockburn.
13. Crossovers shall be designed, located and constructed to the City's specifications.
14. A detailed landscaping plan shall be submitted to and approved by the City, prior to the issue of a Building Permit for the fit out of the Child Care Premises, and shall include the following:-
 - a) the location, number, size and species type of existing and proposed trees and shrubs, including calculations for the landscaping area;
 - b) any lawns to be established;
 - c) any existing landscape areas to be retained;
 - d) those areas to be reticulated or irrigated; and
 - e) verge treatments.
15. Landscaping including verge planting shall be installed, reticulated and/or irrigated in accordance with an approved plan and maintained thereafter to the satisfaction of the City. The landscaping shall be implemented during the first available planting season post completion of development and any species which fail to establish within a period of 12 months from planting shall be replaced to the satisfaction of the City.
16. Front walls and fences within the primary street setback area shall be visually permeable 1.2 metres above natural

ground level in accordance with the deemed to comply provisions of the Residential Design Codes of Western Australia.

17. Where a driveway and/or parking bay abuts a public street, associated walls, fences and/or adjacent landscaping areas shall be truncated within 1.5 metres thereof or limited in height to 0.75 metres.
18. All stormwater shall be contained and disposed of on-site to the satisfaction of the City.
19. A Construction Management Plan (CMP) shall be submitted to and approved by the City prior to the commencement of works. The CMP shall be implemented to the satisfaction of the City.
20. Prior to the submission of a Building Permit Application for the development, a Noise Management Plan shall be prepared to the City's satisfaction demonstrating that noise emissions will comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* (as amended). All noise attenuation measures, identified by the plan or as additionally required by the City, are to be implemented prior to occupancy of the development (or as otherwise required by the City) and the requirements of the Noise Management Plan are to be observed at all times.
21. Written confirmation from a recognised acoustic consultant that all recommendations made in the Acoustic Report prepared by Gabriels Environmental Design (dated 11 August 2016) and the further Acoustic Report required under Condition 18 have been incorporated into the proposed development, shall be submitted to the City at the time of lodgement of the Building Permit Application.
22. Prior to occupation of the development, the builder shall provide written confirmation that the requirements of the Acoustic Report referred to in Condition 21 have been incorporated into the completed development with the Form BA7 Completion Form, prior to occupation of the development.
23. All waste and recycling materials shall be contained within bins to be stored in the bin enclosure.
24. Prior to the occupation of the Childcare Premises building hereby approved, the owner of Lot 152 and 153 Lyon

Road, Aubin Grove (“the Owner”) shall enter into an agreement with the City of Cockburn (“the City”) to ensure that an easement is created over Lot 153 for the benefit of Lot 152 for car parking purposes in accordance with the specifications of and to the satisfaction of the City. The agreement shall be prepared by the City’s solicitors to the satisfaction of the City. The Owner shall be responsible to pay all costs of and incidental to the preparation of (including all drafts) and stamping of the agreement and lodgement of the absolute caveat at Landgate.

Advice Notes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, or with any requirements of the City of Cockburn Town Planning Scheme No. 3 or with the requirements of any external agency.
2. You are advised that a Sign Permit may be required in accordance with the City's Local Laws (2000) prior to the erection of the sign. A permit is obtainable from the City's Building Services Department.
3. A plan and description of any signage and advertising not exempt under Local Planning Scheme No. 3 shall be submitted to and approved by the City prior to the erection of any signage on the site/building.
4. With regards to Condition 8, the parking bay/s, driveway/s and points of ingress and egress shall be designed in accordance with the Australian Standard for Off-street Carparking (AS2890.1) and be constructed, drained and marked in accordance with the design and specifications certified by a suitably qualified practicing Engineer and are to be completed prior to the development being occupied and thereafter maintained to the satisfaction of the City.
5. With regards to Condition 13, copies of crossover specifications are available from the City's Engineering Services and from the City's website www.cockburn.wa.gov.au.
6. With respect to Condition 16, visually permeable means vertical surface that has:
 - Continuous vertical or horizontal gaps of at least 50mm width occupying not less than one third of its face in

aggregate of the entire surface or where narrower than 50mm. occupying at least one half of the face in aggregate as viewed directly from the street; or

- A surface offering equal or lesser obstruction to view.

7. With respect to Condition 18, all stormwater drainage shall be designed in accordance with the Australian Standard, and the design shall be certified by a suitably qualified practicing Engineer or the like, to the satisfaction of the City, and to be designed on the basis of a 1:100 year storm event.
8. With regards to Condition 19, the Construction Management Plan shall address the following items:
 - a) Access to and from the site;
 - b) Delivery of materials and equipment to the site;
 - c) Storage of materials and equipment on the site;
 - d) Parking arrangements for contractors and subcontractors;
 - e) Management of construction waste; and
 - f) Other matters likely to impact on the surrounding properties.
9. The development shall comply with the noise pollution provisions of the *Environmental Protection Act 1986*, and more particularly with the requirements of the *Environmental Protection (noise) Regulations 1997*. The installation of equipment within the development including air-conditioners, spas, pools and similar equipment shall not result in noise emissions to neighbouring properties exceeding those imposed by the *Environmental Protection (Noise) Regulations 1997* (as amended).
10. With regard to Condition 20 above, the Noise Management Plan shall be prepared by a suitably qualified and recognised acoustic consultant and demonstrate that the development will comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* (as amended) and the City of Cockburn Noise Attenuation Policy (LPP 1.12).

The Noise Management Plan is to include:

- a) Predictions of anticipated noise emissions associated with activities, plant or equipment (such as bin areas, air-conditioners, refrigeration or pools);
- b) Predictions of anticipated break out noise levels;
- c) Sound proofing measures proposed to mitigate noise;
- d) Control measures to be undertaken (including

- monitoring procedures); and
- e) A complaint response procedure.

11. All food businesses shall comply with the *Food Act 2008* and Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only). Under the *Food Act 2008* the applicant shall obtain prior approval for the construction or amendment of the food business premises.

An Application to Construct or Alter a Food Premises shall be accompanied by detailed plans and specifications of the kitchen, dry storerooms, coolrooms, bar and liquor facilities, staff change rooms, patron and staff sanitary conveniences and garbage room, demonstrating compliance with Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only).

The plans are to include details of:

- (a) the structural finishes of all floors, walls and ceilings;
- (b) the position, type and construction of all fixtures, fittings and equipment (including cross-sectional drawings of benches, shelving, cupboards, stoves, tables, cabinets, counters, display refrigeration, freezers etc); and
- (c) all kitchen exhaust hoods and mechanical ventilating systems over cooking ranges, sanitary conveniences, exhaust ventilation systems, mechanical services, hydraulic services, drains, grease traps and provisions for waste disposal.

These plans are to be separate to those submitted to obtain a Building Permit.

12. All food handling operations shall comply with the *Food Act 2008* and Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only). Under the *Food Act 2008* the applicant shall complete and return the enclosed Food Business Notification/Registration Form to the City of Cockburn's Health Services. Operation of this food business may be subject to the requirement to pay an Annual Assessment Fee under the Act.
13. All toilets, ensuites and kitchen facilities in the development are to be provided with mechanical ventilation flued to the outside air, in accordance with the requirements of the National Construction Code (Building Code of Australia), the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971*, Australian Standard S1668.2-1991 "The

use of mechanical ventilation for acceptable indoor air quality” and the City of Cockburn Health Local Laws 2000. The City's Health Service further recommends that laundries without external windows and doors should be ventilated to external air and condensating clothes dryers installed.

14. With regards to Condition 23, bins shall be stored in the external enclosure located and constructed to the satisfaction of the City. This information shall be submitted to and approved by the City prior to the issue of a Building Permit.

(2) notify the applicant and those who made a submission of Council's decision.

COUNCIL DECISION

Background

The subject site consists of 196 (Lot 152) and 198 (Lot 153) Lyon Road, Aubin Grove and is on the corner of Lyon Road and Vienna Link. The site is approximately 430m north of the Aubin Grove Shopping Centre (corner of Lyon and Gaebler Roads) and 700m south of the Harvest Lakes Shopping Centre at the intersection of Lyon Road and Gibbs Road. The site is also approximately 800m from the future Aubin Grove Rail Station (under construction).

Lot 152, which is proposed to be converted into a Childcare Premises is 928m² in area and contains an existing single storey brick and tile dwelling comprising 4 bedrooms, 2 bathrooms and a double garage. The dwelling is well setback from the street (10m). Lot 153 was also originally developed with a single dwelling but was converted to (and approved) for use as 'Consulting Rooms' (Skin Check WA) in 2007. The business operates with two practitioners and contains 12 car parking spaces.

Both lots are relatively unique to the area in that they are significantly larger in area than the typical residential lots in the area as the original dwellings were constructed prior to the area being rezoned from 'Rural' to 'Urban' well before the area was developed for housing. Most other residential lots in the vicinity are approximately 600m² (or less) with lesser setbacks.

The proposed development is being referred to Council for determination as objections were received during the public consultation period.

Submission

N/A

Report

Proposal

The application proposes a change of use of the existing dwelling on Lot 152 from 'Single House' to 'Child Care Premises' and seeks to modify the car parking layout on Lot 153 that currently operates as 'Consulting Rooms'. The specific details include:

- A maximum of 40 children;
- A maximum of 8 educators and 1 cook (total of 9 staff);
- Operating hours are between 7:00am and 6:00pm, Monday to Friday (no weekends or public holidays);
- Limiting operating hours of the Consulting Rooms on Lot 153 between 8:00am and 5:00pm, Monday to Friday.
- Modifications to the dwelling on Lot 152 to convert the double garage into an additional room, including the garage doors being replaced with a low brick wall and windows along the front elevation to match the existing dwelling;
- Modifications to the front yard to include eight car parking spaces;
- Reconfiguration of car parking on Lot 153 including one existing car parking space and a portion of the dividing fence being replaced with four car parking spaces and a pedestrian walkway and changes to the western and southern portions of the car park to include additional bays; and
- Internal modifications to the floor plan of Lot 152 which would not be visible from the street.

Consultation

The proposal was advertised to 49 nearby land owners potentially affected by the proposal in accordance with the requirements of Local Planning Scheme No.3 (LPS 3). A total of 11 submissions were

received, three indicating no objection and eight objecting to the proposal.

The main issues and concerns raised during consultation include:

- Increased noise generated by the proposal;
- Increased traffic and traffic congestion generated by the proposal;
- Unauthorised parking occurring in and around the site;
- Pedestrian safety issues resulting from the proposal; and
- Unsuitable and inappropriate use for a residential area.

Statutory Framework

Metropolitan Region Scheme (MRS)

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and the proposal is consistent with this zone.

Local Planning Scheme No. 3 (LPS 3)

The subject site is zoned 'Development' under LPS 3 and is located within Development Area 11 (Lyon Road) and Development Contribution Areas 7 and 13. A Local Structure Plan (Lots 14, 2-4 Lyon Road Aubin Grove) has been approved over the subject property that shows a 'Residential-R20' zoning over the subject site.

The objective of the 'Residential' zone under LPS 3 is:

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

LPS 3 defines a 'Child Care Premises' as:

'Has the same meaning as in the Community Services (Child Care) Regulations 1988.'

Under the *Community Services (Child Care) Regulations 1988*, the definition is:

'premises specified in a licence or permit as premises in which a child care service may be provided.'

A 'Child Care Premises' is an 'A' use (discretionary subject to advertising) within the 'Residential' zone and is generally not permitted unless the local government has exercised its discretion and has granted planning approval after giving special notice in accordance with clause 64(3) of the deemed provisions within the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Residential Design Codes (R-Codes)

The proposed development, if approved would remain compliant with the Residential Design Codes (R-Codes) with regards to setbacks, open space, wall heights etc. and will still appear as a single house when viewed from the street.

Local Planning Policy 3.1 – Child Care Centres

The proposed Child Care Premises is generally consistent with the provisions of Local Planning Policy 3.1 – Child Care Centres (LPP 3.1) with the exception of:

- The proposed outdoor play area is located adjacent to the residential dwellings to the north and west of the site which does not accord with this policy provision and has the potential to negatively impact on the amenity of neighbours. Further discussion about noise is contained in the noise section of the report below;
- The lot area of 952m² in lieu of 1000m² required by LPP 3.1.
- The proposal includes a 1.6m landscaping strip in lieu of 2m outlined in the policy.

Planning Considerations

Noise

Noise was raised as the key concern for neighbours during the consultation period. An acoustic report was supplied with the application and assessed by the City's Environmental Health officers against the *Environmental Protection (Noise) Regulations 1997 (as amended)*. The report recommended the following measures:

- 2.4m fencing along the northern and western sides of the outdoor play areas;
- No more than 28 children permitted in the outdoor play areas at any one time;
- Staff arriving before 7am are to park on the left (southern) side of the driveway of Lot 152;
- Amplified music is not permitted within outdoor areas;
- Amplified music within indoor areas is limited to 73dB(A) and windows and doors must be kept shut whilst music is played;
- Existing condensing units will comply with the 'Assigned Levels'; and
- New toilet exhaust fans to achieve a sound power level of 71 dB(A) or less (51 dB(A) at 3m.

The Acoustic Report also recommended that a Noise Management Plan be prepared and implemented to comply with the permitted noise levels. It is considered that restricting the number of children in the outdoor area to no more than 28 at any one time together with new fencing around the play areas, sufficient landscaping along the northern and western boundaries should satisfactorily ameliorate noise for adjoining neighbours.

Should Council support the proposal, compliance with the Acoustic Report would be imposed as a condition to ensure that the recommendations made in the Acoustic Report are incorporated into the development.

Car parking and Access & Traffic

Under LPS 3 provisions, one car parking bay is required for each employee and one bay for every 10 children accommodated. The proposed development generates a requirement of 13 car parking bays. Only eight bays are proposed on Lot 152 with the remaining five bays required are proposed on the adjacent Lot 153. The applicant seeks to achieve this by modifying the car park on the adjacent Lot 153 by removing 1 car parking bay and replacing it with 4 car parking spaces.

The existing parking on the western side of Lot 153 is proposed to be reconfigured and replaced with six parallel parking bays and a tandem bay is proposed on the southern side of the lot. This will then create a total of 25 car parking spaces across both lots and is a two car parking bay in addition to the requirements for both uses LPS 3. In order for this to occur, the lots would either need to be amalgamated or a legal agreement between the owner of Lot 153 and the owner of Lot 152 will need to be signed and joined with the City as a party to the agreement as a condition if approved by Council.

Whilst the number of bays technically complies with LPS 3 across the two sites, it should be noted that:

- Two of the 13 car parking bays required are in tandem on Lot 152 which are only appropriate for staff. This leaves only four parking bays available on Lot 152 for parent drop-off and pick up and one of those is for persons with disabilities;
- The remaining seven bays required for the use and that would most likely be used by parents for pick up and drop off are contained mostly on Lot 153 which is accessed from a separate crossover. If those located next to Lyon Road are used by the consulting room

customers, the other bays are at the rear of Lot 153 which is inconvenient to the Childcare Centre entrance;

- A reversing bay has been included on Lot 152 to cater for a scenario where a vehicle enters the site when all parking bays are being used, they can still exit the site in forward gear and not have to reverse on to Lyon Road;
- There would be no ability for street parking on Lyon Road or Vienna Link if bays are not available.

The proposed parking layout is a compromise as a result of converting the existing dwelling rather than a purpose built building.

Access to and from Lot 152 is proposed from a single crossover that is accessible from Lyon Road and allows vehicles to enter and exit in a forward gear. The single access point and manoeuvrability proposed on the Lot 152 allows for safe access to and from the property and considers the residential nature of the locality. Access to and from Lot 153 will remain the same with an entry point on Lyon Road and exit via Vienna Link with a one-way driveway through the site.

Should Council support the proposal, signage designating staff and visitor parking will be required as a condition of approval to clearly delineate that the tandem car parking bays are to be used for staff only and other bays designated for visitor and disabled parking. The signage will also make childcare premises customers aware of the car parking available on the adjoining site, requirements for staff parking and advising customers about the parking arrangements.

Considering that Lyon Road is a Regional Distributor road, the increased traffic volumes caused by the proposal are minor in context with the number of vehicles that traverse the road on a daily basis.

Hours of Operation

The proposed operating hours are between 7:00am and 6:00pm, Monday to Friday which are consistent with the hours of operation recommended under LPP 3.1. The applicant has advised that peak hours of operation with regards to drop-off and pick-up are envisaged from 7:00am to 8:00am and sporadically from 3:00pm to 6:00pm.

The hours of operation for the consulting rooms on Lot 153 are proposed to be restricted to 8:00am to 5:00pm to ensure that no substantial overlap in car parking would occur. Should Council support the proposal, the hours of operation on Lot 153 should be restricted to 8:00am to 5:00pm as a condition of approval and the owner (who owns both lots) has indicated that they are satisfied with this.

No advertising signage is proposed as part of this application. Any future signage for this proposal will require further planning and building approvals prior to erection. However, it should be noted that given that the proposal is in a residential area, any signage proposed would have to be relatively modest and ensure that it does not detract from the amenity of the area.

Lot Area

The lot area is below that recommended in LPP 3.1 which stipulates a minimum of 1000m². The minimum lot size was included in LPP 3.1 in accordance with the Western Australian Planning Commission's Planning Bulletin 72/2009 'Childcare Centres'. The minimum lot size is to ensure that sites are of a sufficient size to accommodate the development, including buildings and structures, parking for staff and parents, outdoor play areas and landscaping. Generally, the larger the site, the greater separation between outdoor play areas and adjoining neighbours, which assists in protecting the amenity of neighbours.

Landscaping

A semi-mature tree (bottlebrush) is proposed to be removed to accommodate parking within the front setback area. More than 5% of the site area is proposed as landscaping and is in front of the building. A landscaping plan was supplied that demonstrates high quality landscaping in front of the building and within the verge that includes a mixture of ground based cover, small trees and a large tree to cover the landscaping area. Should Council support the proposal, a condition should be imposed to require an amended detailed landscaping plan from the applicant that also includes high quality landscaping of the verge on the northern side of the crossover on Lot 152 that will prohibit verge parking.

Conclusion

The proposal to change the use of the dwelling to Child Care Premises is supported as it generally complies with the provisions of LPS 3 and will not negatively impact on the amenity of neighbours or the streetscape. The proposal, which is relatively small scale, has addressed car parking, access, noise, landscaping and safety issues and will remain consistent with the surrounding residential dwellings. It is therefore recommended that Council approve the application subject to the conditions contained in the recommendation.

Strategic Plan/Policy Implications

City Growth

- Ensure planning facilitates a desirable living environment and meets growth targets
- Maintain service levels across all programs and areas

Economic, Social & Environmental Responsibility

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development

Budget/Financial Implications

Nil.

Legal Implications

Nil.

Community Consultation

As discussed in the Consultation section of the report above, the proposal was advertised to 49 nearby land owners potentially affected by the proposal in accordance with the requirements of Local Planning Scheme No.3 (LPS 3). A total of 11 submissions were received, three indicating no objection and eight objecting to the proposal.

Risk Management Implications

Should the applicant lodge a review of the decision with the State Administrative Tribunal, there may be costs involved in defending the decision, particularly if legal Counsel is engaged.

Attachment(s)

1. Location Plan
2. Site Demolition Plan
3. Site Plan
4. Internal Demolition Plan
5. Floor Plan
6. Elevations Demolition Plan
7. Elevations
8. Elevations 2
9. Outdoor Area Plan
10. Landscaping Plan

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 8 December 2016 Council Meeting.

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

Nil.

15.4 (OCM 8/12/2016) - PROPOSED STRUCTURE PLAN – LOTS 75-81 PRIZMIC STREET AND LOTS 84-90 WATSON ROAD, BEELIAR – OWNER: VARIOUS – APPLICANT: ROWE GROUP (110/161) (T VAN DER LINDE) (ATTACH)

RECOMMENDATION

That Council

- (1) pursuant to *Schedule 2, Part 4, clause 20(2)(e) of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015*, recommend to the Commission that the proposed Structure Plan for Lots 75-81 Prizmic Street and Lots 84-90 Watson Road, Beeliar (“Structure Plan”) be approved subject to the following modifications:
 1. Part One, include a section 4.7 titled “Other Requirements” and include the following text:

“An Urban Water Management Plan (UWMP) and landscaping plan is to be prepared and implemented at the time of subdivision.

A Geotechnical Investigation is to be prepared at the time of subdivision to determine the permeability values of the site to the satisfaction of the City of Cockburn.”
- (2) adopts the Schedule of Submissions prepared in respect of the proposed Structure Plan (Attachment 4);
- (3) endorse the Bushfire Management Plan prepared by Bushfire Prone Planning in respect of the proposed Structure Plan and dated 8 September 2016, Plan Version V1.3 (reference: 168384-1); and
- (4) advise the proponent and those persons who made a submission on the Structure Plan of Council’s recommendation.

COUNCIL DECISION

Background

The proposed Structure Plan applies to 5.7 hectares of vacant land, namely Lots 75-81 Prizmic Street and Lots 84-90 Watson Road, Beeliar ("subject land"). It is bound by existing residential development to the north and south, Watson Road to the east, the unconstructed Prizmic Street road reserve to the west, and Stock Road 130m further west (see Attachment 1). The Structure Plan was received on 21 September 2016 and a copy of the Structure Plan Map is included at Attachment 2.

The purpose of this report is for Council to consider this Structure Plan proposal in light of the information received during the advertising process and discussed below.

Submission

N/A

Report

Background

The Structure Plan was prepared and lodged by Rowe Group on behalf of the landowners of the subject land.

The subject land is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The subject land is located within Development Area 4 ("DA4") and Development Contribution Areas No. 13 ("DCA13") and No. 4 ("DCA4").

Pursuant to clause 15(a)(ii) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, a Structure Plan is required to be prepared and adopted to guide future subdivision and development.

A similar Structure Plan prepared over the same lots was previously lodged with the City in October 2015 and advertised for public comment from 24 November 2015 until 18 December 2015. The proposal was put to Council at the 11 February 2016 OCM and recommended for approval subject to only one modification: preparation of a Bushfire Hazard Level Assessment and/or a Bushfire Management Plan.

Following the February OCM, the City was contacted by the proponent and advised that the proponent was proposing to make some design modifications to the Structure Plan. The proponent requested the Structure Plan be put on hold and not be forwarded through to the WAPC for final determination due to the potential redesign.

The City met with the proponent on two occasions to discuss the proposed modifications and ultimately advised that due to the nature of the modifications and the fact that the Structure Plan had not been forwarded to or finally endorsed by the WAPC, a new Structure Plan incorporating the proposed modifications would need to be lodged with the City. This Structure Plan application has now been lodged and includes a Bushfire Management Plan, traffic Technical Note and a Landscape Concept Plan in addition to other technical reports previously lodged and reviewed by the City as part of the old Structure Plan, which has now been discontinued. A copy of the previous Structure Plan is included at Attachment 3.

Proposal

The Structure Plan is in a strategic location being in close proximity to the major transport routes of Stock Road and Beeliar Drive, Beeliar Village and South Coogee Primary School, 6km west of Cockburn Central, 1km south of Cockburn Commercial Park and opposite Radonich Park. Thus, the subject land offers a high level of services and employment opportunities for future residents.

The Structure Plan proposes residential development over the subject land of R30, R35, R40, R60 and R80 densities. Generally densities increase from south to north with R80 densities being located to the north-east of the subject land adjacent to Public Open Space (POS). The gradual increase in densities provides an appropriate interface to R20 development south of the subject land while dwellings to the north are coded R40 and more appropriately located in proximity to R60 and R80 development.

The structure plan proposes the creation of two public open space areas, one being the continuation of the existing open space between Firbank Road and Desertpea Road, and a new open space along the

western boundary of the subject land, adjoining Watson Road. The structure plan is discussed in more detail following.

Residential Development

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

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

The proposed density meets the State Government density targets as well as providing for additional housing diversity in the locality. The subject land is also well connected to public transport, and benefits from close proximity to the growing Beeliar Village comprising South Coogee Primary School and retail / commercial facilities.

Public Open Space

The Structure Plan proposes 5674m² of Public Open Space (“POS”) which amounts to 10% of the Structure Plan area. The POS is divided into two distinct areas. In the north of the subject area it is proposed to extend the existing park between Desertpea Road and Firkbank Road by an area of 663m². This will further extend the useability of this park, as there is no expectation that drainage from the subject area will be piped to this area. Further, this will create an increased buffer between the existing residential developments to the north and those likely to occur on the subject land.

A second area of POS is proposed along the eastern boundary of the subject area, adjoining Watson Road. This proposed area of POS totals 5,011m² and will fulfil local recreational needs as well as providing for drainage of the subject area. Much of the proposed R80 development overlooks this area of POS providing passive surveillance of the park. R80 lots directly abutting the park are to include habitable rooms and outdoor living spaces overlooking the park and will be provided with pedestrian access directly to this park in accordance with the Landscape Concept Plan provided within the Structure Plan.

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

Roads, Access and Parking

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

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

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

The Structure Plan also proposes three (3) laneways providing access to the rear of the proposed R80 lots. Both north-south aligned laneways are the standard 6m width, whilst the east-west laneway along the northern boundary of the subject land is 9m to provide for laneway parking, landscaping and safer and easier manoeuvrability of the laneways by the City's refuse vehicles. On street parking is also proposed in front of R80 laneway lots and along Watson Road adjacent to the proposed POS.

An east-west 10m wide local road is provided to the rear of the R80 lots directly fronting the proposed POS to provide vehicle access to these dwellings. There is no development proposed to front this 10m road and thus a wider streetscape is not necessary from an amenity point of view. All necessary services are capable of being provided within this 10m road reserve and it is of an appropriate width to allow the City's refuse vehicles to enter the intersecting 6m laneway safely as demonstrated within the Traffic Technical Note supporting the Structure Plan.

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

The subject land is approximately 400m from both the Beeliar Village Neighbourhood Centre and South Coogee Primary School. As such the

subject land has strong walkable characteristics that will assist in reducing car dependency.

Strategic Plan/Policy Implications

City Growth

- Ensure planning facilitates a desirable living environment and meets growth targets
- Ensure growing high density living is balanced with the provision of open space and social spaces
- Ensure a variation in housing density and housing type is available to residents

Leading & Listening

- Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management

Budget/Financial Implications

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

Legal Implications

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

Community Consultation

Due to the many similarities with the previous Structure Plan and minimal impacts the modifications are expected to have on surrounding landowners, the City believed it was only necessary to advertise the Structure Plan for 14 days in accordance with clause 18(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The advertising period commenced on 18 October 2016 and concluded on 1 November 2016. Advertising included a notice in the Cockburn Gazette and on the City's webpage, letters to selected landowners surrounding the Structure Plan area potentially affected by the proposed changes to the previously advertised Structure Plan, as well

as a letter to the Department of Environment Regulation (DER) who provided no objection.

In total the City received two submissions from landowners. One submission supported the proposal and one submission objected to the proposal due to the potential for increased traffic congestion as a result of future development. This objection to the proposal is not considered to raise issues that are not overcome by the Structure Plan. As indicated previously, the subject land is zoned "Development" under City of Cockburn Town Planning Scheme No. 3 and is thus intended for development in accordance with a Proposed Structure Plan. The proposed local road network provides permeability through the site and a number of connections to the existing road network, dispersing traffic and allowing future residents and visitors to easily access major roads in the vicinity of the Structure Plan area. The City's Engineering team have assessed the Structure Plan and deem it to be acceptable from a traffic access and safety viewpoint.

Submissions are detailed within the attached Schedule of Submissions. See Attachment 4 for details.

Risk Management Implications

If the Structure Plan is not supported, there will be no planning structure over the subject land to guide future subdivision and development. The subject land is in a strategic location, close to major transport routes, Beeliam Village and South Coogee Primary School, 6km west of Cockburn Central, 1km south of Cockburn Commercial Park offering a wide range of employment opportunities, and opposite Radonich Park. Due to the vacant site's proximity to a significant number of community facilities, services and employment opportunities, it is appropriate to develop the site at a higher residential density which also assists in achieving dwelling targets specified within Perth and Peel@3.5million.

Thus, if the Structure Plan is not adopted, there will be a missed opportunity to develop this land for residential dwellings to assist in meeting density targets and capitalise on the strategic location of the subject land.

Attachment(s)

1. Location Plan
2. Structure Plan Map
3. Previous/Discontinued Structure Plan Map
4. Schedule of Submissions

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 8 December 2016 Council Meeting.

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

Nil.

15.5 (OCM 8/12/2016) - PROPOSED STRUCTURE PLAN – LOTS 22 AND 51 MAYOR ROAD, MUNSTER – OWNER: MICHAEL IVAN TOMASICH AND DANICA TOMASICH – APPLICANT: TPG TOWN PLANNING, URBAN DESIGN AND HERITAGE (110/150) (T VAN DER LINDE) (ATTACH)

RECOMMENDATION

That Council

- (5) pursuant to *Schedule 2, Part 4, clause 20(2)(e) of the deemed provisions* recommend to the Commission the approval of the proposed Lot 22 and Lot 51 Mayor Road Structure Plan (“Structure Plan”) subject to the following modifications:
 2. Change all “LSP” and “Local Structure Plan” references to “Structure Plan”, including the title of Plan 1, to be consistent with the deemed provisions.
 3. Amend Plan 1 to include the whole of Lot 22 Mayor Road within the Structure Plan area. Designate an R60 coding over the portion of Lot 22 on the corner of Rockingham and Mayor Road and an R40 coding over the other portion of Lot 22. Amend Figures 1-5 accordingly.
 4. Executive summary, paragraph 1 is to refer to Lot 22 in its entirety and refer to the total site area as 2.1615 hectares in accordance with modification 2 above. Amend the Executive Summary table and section 1.2.2 of Part Two to reflect this larger area.
 5. Executive summary table, amend the *Total estimated lot yield, Estimated number of dwellings* and *Estimated residential site density*, as well as section 3.3 of Part Two to reflect updated Structure Plan map in accordance with modification 2 above. Calculations for dwellings per gross hectare and dwellings per site hectare should be rounded down.

6. Executive summary table, amend the *Estimated area and percentage of public open space* to read "0.2162 ha, representing 10% of the gross subdivisible area". Reflect this change in section 3.2 of Part Two.
7. Executive summary table, include *Estimated Population* as per the Planning and Development Regulations Structure Plan Framework and reference this in section 3.3 of Part Two.
8. Part one, section 1, paragraph 1 needs to be amended to refer to the Structure Plan encompassing all of Lot 22 and Lot 51 Mayor Road as per modification 2 above.
9. Part one, section 4.3, notification 1 and 2 are subject to the BMP being updated as per the modifications listed in recommendation (2) below.
10. Include additional Notifications on Title within Part One, section 4.3 as follows:
 - a) "3. This land may be affected by midge from nearby lakes and/or wetlands. Enquiries can be made with the City of Cockburn Environmental Services."; and
 - b) "4. This lot is in close proximity to Munster Pump Station No. 1 and 2 waste water treatment plants and may be adversely affected by virtue of odour emissions from that facility."
11. Include additional Subdivision and Development Requirements within Part 1, section 4 table of Structure Plan report stating:
 - a) "No direct access to Mayor Road is permitted, and applications will also need to facilitate access from existing dwellings to proposed Road 2 rather than via Mayor Road."
 - b) "On street visitor parking is to be provided within the northern verge of proposed Road 2 as well as within the southern verge adjacent to the POS to service the proposed grouped dwelling sites."
 - c) "The proposed POS is to be maintained in perpetuity at the standard prescribed for the Building Protection Zone by the Bushfire Management Plan prepared by FirePlan WA and dated January 2016 (or as updated)."
 - d) "Pedestrian paths shall be provided along all subdivisional roads to the satisfaction of the City."
 - e) "A shared path shall be provided along proposed Road 1."

- f) *“Detailed intersection analysis and assessment of the Mayor Road/Road 1 intersection will need to be undertaken to determine the form of the intersection treatment and geometric requirements as part of any subdivision application.”*
- g) *“In the event development is not yet completed over Lot 20 and 21 Rockingham Road and Lot 50 Mayor Road, temporary cul-de-sacs of 18m diameter are to be provided at the eastern termination of proposed Road 2 and at the intersection of proposed Road 1 and 3 as illustrated at Figure 4, and maintained until such time that the roads are extended.”* Update Figure 4 to show this.
12. Part One, section 5, modify reference to date of BMP following modifications to the BMP in accordance with recommendation (2) below.
13. Part One, section 5, include additional requirements for Local Development Plans as follows:
- a) *‘3. The R60 lot gaining battleaxe access from proposed Road 2 as well as the two lots adjoining the battleaxe driveway for the purposes of appropriate bin pad locations and vehicular access and egress.’*
- b) *‘4. Lots sharing a boundary with Mayor Road for the purpose of appropriate vehicular access and egress to proposed Road 2.’*
14. Amend Plan 1 to be consistent with the City’s preferred design concept at Attachment 2 particularly with regards to road layout and location of POS. Amend Figures 3-5 accordingly.
15. Increase the battle-axe driveway width providing access from Road 2 to the R60 site in the north-east to 8m.
16. Erie Lane to the south of Lot 51 is to be shown on Plan 1 as intersecting with and being accessible via proposed Road 1.
17. Amend Plan 1 to ensure that the north-eastern corner of Lot 22 at the intersection of Mayor Road and Rockingham Road is truncated appropriately.
18. Amend Plan 1 to ensure the POS to the south-west of the Structure Plan area is truncated appropriately in order to accommodate future services and road infrastructure within standard road reserves so that it does not compromise the

POS.

19. Amend the Plan 1 and Figure 3 Legend title "*Region Scheme Reserves*" to "*Local Scheme Reserves*".
20. Add "*Local Roads*" under the abovementioned "*Local Scheme Reserves*" title within the Plan 1 and Figure 3 Legend and colour white in accordance with the City's Scheme maps.
21. Rename the Plan 1 and Figure 3 Legend title "*Other*" to "*Other Categories*" in accordance with the City's Scheme maps.
22. Reword the Plan 1 and Figure 3 Legend item referring to 2m widening of Mayor Road to "*Land to be set aside as a separate lot to be ceded by the WAPC for Metropolitan Region Scheme 'Other Regional Road' Reserve*" and include under the "*Other Categories*" title;
23. Rename the Plan 1 and Figure 3 Legend title "*Local Planning Scheme Zones*" to "*Local Scheme Zones*" in accordance with the City's Scheme maps.
24. Include an additional section within Part Two referencing the Munster Pump Station No. 1 and 2 for the purposes of description and context of notification 4 required under modification 9 above.
25. Part Two, section 1.1, paragraph 3 should refer to the entirety of Lots 22 and 51 Mayor Road.
26. Part Two, section 1.2.1, paragraph 1 should refer to the entirety of Lots 22 and 51 Mayor Road.
27. Bus routes referred to in part two, section 1.2.1, paragraph 3 are not high frequency as it is defined under the Residential Design Codes (R-Codes).
28. Part Two, section 1.2.2, paragraph 1 should refer to the entirety of Lots 22 and 51 Mayor Road and the total Structure Plan area should be amended to 21,615m².
29. Remove reference within Part Two, section 1.2.2, paragraph 2 to existing dwellings being excluded from the Structure Plan area and remove the last sentence regarding a subdivision application.

30. Part Two, section 1.2.3 table should refer to the area of Lot 22 as 7,453m² and not 5,138m².
31. Part Two, section 1.2.3, paragraph 2 should be amended to state *"There is a caveat listed on the Certificate of Title for Lot 22 in favour of Ivanka Angela Gryska and Mark John Gryska, as to portion only, being the existing dwelling to the west of Lot 22."* A copy of this caveat is to be provided within the documentation.
32. Part Two, section 1.3.1, first paragraph, last sentence should read *"As part of a future application for subdivision approval, this MRS reserved portion of the Site will be ceded for 'Other Regional Road' reserve and as part of the subdivision clearance process receive credit against the Development Contribution Area (DCA 6) liability for these properties."*
33. Part Two, section 1.3.1, last sentence should read *"The Site is subject to Development Contribution Area 13 (DCA 13), which establishes a developer contribution arrangement for the upgrade of local and regional recreational and landscape facilities within the whole of the City of Cockburn and Development Contribution Area 6 (DCA6), which establishes a developer contribution arrangement specifically for the Munster locality, in particular for a proportional upgrading of Beeliar Drive (Mayor Rd) between Stock and Cockburn Roads."*
34. The policy numbers referred to in Part Two, section 1.3.3.2 should be updated to be consistent with the City's new policy numbering on the City's website.
35. Part Two, section 3.1, paragraph 3 should be reworded to *"The Structure Plan identifies two (2) separate 'Parks and Recreation' reserves along the southern and eastern boundaries of Lot 51 Mayor Road, which will provide local community recreation spaces for the structure plan area."*
36. The 1.2207ha of residential area referred to in Part Two, section 3.1, paragraph 4, needs to be amended in accordance with modification 2 above.
37. Part Two, section 3.2, paragraph 2 should be updated to reflect the revised POS layout as per Attachment 2 and refer to the combined area of POS as 2161.5m², being 10% of the land area of Lots 51 and 22 Mayor Road.

38. Part Two, section 3.3 should include reference to the dwellings per gross hectare to ensure consistency with the *estimated residential site density* section of the Executive Summary table.
39. Part Two, section 3.3, paragraph 2 and 4 should be amended to take into consideration the two additional portions of Lot 22 as per modification 2 above.
40. Part Two, section 3.4, paragraph 2 should be removed.
41. Part Two, section 3.4 should refer to the City's requirement that two 2x18m diameter temporary cul-de-sac heads are constructed where proposed Road 3 intersects with proposed Road 1 and at the eastern end of proposed Road 2 where it is to be extended through Lot 21, for the purpose of waste truck movements as per Attachment 2.
42. Part Two, section 3.4, final sentence to state "*Pedestrian paths shall be provided on all road reservations within the proposed subdivision.*"
43. Part Two, section 3.5 needs to be updated to accord with the approved LWMS dated July 2016 (Rev B). Ensure repetition within the table against SW1 of "Manner in which compliance is achieved" is remedied.
44. Amend Figure 4 to illustrate temporary cul-de-sacs referred to in modification 10g) above.
45. The POS calculations included in the tables on Figures 3 and 5 are to be amended in accordance with modification 2 and 36 above.
46. Include indicative bin pad locations on Figure 5, particularly for the R60 grouped site fronting Mayor Road.
47. Amend the Local Water Management Strategy (LWMS) at Appendix B to reflect the modifications to the proposed Structure Plan over Lots 22 and 51 Mayor Road as per the advice provided by the Department of Water included in the attached Schedule of Submissions (Attachment 3).
48. If required, update the Civil Engineering Servicing Report at Appendix D to address the concerns previously raised by the Water Corporation regarding gravity sewer and filling of Lot 51.

- (6) acknowledge that the Bushfire Management Plan (BMP) prepared by FirePlan WA in respect of the proposed Structure Plan dated January 2016 cannot be adopted in its current state due to the schedule of modifications seeking a redesign of the proposed Structure Plan. Following determination of the proposed Structure Plan, the BMP to be updated and adopted to the satisfaction of the City in order to reflect the decision of the WAPC. As part of updating the BMP once the WAPC have determined the Structure Plan, the following modifications will be required in addition to what the WAPC decides:
1. Update to reflect the requirements of *State Planning Policy 3.7 Planning in Bushfire Prone Areas* ("SPP 3.7") and the *Guidelines for Planning and Bushfire Prone Areas* ("the Guidelines").
 2. Include at least two geo-referenced photographs to support the Bushfire Hazard Level (BHL) Assessment vegetation classification. Should any discrepancies arise between the classified vegetation referred to in the report and the actual vegetation types on site, the BMP will need to be updated to the satisfaction of the City in consultation with the WAPC.
 3. Update the BHL Assessment in accordance with the methodology set out in the Guidelines (Appendix 2, page 50-51). The bushfire hazard should be mapped as per Figure 10, page 52 of the Guidelines. Areas that are assessed as low hazard, but are within 100 metres of a moderate or extreme bushfire hazard are to adopt a moderate bushfire hazard within that 100 metres.
 4. Figure 5 *Indicative BAL RATINGS and Building Protection Zone* is to be included at a size that allows it to be printed to scale in order to validate the distances from proposed lots to the classified vegetation. Should any discrepancies arise, section 5.7 of the BMP will need to be amended to the satisfaction of the City of Cockburn in consultation with the WAPC. The boundary of the Open Forest Extreme hazard as per Figure 3 needs to be shown on Figure 5.
- (7) pursuant to clause 20(1)(b) of the *deemed provisions* provide to the Commission the 8 September, 13 October and 8 December OCM reports and attachments on the proposed Structure Plan and modifications, once the outstanding assessment fee payment of \$2,516.54 has been made by the applicant to the City;

- (8) endorse the Schedule of Submissions prepared in respect of the proposed modifications to the Structure Plan (as above);
- (9) advise the proponent and those persons who made a submission of Council's decision; and
- (10) pursuant to clause 22(7) of the *deemed provisions* request that the Commission provides written notice of its decision to approve or to refuse to approve the Structure PI.

COUNCIL DECISION

Background

The proposed Structure Plan (Attachment 1) was lodged in February 2016 and advertised in July 2016. Following advertising, the Structure Plan was considered at the 8 September 2016 Ordinary Council Meeting (OCM) (Item 14.1), whereby Council resolved to defer consideration of the item to allow further investigation by the City into the Structure Plan design.

Following these further investigations, the Structure Plan was reconsidered at the 13 October 2016 OCM (Item 15.4) whereby Council resolved to advertise modifications to the Structure Plan in accordance with cl 19(1)(d) of the Deemed Provisions. The modified Structure Plan (refer Attachment 2) was advertised for 28 days from 25 October until 22 November 2016.

The purpose of this report is to consider the proposed modifications to the Structure Plan in light of the responses received from advertising of the modifications.

Submission

N/A

Report

The two previous reports considered by Council at the 8 September (Item 14.1) and 13 October 2016 (Item 15.4) OCMs provide the background and detailed explanation of the objections the City has with the original Structure Plan design. These particularly concern the fragmented layout of open space, the exclusion of two portions of Lot 22 from the Structure Plan area, and the unsafe movement network comprising a series of right angle bends. This report follows on from these previous reports and is prepared as a result of the Council decision at the 13 October OCM to advertise modifications to the original Structure Plan, which aim to address the unsatisfactory elements of the original Structure Plan.

The modified Structure Plan (refer Attachment 2) addresses the City's concerns with the Structure Plan design and provide an alternate solution. The proposed modifications provide a more consolidated and useable area of POS, a more safe and efficient road layout that does not incorporate right angle bends, and includes the whole of Lot 22 in the Structure Plan area to ensure there is an appropriate planning structure to guide subdivision and development of these two portions of land. The modified Structure Plan is considered an acceptable design for the land, and particularly addresses the problems associated with the original Structure Plan proposal.

Due to the modified Structure Plan proposing a relocation and reconfiguration of POS and residential land use over the site, the Bushfire Management Plan (BMP) prepared in support of the application cannot be adopted since it does not reflect the location of proposed lots and Building Protection Zones. Thus, the bushfire risk of the proposed residential zones as per the modified Structure Plan are likely to be different to that identified in the BMP and the BMP will need to be updated to reflect the modified design before it can be adopted. This requirement has been included in the recommendation above (recommendation (2)).

Community Consultation Outcomes

The proposed modifications to the Structure Plan were advertised for a period of 28 days from 25 October 2016 until 22 November 2016 in accordance with Council's resolution and the Deemed Provisions. A total of twenty submissions were received, with eleven being from government agencies, ten of which raised no objections to the proposal.

The submission by the Department of Water, whilst raising no objection, requires the LWMS to be amended to address the modifications to the Structure Plan. This requirement has been

included in the recommendation above (recommendation (1)46). The amended LWMS will be required to be approved by the Department of Water and the City of Cockburn.

The submission by the Department of Fire and Emergency Services raised objections to the proposal on the grounds that the BMP cannot be validated given it does not respond to the modified Structure Plan design as well as a number of other required modifications. Until such a time as the BMP is updated, detailed comment cannot be provided and the fire risk impact on future development cannot be determined. This requirement has been addressed in recommendation (2) above.

Nine submissions were received from or on behalf of nearby landowners with one submission being from the proponent of the original Structure Plan. Eight of these submissions, including the one from the proponent, provided very similar objections regarding the proposed location of POS along the eastern boundary of Lot 51, the proposed change in the road network and intersection of Road 1 and 3, and the proposed depth of the lots proposed by the Structure Plan. These submissions closely reflect the objections previously raised by the landowner which were addressed in detail in the two previous reports to Council on the 8 September (Item 14.1) and 13 October (Item 15.4). In this regard, the City has already responded to these objections. These responses are the basis of the modified design, in order to create an acceptable and logical layout of open space, road design and the like. These objections raise issues that have already been addressed and overcome in respect of the original Proposed Structure Plan that was not acceptable in terms of its design. Responses to these submissions reiterating the City's previously communicated stance on these matters has been included in the Schedule of Submissions at Attachment 3.

The objections regarding inconsistencies between the LWMS, the BMP and the modified Structure Plan design have been addressed previously in this report and the recommendation above. Both the LWMS and BMP will be required to be updated in accordance with the modified Structure Plan design.

One submission objected to the proposal on the grounds that the connection of the subject land road network with the existing Monger Road would result in increased traffic along Monger Road. This objection is not supported as the intention has always been to extend Monger Road into the subject land, providing an important connection for landowners in the vicinity to access Rockingham Road via Yindi Way. Closing off this connection would impact the permeability of the area for vehicles and place further pressures on other local roads.

The submission that did not object to the proposal was lodged on behalf of the landowner of Lot 21 and proposes a realignment of proposed Road 2. This realignment is not supported as it is not necessary for the functionality of Road 2 as further detailed in the Schedule of Submissions.

All submissions have been outlined and addressed in the Schedule of Submissions (Attachment 3).

It is recommended the Structure Plan be modified as per the advertised modifications, and be approved by the WAPC based upon such taking place. The full suite of final modifications is contained within the officer's recommendation.

Strategic Plan/Policy Implications

City Growth

- Ensure planning facilitates a desirable living environment and meets growth targets
- Ensure growing high density living is balanced with the provision of open space and social spaces
- Ensure a variation in housing density and housing type is available to residents

Community, Lifestyle & Security

- Provide for community facilities and infrastructure in a planned and sustainable manner
- Provide safe places and activities for residents and visitors to relax and socialise
- Create and maintain recreational, social and sports facilities and regional open space

Budget/Financial Implications

The required Structure Plan application fee has been calculated and paid by the proponent. It is noted that an additional fee of \$2,516.54 remains outstanding, and will need to be paid prior to sending of the Structure Plan to the Commission. This additional fee is costs incurred by the City in advertising the modifications to the original Proposed Structure Plan. There are no other direct financial implications associated with the Proposed Structure Plan.

Legal Implications

Pursuant to *Schedule 2, Part 4, clause 19(3) of the deemed provisions*, modifications to a structure plan may not be advertised on more than one occasion without the approval of the Commission.

Pursuant to *Schedule 2, Part 4, clause 20(1)(b) of the deemed*, the City must provide a report on the structure plan to the Commission no later than 60 days after the last day for making submissions after proposed modifications to a structure plan are advertised. Since advertising closed on 22 November, a report to the Commission is required to be provided by 21 January 2016 unless a request is made to the Commission and granted under clause 20(1)(c) of the Regulations.

Community Consultation

Pursuant to *Schedule 2, Part 4, clause 19(2) of the deemed provisions*, the proposed modifications to the Structure Plan were advertised from 25 October 2016 until 22 November 2016.

Advertising included letters to State Government agencies and selected landowners within and surrounding the Structure Plan area, as well as a notice on the City's website.

Twenty submissions were received during the advertising period of which eleven were received from government agencies and nine from or on behalf of landowners in the vicinity of the Structure Plan. Analysis of the submissions has been undertaken within the 'Report' section above, as well as the attached Schedule of Submissions (Attachment 3).

Risk Management Implications

The Structure Plan proposes a design that the City has raised a number of concerns over as discussed in detail in both the 8 September 2016 and 13 October 2016 OCM reports. The proposed modifications to the Structure Plan address these concerns and thus if these modifications are not supported, the result would be a Structure Plan that does not appropriately provide the coordination of key infrastructure or public amenity. It would also result in a situation that potentially prevents the future extension of Beeliar Drive due to lots front Mayor Rd. The Structure Plan design is not consistent with orderly and proper planning and would not provide future residents with a safe and efficient local road network or sufficient and useable POS.

Attachment(s)

1. Applicant's Structure Plan
2. Modified Structure Plan
3. Schedule of Submissions

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposed modifications to the Structure Plan have been advised that this matter is to be considered at the 8 December 2016 Council Meeting.

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

Nil

15.6 (OCM 8/12/2016) - ADOPTION FOR FINAL APPROVAL – ROCKINGHAM ROAD UPGRADE CONCEPT PLAN (110/088 & 110/043) (D DI RENZO / A TROSIC) (ATTACH)

RECOMMENDATION

That Council adopt the Rockingham Road concept plan to progress further detailed design and feasibility work subject to the following:

1. Inclusion of a full movement vehicle access to the driveway just south of the McDonalds restaurant not being supported unless a comprehensive plan is submitted by the Phoenix Shopping Centre demonstrating to the satisfaction of the City the following works to be implemented by the Phoenix Shopping Centre, at their cost:
 - a. Façade treatments to the corner opposite Kent Street and western façade areas which improve the appearance of the servicing area, and improve the Shopping Centre's frontage to Rockingham Road.
 - b. Improvements to the general appearance of the Coles servicing area (area depicted in Attachment 3), including maximising opportunities for additional significant landscaping.
 - c. Embellishment of the amenity space as depicted on the City of Cockburn Draft Concept Plan, including as a minimum landscaping and seating.
 - d. Improvements to pedestrian connectivity in this area.

2. In the event that (1) above is not achieved by 13 January 2017, the City shall redesign the proposed Kent Street and Rockingham Road roundabout as a three-leg intersection without direct access to the Phoenix Shopping Centre, including:
 - a. Deletion of the proposed relocated southern access to the Phoenix Shopping Centre from Rockingham Road, and retention of the internal current accessway alignment.
 - b. A continuous median that restricts right turning movements to the southern Phoenix Shopping Centre access, modifying this entry as left-in, left-out only.
 - c. Advice of the above provided to the Phoenix Shopping Centre as soon as possible of such redesign.
3. Inclusion of a new 4-leg roundabout on the concept plan between Lancaster Street and Phoenix Road to provide a point of full movement vehicle access to both sides of the road north of Lancaster Street for the purposes of investigating its feasibility (traffic operation and cost).
4. Refinements to the modified entry to the Lot 16 Rockingham Road at the proposed new Lancaster Road roundabout in consultation with the landowner.
5. Review and any associated modification to improve access from Phoenix Road to the car park entry behind Hungry Jacks and BP such that it is safer and more legible for cars to utilise this access point.
6. Request City officers to present the final design and cost estimates to the March 2017 OCM.
7. Request an extension from the Western Australian Planning Commission to the timeframe that the proposed Phoenix Activity Centre Structure Plan report is to be presented to them until after the February 2017 Ordinary Meeting of Council when this matter is proposed to be considered.

COUNCIL DECISION

Background

At the OCM of 9 June 2016 Council adopted the draft Phoenix Activity Centre Structure Plan, Local Planning Policy Design Guidelines and draft concept plan for major upgrades to Rockingham Road for the purposes of community consultation. The focus of this report is on one of these three components, being the Rockingham Road upgrade concept plan.

The Rockingham Road upgrade was identified as a key action as part of the Phoenix Central Revitalisation Strategy. This identified an upgrade to Rockingham Road in order to:

- Improve the amenity of the public realm.
- 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.
- Enhance the streetscape.
- Reduce the negative impact of excessive signage along Rockingham Road.
- Reduce the negative impact of excessive car parking and crossovers along Rockingham Road.

At the 14 August 2014 OCM, Council endorsed the commencement of a multidisciplinary internal workgroup represented by Strategic Planning, Parks Services and Engineering Services. The purpose of this was to advance concept planning for Rockingham Road.

The work group identified key objectives and preliminary concept plan options for the revitalisation of Rockingham Road. This first step was necessary to understand the future desired form and function of the road before preparing guidelines for adjoining built form.

The workgroup identified four options and these were presented to Porter Consulting Engineers to review. 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 original objectives of the project. This option was developed into a draft considered suitable for community consultation.

Following consultation on that option, the purpose of this report is to consider for Council adoption a revised Rockingham Road upgrade concept, in order to progress further detailed design and cost estimates.

Submission

N/A.

Report

There were a large number of complex submissions received during the advertising period, and a variety of matters rose which require thorough assessment and consideration. Therefore to enable careful consideration of these matters, the draft Activity Centre Structure Plan and Local Planning Policy Design Guidelines will be presented to Council at a future Ordinary Meeting of Council, proposed for March 2017.

The purpose of this report is therefore for Council to consider adopting the Concept Plan for Rockingham Road only at this stage in light of the outcomes of community consultation.

Rockingham Road Upgrade Concept Plan

The following key objectives underpin the Rockingham Road upgrade concept, in line with the Revitalisation Strategy:

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. To create 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.

In practical terms, the proposal seeks to achieve the following:

- * Minimise land acquisition requirements.
- * Create maximum opportunities for landscaping to beautify the road.
- * Reduce the number of crossovers to Rockingham Road while facilitating access to businesses through a 'roundabout system'.
- * Reduce traffic speeds through new 50km speed limits (subject to Main Roads), and a narrowing of the road that will slow traffic.

The Draft Concept Plan that was adopted by Council for community consultation is included at Attachment 1 and proposes the following key features:

- * Reduction of Rockingham Road to two lanes between Coleville Crescent and Phoenix Road to slow traffic and improve safety and amenity for pedestrians and cyclists. This will allow the introduction of bike lanes and landscaping on Rockingham Road, which would not be possible within the current 4-lane configuration because of the narrow road reservation.
- * Introduction of an almost continuous median strip to reduce the number of unsafe vehicle right hand turning movements, and to provide the opportunity for street trees, given this is very limited either side of the road because of the narrow road reserve; services; and powerlines.
- * Replacement of the traffic signals at Lancaster Street with a new roundabout; and a new proposed roundabout at Kent Street which also includes a new relocated southern entry to the Phoenix Shopping Centre from the roundabout. These two roundabouts provide a U-turn system which allows for the introduction of the median whilst still providing good access to both sides of the road.
- * Creation of an amenity space in the area to the north east of the proposed Kent Street roundabout in the area that is currently the southern entry to the Phoenix Shopping Centre. This area will provide a more attractive pedestrian entry to the shopping centre; provide a space for visitors and staff to use; and critically it will provide the opportunity for an improved interface with Rockingham Road; and will help create a visual identity to the centre that will improve legibility.
- * Reduction in the number of crossovers to Rockingham Road to improve safety for vehicles, and improve the pedestrian environment, given that crossovers interrupt pedestrian movement and comfort, and reduce safety for cyclists.

Outcomes of Community Consultation

The draft Activity Centre Structure Plan, Local Planning Policy Design Guidelines and Concept Plan for Rockingham Road have undergone an extensive community consultation process.

In the first instance, the City undertook preliminary consultation with key affected stakeholders, writing to all adjacent landowners in May 2016 advising them of the proposed project, and inviting them to arrange a meeting with staff to explain the plans and how they may be affected. This was intended to ensure that landowners had the opportunity to meet one-on-one with staff who could explain the impact that the proposed changes would have on them.

The City met with approximately fifteen landowners/business owners and residents, and had telephone discussions with a number of other landowners at this time.

Over the past twelve months the Phoenix Working Group, comprised of community members, and on occasion affected landowners, also met on four occasions to discuss the plan.

Subsequently the plan was adopted by Council for advertising at the 9 June 2016 OCM, and was formally advertised for 60 days, ending on 22 October 2016. This was extended from the normal 28 days to allow the Phoenix Shopping Centre sufficient time to consider the proposal.

This included letters to landowners in the area, letters to government agencies, and a display at the Phoenix Shopping Centre.

A total of 37 formal submissions were received, with ten submissions supporting the proposed Rockingham Road upgrade and Phoenix Activity Centre Structure Plan concept.

There were 17 objections received, with submitters primarily concerned with the reduction to one lane, perceiving it to be a downgrade that will create traffic congestion.

All submissions are included and addressed in Attachment 4.

There were four specific submissions received from businesses/landowners on Rockingham Road presenting alternative plans which will be discussed in the following section.

Consultation with Phoenix Shopping Centre and McDonalds

The Phoenix Shopping Centre is a major stakeholder in this project, and for this reason the City has undertaken early and extensive consultation with them on the project.

This commenced on 10 February 2016 when the City advised the Phoenix Shopping Centre owners, Rockworth that plans were being developed for the upgrade and beautification of Rockingham Road, and that one favoured option had been prepared by David Porter Engineering after consideration of a number of alternative options.

Rockworth were advised that this option involved the introduction of new roundabouts on Rockingham Road to slow traffic and improve accessibility. They were advised that this included the introduction of a new roundabout at the intersection of Kent Street and Rockingham Road which would provide the opportunity for a new relocated southern entry to the Phoenix Shopping Centre.

The City invited Rockworth (and their urban design and/or engineering consultants) to meet to discuss the project and this option in particular in further detail.

On 23 March 2016 they were provided with draft copies of the plan to enable them to have sufficient time to consider the implications of the plan for their own site master planning process.

Throughout the year the City has met on five occasions with representatives from the Phoenix Shopping Centre and their consultants. City officers have also met on two occasions with representatives from McDonalds.

The Fratelle Group (on behalf of the Phoenix Shopping Centre) requested an extended advertising period of 60 days (extended from the normal 28 days) at the June 2016 OCM when adoption of the draft Rockingham Road Upgrade Concept Plan and Draft Phoenix Activity Centre Structure Plan was considered by Council.

This was requested to allow sufficient time to undertake site master planning, which would then inform their submission on the advertised documents. Council supported an extension to the advertising period of 60 days, and this was granted by the WAPC.

On 14 June 2016 the Fratelle Group, on behalf of the Shopping Centre, requested that the commencement of the advertising period for the draft Rockingham Road Upgrade Concept Plan and Draft Phoenix Activity Centre Structure Plan be delayed until the traffic modelling was

completed by the City of Cockburn. This request was granted, and advertising did not commence until the traffic modelling was available.

On 20 October 2016, at the request for the Phoenix Shopping Centre, the City granted an extension of two weeks to the advertising period which was then further extended to 8 November 2016 at their request.

Submission from Phoenix Shopping Centre and McDonalds Spearwood

Phoenix Shopping Centre and McDonalds (located on the Phoenix Shopping Centre land) have submitted an alternative plan that is included as Attachment 2.

Their proposed plan includes the following key features which vary from Council's draft plan as advertised:

1. Removal of the proposed amenity space, replaced by parking bays;
2. Full access to McDonalds from Rockingham Road (proposed as left-in, left out in Council's draft plan adopted for advertising);
3. A new internal north south connection from the southern car park to the northern car park along the Coles servicing area.

Each of these proposed changes are discussed below.

1. Proposed amenity space removal

The inclusion of parking in the amenity space area is not supported as this is considered to be a key feature of the Rockingham Road upgrade. This would represent a worse outcome than currently exists particularly in respect of accessing the centre as a pedestrian or public transport user.

The appearance of this area with parking and an additional access way will be an unattractive and cluttered area of kerbing and asphalt, with very minimal areas for landscaping.

The Phoenix Shopping Centre comprises a very large proportion of the commercial floor space of the Activity Centre, and visually it is the most prominent component of the centre due to its built form and extensive car parking.

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 the internal nature of the shopping centre is not unusual, it is uncommon that the entrances do not face the main street fronts.

It is far more typical in shopping centres (and more specifically in other district centre shopping centres in the Perth Metropolitan area) that the main entrances to the centre are clearly visible from key adjacent streets. Although in most cases the traditional 'big box' shopping centre is surrounded by large expanses of car parking, the main entrances are still usually highly visible from key adjacent streets. This provides a basic level of legibility for pedestrians and people travelling by car or public transport (even when the pedestrian environment itself may be less than desirable).

However, this is not the case with Phoenix Shopping Centre, and because the main entrances lack visibility, this has the following key impacts:

- * Significantly reduces legibility for the centre, particularly given that there is no built form that signifies entry into the town centre;
- * Reduces pedestrian connectivity;
- * Limits the 'sense of place' due to the lack of visual identity.

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 need to improve this interface has been identified as important since the 2006 City of Cockburn Local Commercial Strategy, which highlighted the need to improve the appearance and functioning of the Phoenix Park complex, particularly when viewed from Rockingham Road.

This is why to address these issues a key feature of the Structure Plan and Rockingham Road Concept Plan is the amenity space in the area north of the new roundabout (area currently the southern entry point to the centre on Rockingham Road to be closed), which adjoins the proposed improvements to Rockingham Road.

This area could include landscaping and seating, and could provide an active frontage and presence to Rockingham Road that the centre currently lacks.

The provision of this amenity space is considered to be imperative to work towards the objectives of SPP 4.2, particularly to assist in

achieving the following, which otherwise would be reliant on substantial redevelopment of the shopping centre:

- * Improving legibility by providing an identifiable entry to the centre that is currently lacking, and that is currently reliant on signage.
- * Improving pedestrian amenity - Providing an improved, safe, attractive pedestrian entry to the shopping centre, particularly for pedestrians walking to/from the well patronised bus stops on Rockingham Road
- * Providing a sense of place for the centre that is currently lacking.

For this reason the delivery of this space is considered to be a critical element of the Activity Centre Structure Plan. Without this included in the plan it is considered likely that there would be little improvement to the frontage of the shopping centre to Rockingham Road in the absence of complete redevelopment of the centre, given how constrained the site is.

It is noted that the Master Plan – Principles Plan provided by the Shopping centre in their submission depicts a ‘Community Gathering Space’ in this general location, yet this contradicts their Rockingham Road concept plan which removes the space.

The City understands that the Shopping Centre owners are in the process of master planning the site, and that this has not been finalised. However, the proposed concept plan is not supported because it does not provide any certainty that such a space can be provided in the future in an alternative location

Their suggestion that the public space could be provided elsewhere, set as a requirement in the Activity Centre Structure Plan, is not supported and is considered to create the possibility of such a space never being delivered. This is because the site is so constrained that it is unclear where such a space could be located as an alternative. It is considered that the location of the amenity space where shown on the draft plan will have a more significant positive impact than it would have elsewhere on the site because it could improve the critical interface with Rockingham Road. Once this space is delivered, and becomes functional, there is still the opportunity for the shopping centre owner to propose its relocation at some point in the future. Importantly, early delivery by the shopping centre will immediately address a known issue for the centre, as well as contribute to lifting the broader amenity of the area.

The Shopping Centre have included parking bays in the amenity space to reclaim some of the bays that will be lost through the introduction of the roundabout (they estimate 35 bays will be lost). This is unacceptable, and does not reflect the need for additional parking in this area. The City has continually advised the Shopping Centre owner about the availability of car parking on the underutilised top southern deck, and that any concerns regarding loss of parking should be focussed upon improved access and direction to the upper level car park.

Despite suggesting a concern about a lack of car parking, the Shopping Centre submission requests that the draft Structure Plan be modified to include a section providing guidance on the application of reduced car parking ratios for the Centre on the basis of State Planning Policy 4.2 – Activity Centres Policy for Perth and Peel (SPP 4.2) which states that for activity centres upper limits should be prescribed for car parking provision. Their submission states that this is “*acknowledging the current oversupply of car parking within the Centre.*” Considering this request of the centre, there is no justification to warrant the need for additional car parking in lieu of the proposed public amenity space.

As mentioned above, the upper deck of parking on the southern side was approved as part of a major development application that included the addition of another Discount Department Store to the centre. The upper deck of parking was constructed, however the Discount Department Store and additional floor space was never built.

Therefore while the proposed roundabout does remove parking bays from this area, it is not considered that there is sufficient justification to remove the amenity space and replace it with parking, particularly if the new internal connection to the larger northern car park is supported, as discussed below.

2. Full access to McDonalds from Rockingham Road and 3. New internal north south connection from the southern car park to the northern car park

The Council's draft plan proposes modifications to the access to McDonalds to allow only left in, left out access, with the intention being that vehicles travelling north on the road utilise the proposed Lancaster Street roundabout to do a U-turn to access properties on the eastern side of the road, including McDonalds. This is intended to remove unsafe right turning movements; improve pedestrian movement along Rockingham Road; and to facilitate opportunities for trees in the median.

The proposed alternative plan includes full access to McDonalds, supported by a traffic report which identifies the large number of

vehicles accessing the site, and which highlights the highly constrained nature of the site.

Their proposal also includes an internal connection from the southern car park to the northern car park along the Coles servicing area. This would include some modifications to the ramps to the northern car park. This is intended to facilitate movement from the southern to northern car park which currently does not exist.

The Shopping Centre indicated that this connection is a very important component of their revised proposal.

The City acknowledges that the majority of the Shopping Centre parking is located to the north, and that there is some benefit to including an internal connection between the two car parking areas, which also improves access to McDonalds which is a highly constrained site.

However, it is recommended that this additional access only be supported where a comprehensive plan for enhancements to this whole area are provided by the Shopping Centre which demonstrate improvement to the appearance of this area.

The concept plan the Shopping Centre have submitted demonstrates some improvements to this area, however these are considered to be inadequate for the following reasons:

1. Removal of the amenity space north of the proposed Kent Street roundabout, which is considered to be a key enhancement;
2. Proposed façade treatments only include the corner area, which will have minimal impact – this should be extended to include the façade of the servicing area itself facing Rockingham Road to ensure a substantial improvement to the appearance of this area which represents the Shopping Centre's key frontage to Rockingham Road.

City's response to Shopping Centre and McDonald's submission & recommended approach

For the reasons discussed above the alternative proposal submitted by the Shopping Centre and McDonalds is not considered to be acceptable.

It is therefore recommended that to ensure the key objectives of the project are achieved, the City take the following position:

1. That a full-access to McDonalds, and a new north-south internal access way, are not supported by the City unless the Phoenix Shopping Centre submit a plan which demonstrates the following works to be implemented by the Phoenix Shopping Centre to the satisfaction of the City:

Façade treatments to the corner and western façade areas which improve the appearance of the servicing area, and improve the Shopping Centre's frontage to Rockingham Road;

Improvements to the general appearance of the Coles servicing area (area depicted in Attachment 3), including maximising opportunities for additional significant landscaping;

Embellishment of the 'amenity space' as depicted on the City of Cockburn Draft Concept Plan, including as a minimum landscaping, and seating;

Improvements to pedestrian connectivity in this area

To summarise, it is considered reasonable that Council only support a plan that achieves the following key objectives for the City:

- Provision of an amenity space for the amenity of visitors, staff and the community that provides a more attractive frontage to Rockingham Road.
- Genuine beautification of this area to Rockingham Road.
- Improvements to pedestrian amenity and connection.

Whilst achieving the following objectives of the Phoenix Shopping Centre:

- Establishment of a new internal north south connection between the two parking areas;
- Full access to the McDonalds Restaurant from Rockingham Road.

The success of the current draft proposed concept plan for Rockingham Road relies on collaboration with the Phoenix Shopping Centre. This is why the City has undertaken early and extensive consultation with the Phoenix Shopping Centre with a view to achieving agreement on the plan.

It will be difficult for the City to implement the proposed changes successfully without their support for the plan, given that it relies on works also being undertaken on the Shopping Centre land. In other

words, should the Shopping Centre not be in a position to deliver the associated works on their land that the Rockingham Road upgrade requires, the City must carefully consider how its project may need to be adjusted so that it can decouple itself from any required changes on the Shopping Centre land.

Therefore, in the event that a comprehensive plan is not submitted by the Phoenix Shopping Centre for the area depicted in Attachment 3, it is recommended that Council take an alternative approach to the interface with the Shopping Centre that does not rely on any modifications inside the Shopping Centre land.

In this regard, it is recommended that in the absence of a comprehensive plan for upgrades to the interface with Rockingham Road (which addresses the issues discussed); that the relocated southern shopping centre access is deleted from the plan.

This means that the new Kent Street roundabout would be modified as a three-way roundabout with no direct access to the Phoenix Shopping Centre, and the current access to the shopping centre would be modified as a left in, left out access through the introduction of a landscaped median.

Retention of the Kent Street roundabout is critical as it works with the proposed Lancaster Street roundabout to allow for the U-turn movements that will facilitate safe and easy access to both sides of the road.

This alternative approach will ensure the following is achieved without any significant changes to the Shopping Centre site being required:

- * Opportunities for landscaping in the new median adjacent to the shopping centre that will beautify the road and slow traffic, as intended by the draft concept plan adopted by Council for advertising.
- * Introduction of the Kent Street roundabout to facilitate safe U-turn movements and allow access to properties on Rockingham Road to be rationalised, as intended by the draft concept plan adopted by Council for advertising.
- * No direct access for McDonalds.

This option also still allows for future modifications to the Kent Street roundabout to include a new relocated access to the Shopping Centre, and creation of an amenity space as shown in the draft concept plan adopted by Council for advertising, should this be possible in the future.

In other words, the City needs to be able to provide Council with the ability to still undertake the project, without relying on the Shopping Centre. As the Shopping Centre's current concept plan and submission is unacceptable and further seeks to have the City make financial contributions to the Centre's car parking changes, the City may be faced with the prospect of proceeding without any changes being made by the Shopping Centre on their land. This is achievable, and in reality is the current concept that was advertised minus the new entrance leg off the new roundabout in to the Shopping Centre.

Giving the Shopping Centre until 13 January 2017 to provide an acceptable proposal for façade and appearance improvements along the Rockingham Road frontage is considered to be a reasonable timeframe given the extended and extensive consultations, discussions submissions and meetings already held with the representatives of the Shopping Centre over the past months.

Northern End (Lancaster Street to Phoenix Road)

During the pre-consultation meetings, and through the formal community consultation process, concerns were expressed from landowners and business owners/operators on both sides of the road that full access should be provided otherwise there would be a loss of business from passing trade.

The City encouraged landowners and business owners to make formal submissions, and to clearly set out their concerns and suggested modifications for consideration.

On the western side of the road there is a Pharmacy, medical suites, and office uses, which currently take access from one point of Rockingham Road (full access), which allows customers to access this area travelling in either direction. The concern from landowners and businesses is that vehicles travelling south on the road will not be prepared to use the proposed Lancaster Street roundabout to U-turn and access their businesses; and that the more difficult exiting scenario will be too inconvenient for customers.

Two key submissions were received in this regard from business owners on each side of the road – one suggesting the addition of a roundabout between Lancaster Street Phoenix Road; and another suggesting introduction of additional turning lanes for each side of the road (see Attachment 4 Schedule of Submissions for plan included in the submission).

South of Lancaster Street the two proposed roundabouts provide good access to both sides of the road, thereby minimising any potential

negative impact from the continuous median, and ensuring good access is provided to businesses. It is acknowledged that the north of Lancaster the alternative access as proposed by the draft plan is more restrictive. Hence the roundabout proposed at the Lancaster/Rockingham intersection will be designed to allow for a future access on the western side of the roundabout (currently a Chiropractic centre) which in future could provide a service road access right along the businesses on the western side of Rockingham Road to eliminate vehicle access and turning currently from Rockingham Road frontage. This proposal cannot happen until the redevelopment of the Chiropractic centre property but would yield major congestion and safety benefits to vehicle traffic.

One submission suggested that the intersection of Phoenix Road and Rockingham Road be modified to a two lane roundabout to facilitate easy movement to and from Lancaster Street. There is insufficient space to accommodate a roundabout at the Phoenix Road and Rockingham Road intersection. This would require very substantial land acquisitions that are not considered to be in best interests of the community, and would be cost prohibitive due to major underground and overhead utility service relocations.

The suggestion from landowners on the eastern side of the road that turning lanes be introduced (to allow full access) means that landscaping opportunities are significantly reduced, and it is questionable as to whether this outcome would achieve the key objective of beautifying the road. Providing right turn facilities would also create the risk of queuing right turn traffic obstructing the single remaining through traffic lane.

The City has therefore investigated the possibility of an additional roundabout north of Lancaster Street, aligning with the southern entrance to Lancaster House.

The City engaged Urbsol to investigate the inclusion of an additional roundabout in this location (see Attachment 5).

This report identifies that traffic will be free flowing until 2031, and that beyond this it will need to be monitored to determine whether there needs to be adjustment to the Phoenix Road/Rockingham Road traffic lights.

It is therefore recommended that Council adopt the concept plan with the inclusion of a roundabout in this location, for the purposes of undertaking further detailed investigation into its feasibility and cost.

It is recommended that upon completion of the detailed design, this matter be presented again to Council (proposed for the March 2017

OCM) for Council to consider any further implications of introducing this roundabout.

General Comments

A number of submissions expressed concern regarding the reduction of the road to one lane in each direction; whereby there was a perception this would cause greater congestion and driver frustration. The traffic modelling that has been undertaken demonstrates that the proposed road upgrade will not create traffic congestion. The slower traffic speeds, and the introduction of roundabouts to break traffic, will make it easier for vehicles to exit properties on Rockingham Road and improve pedestrian safety.

Submissions were also received from residents on Kent Street raising concerns about vehicle use of this street. It is a known street which attracts speeding, due particularly to its straight run and the steepness of it especially between Sussex Street and Rockingham, Road. It is recommended that, traffic calming treatments be considered for the section of Kent Street between Rockingham Road and Sussex Street in the 2017/18 budget under the annual traffic management allocation.

For example the City has installed a speed hump on Gerald Street, at the northern end near Phoenix Road in order to slow vehicles down in the vicinity of the connecting side street intersection. It is recommended the City explore suitable design options for Kent Street in 2017/18.

Finally, in liaison with the Phoenix Working Group, it was suggested that the City examine the existing Phoenix Road access in to the car park and shops at Hungry Jacks and BP. This is considered logical to also do at this time, noting that the geometry of the access could be improved and may assist in providing further access options for the precinct.

Activity Centre Structure Plan consideration

Pursuant to the *Planning and Development (Local Planning Schemes) Regulations 2015* a Structure Plan a report to the WAPC is required no later than 60 days after the last day of advertising, or a day agreed by the WAPC.

It is proposed that the Structure Plan be presented to the February 2017 Ordinary Meeting of Council and is therefore recommended that the City request an extension of time from the WAPC to enable adequate time to consider the submissions and the Rockingham Road upgrade concept plan, which impacts on the proposed Structure Plan.

Conclusion

It is recommended that Council adopt the Concept Plan for Rockingham Road for final approval, as a concept plan subject to modifications and further assessment of costs as discussed in this report.

It is recommended that the inclusion of full access to McDonalds, and support of an internal access way from the southern car park to the northern car park, not be supported unless the Shopping Centre prepares a comprehensive plan for improvements along their western boundary, including embellishment to the amenity space. These plans need to be to the satisfaction of the City. In the event this cannot be resolved, it is recommended that the Kent Street roundabout be redesigned as a three way roundabout without direct access to the Phoenix Shopping Centre and full access to the McDonalds not be included.

Strategic Plan/Policy Implications

City Growth

- Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types

Moving Around

- Reduce traffic congestion, particularly around Cockburn Central and other activity centres
- Identify gaps and take action toward extending the coverage of the cycle way, footpath and trails network

Community, Lifestyle & Security

- Provide safe places and activities for residents and visitors to relax and socialise

Economic, Social & Environmental Responsibility

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development
- Improve the appearance of streetscapes, especially with trees suitable for shade

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 current capital works (CW) budget allocation in 2016/17 is \$4,000,000.

Legal Implications

Should the Shopping Centre provide an acceptable proposal for façade and appearance improvements along the western side of the Shopping Centre facing Rockingham Road, the City will need to enter into a legal agreement to set agreed timeframes for the delivery of works to be carried out by the Shopping Centre.

Community Consultation

The Activity Centre Structure Plan and Local Planning Policy Design Guidelines were advertised for a period of 60 days to relevant landowners, government agencies and community groups. This advertising period was extended from the normal 28 day period at the request of the Phoenix Shopping Centre, with the extension granted by the WAPC.

There was a display at the Phoenix Shopping Centre and notice in the newspaper to ensure people who visit the centre had the opportunity to see the proposed plans and comment.

Attachment(s)

1. Draft Rockingham Road Concept Plans as adopted by Council for Community Consultation
2. Phoenix Shopping Centre Submission
3. Phoenix Shopping Centre Future Concept Plan Area
4. Schedule of Submissions
5. Urbsol Traffic Report – Additional roundabout

Risk Implications

The key risk faced by the City is not being able to deliver the project due to not being able to secure an acceptable, workable outcome with the Shopping Centre. In order to address this risk, two options are provided within the report which is considered to provide equally an acceptable way for the project to move forward.

Advice to Proponent(s)/Submissioners

All parties who made a submission during the public consultation period have been advised that the matter will be considered at the Ordinary Council Meeting to be held on 8 December 2016.

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

Nil.

16. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

16.1 (OCM 8/12/2016) - LIST OF CREDITORS PAID - OCTOBER 2016 (076/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the List of Creditors Paid for October 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 October 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

- Deliver sustainable governance through transparent and robust policy and processes

- Listen to and engage with our residents, business community and ratepayers with greater use of social media

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 – October 2016.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

16.2 (OCM 8/12/2016) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - OCTOBER 2016 (071/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council :

- (1) adopt the Statement of Financial Activity and associated reports for October 2016, as attached to the Agenda; and
- (2) amend the 2016/17 Municipal Budget in accordance with the detailed schedule in the report as follows:

Revenue Adjustments	Increase	32,378
Expenditure Adjustments	Increase	172,651
TF from Reserve Adjustments	Increase	170,000
TF to Reserve Adjustments	Increase	0
Net change to Municipal Budget Closing Funds	Increase	29,727

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 variances within monthly financial reporting. At its August meeting, Council adopted to continue with a materiality threshold of \$200,000 for the 2016/17 financial year.

Detailed analysis of budget variances is an ongoing exercise, with any required budget amendments submitted to Council each month in this report or included in the City's mid-year budget review as considered appropriate.

Submission

N/A

Report

Opening Funds

The opening funds (representing closing funds brought forward from 2015/16) are currently reported at \$9.3M, which is \$1.2M less than the \$10.5M forecast in the adopted budget.

The finalised closing funds for 2015/16 was reported to the November 2016 Council meeting, along with the associated list of carried forward projects and a finalised June statement of financial activity. The November 2016 financial report will include the adopted changes.

Closing Funds

The City's closing funds for October of \$79.7M were \$5.2M higher than the budget forecast of \$74.5M. This result comprises net favourable cash flow variances across the operating and capital programs (as detailed in this report), as well as the \$0.91M shortfall in the opening funds.

The 2016/17 revised budget is showing an EOFY surplus of \$0.37M, up slightly from \$0.34M last month.

Operating Revenue

Consolidated operating revenue of \$102.70M was over the YTD annual budget target by \$0.31M.

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	93.32	92.07	(1.25)	95.70
Specified Area Rates	0.31	0.33	0.02	0.33
Fees & Charges	10.35	10.72	0.37	24.37
Service Charges	0.44	0.44	0.00	0.45
Operating Grants & Subsidies	3.92	3.77	(0.15)	9.87
Contributions, Donations, Reimbursements	0.17	0.21	0.04	0.64
Interest Earnings	2.09	1.59	(0.50)	4.77
Total	110.60	109.14	(1.46)	136.13

The significant variances at month end were:

- Rates – Part year rating was \$1.26M ahead of YTD budget mainly due to several significant commercial properties becoming rateable.
- Fees & Charges - Commercial landfill fees were \$0.28M behind the budget target, reflecting general economic conditions and activity.
- Operating Grants & Subsidies - Family Day Care and In-Home Care subsidies received were collectively \$0.45M ahead of budget. These are offset by higher payments to the care givers. Grant funding for aged services was \$0.24M behind the YTD budget.
- Interest Earnings – Investment earnings from the City's financial reserves were \$0.27M ahead of budget.

Operating Expenditure

Reported operating expenditure (including asset depreciation) of \$18.9M was under the YTD budget by \$2.5M.

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	14.93	14.42	(0.51)	49.13
Employee Costs - Indirect	0.24	0.30	0.05	1.40
Materials and Contracts	11.81	13.12	1.31	39.00
Utilities	1.42	1.51	0.09	4.67
Interest Expenses	0.00	0.00	0.00	0.93
Insurances	2.14	1.28	(0.86)	2.24
Other Expenses	2.93	2.77	(0.16)	8.97
Depreciation (non-cash)	8.44	8.78	0.34	26.35
Amortisation (non-cash)	0.37	0.40	0.03	1.19
Internal Recharging-CAPEX	(0.78)	(1.44)	(0.65)	(2.44)
Total	41.51	41.14	(0.36)	131.45

The significant variances at month end were:

- Employee Costs – Accrued annual leave was impacted during the month by an increase of \$0.5M due to the take up of 17.5% leave loading in the calculation. This change was identified and recommended by external audit of the 2015/16 annual accounts.
- Insurance premiums were \$0.86M ahead of the YTD budget due to the earlier issue of second instalment invoices compared to last year.
- Material and Contracts - were \$1.31M under the YTD budget with the significant contributors to this result being:
 - Recreation Services under by \$0.39M (mainly Cockburn ARC commissioning costs),
 - Maintenance of parks and reserves under by \$0.26M
 - Facilities Maintenance under by \$0.36M,
 - Waste collection under by \$0.22M,
 - IT Services under by \$0.21M.
 - Family Day Care and In-Home Care caregiver payments over by \$0.47M.
- Depreciation – Buildings (\$0.30M) and Roads (\$0.50M) depreciation were both under the YTD budget, partially offset by Parks (\$0.27M) and Marina (\$0.32M) depreciation exceeding YTD budget. Depreciation charges are impacted by the annual revaluation of infrastructure assets and Marina depreciation was not included in the adopted annual budget as no asset values were available at the time.
- Internal Recharging – Insurance premium allocations were \$0.79M behind the YTD budget. This will be addressed and rectified in November.

Capital Expenditure

The City's total capital spend at the end of the month was \$2.23M, representing an under-spend of \$1.44M against the YTD budget of \$3.67M.

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	2.8	9.7	6.9	22.3	7.7
Drainage	0.1	0.9	0.8	1.7	0.1
Footpaths	0.1	0.5	0.4	1.2	0.1
Parks Infrastructure	3.0	4.1	1.1	10.3	2.0
Landfill Infrastructure	0.0	0.1	0.1	0.4	0.1
Freehold Land	0.2	0.7	0.5	1.6	0.0
Buildings	19.2	24.9	5.7	58.5	20.4
Furniture & Equipment	0.0	0.0	0.0	2.6	0.2
Information Technology	0.1	0.5	0.4	1.5	0.3
Plant & Machinery	0.9	3.0	2.1	8.2	2.6
Total	26.4	44.4	18.0	108.3	33.5

These results included the following significant project variances:

- Roads Infrastructure – Projects behind YTD budget were Berrigan Drive Jandakot Improvement Works (\$5.48M), Verde Drive [Biscayne to Solomon] (\$0.39M), Beelias Drive [Spearwood to Stock] (\$0.38M), North Lake Road [Hammond to Kentucky] (\$0.35M).
- Drainage Infrastructure – was collectively \$0.88M behind the YTD budget with very little expenditure and commitments to date.
- Footpath Infrastructure – the footpath construction program was collectively \$0.43M behind the cash flow budget.
- Parks Infrastructure – the capital program was behind the YTD budget by \$1.1M across the board.
- Freehold Land – various land development projects were collectively \$0.45M behind the YTD cash flow budget
- Buildings – Significant variances were Cockburn ARC (\$5.1M), community men's shed (\$0.4M) and Visko Park Development (\$0.3M) behind YTD budget, whilst the New Operations Centre was ahead of the YTD budget (\$1.3M).
- Information Technology – was collectively \$0.45M under YTD budget due to a number of under spent software and website projects.

- Plant & Machinery – replacement program was behind YTD budget by \$2.1M as several heavy plant items are ordered and awaiting delivery.

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:

- Developer contributions were \$0.6M behind the YTD budget mainly due to \$0.4M not received towards the Verde Drive [Biscayne to Solomon] project.
- Capital grants were \$0.77M behind YTD budget mainly due to Main Roads regional road grants not yet received for North Lake Rd and Berrigan Drive road projects (timing issue).
- Transfers from financial reserves were \$10.8M behind the cash flow budget due to the capital program under spends for buildings, roads and plant assets (timing issue).
- Proceeds from sale of assets were \$0.97M behind the YTD budget comprising land (\$0.50M) and plant (\$0.47M).

Transfers to Reserve

Transfers to financial reserves of \$24.9M were \$0.5M behind the YTD budget, mainly due to unrealised land sales.

Cash & Investments

The closing cash and financial investment holding at month's end totalled \$178.23M, well up from \$156.78M the previous month. This resulted mainly from the second rates instalment falling due on the 4th of November. \$116.54M of this balance represents the current amount held for the City's cash/investment backed financial reserves. The balance comprises \$5.74M held for deposit and bond liabilities and \$55.95M to meet operational liquidity needs.

Investment Performance, Ratings and Maturity

The City's investment portfolio made a weighted annualised return of 2.87% for the month, unchanged from 2.87% last month and down from 3.01% the month before. However, this still compares quite favourably against the UBS Bank Bill Index (1.93%) and has been achieved through diligent investing at optimum rates and investment terms. The cash rate was reduced 25bp to 1.50% at the August meeting of the

Reserve Bank of Australia and this reduction has impacted the investment rates achievable for new deposits (2.50% to 2.75%).

The annualised return will continue to fall as the City places new funds at these lower rates. However, the City's interest earnings are currently ahead of the conservative budget setting adopted by \$0.27M.

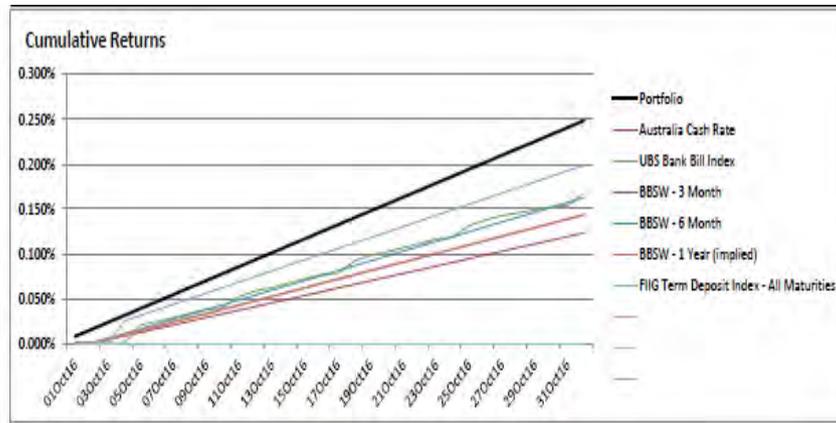


Figure 1: COC Portfolio Returns vs. Benchmarks

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 provisions and grandfathered by the new ones.

The City's TD investments fall within the following Standard and Poor's short term risk rating categories. The A-1+ investment holding has increased from 46% to 50% during the month:

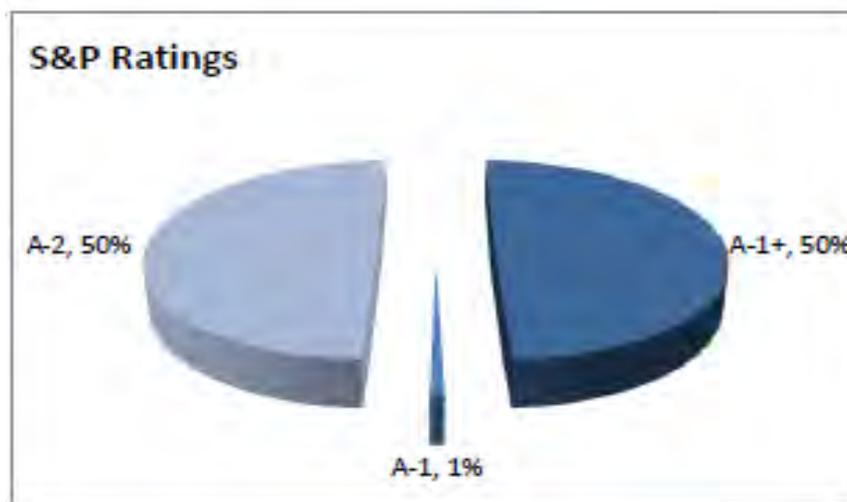


Figure 2: Council Investment Ratings Mix

The current investment strategy seeks to secure the highest possible rate on offer over the longest duration (up to 12 months for term deposits), subject to cash flow planning and investment policy requirements. Value is currently being provided within 4-12 month investment terms.

The City's TD investment portfolio currently has an average duration of 169 days or 5.6 months (slightly down from 182 days the previous month) with the maturity profile graphically depicted below:

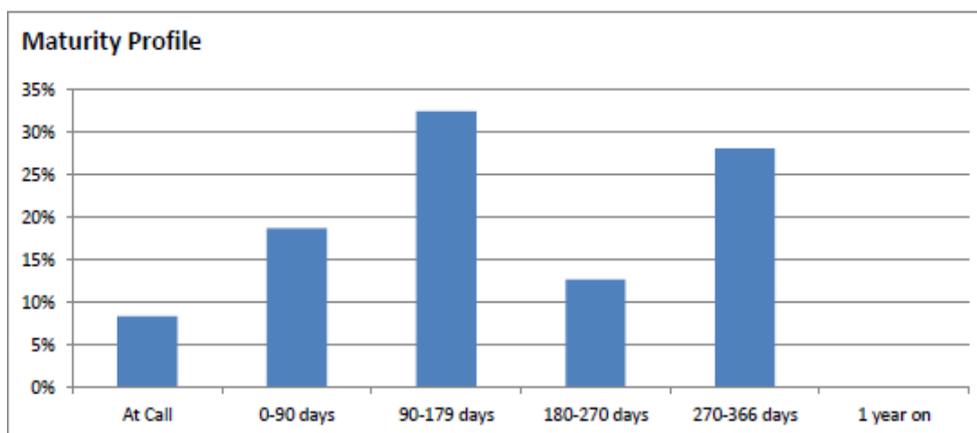


Figure 3: Council Investment Maturity Profile

Investment in Fossil Fuel Free Banks

At month end, the City held 55% (\$94.7M) of its TD investment portfolio with banks deemed as free from funding fossil fuel related industries. This was unchanged from the previous month.

Budget Revisions

Budget amendments identified during the month and requiring Council adoption are as per the following schedule:

PROJECT/ACTIVITY LIST	USE OF FUNDING +/-		FUNDING SOURCES (+/-)		
	EXP \$	TF to RESERVE \$	TF FROM RESERVE \$	REVENUE \$	MUNI \$
Balancing Jandakot Volunteer Fire Brigade budget	(6,487)			(4,302)	10,789
Balancing South Coogee Volunteer Fire Brigade budget	(6,704)			(6,915)	13,619
Balancing Cockburn Volunteer Emergency Service budget	(9,158)			3,839	5,319
Purchase Risk Management Software (funded from EM	4,070				(4,070)

PROJECT/ACTIVITY LIST	USE OF FUNDING +/-		FUNDING SOURCES (+/-)		
	EXP \$	TF to RESERVE \$	TF FROM RESERVE \$	REVENUE \$	MUNI \$
Contingency)					
WI-FI at Cockburn ARC (funded from IT Reserve)	170,000		(170,000)		
Developer contribution - Yale Park development	25,000			(25,000)	
Review of fireworks (funded from EM Contingency)	11,900				(11,900)
EM Budget Contingency	-15,970				15,970
Totals	172,651		(170,000)	(32,378)	29,727

The budget amendment for the provision of WiFi for Cockburn ARC was raised at the CCW Reference Group meeting held on the 28 July 2016. The initial plan was for the FFC to provide the WIFI service free of cost as part of commercial arrangements the FFC were negotiating. However it was flagged at the time that the IS Department of the City has a back-up plan in the eventuality of the FFC plan not being acceptable to the City. The final cost of the FFC plan was that the cost was to be almost \$500,000 with the potential offset of advertising revenue on a Cockburn controlled network operating throughout Cockburn Central. As such, the City's back up plan was activated with the funds being provided from the IT Reserve. The City will still receive advertising funds similar to SLLC but with up to 1m expected through the ARC facility, the budget will be set higher than the SLLC.

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

- Deliver sustainable governance through transparent and robust policy and processes
- Ensure sound long term financial management and deliver value for money

Budget/Financial Implications

The City's closing Municipal Budget position has increased by \$29,727 to \$368,929 as a result of the net 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 – October 2016.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

16.3 (OCM 8/12/2016) - EFFECTIVENESS & EFFICIENCY REPORT FOR ALL DIVISIONS WITHIN THE CITY (022/007) (S DOWNING)

RECOMMENDATION

That Council

- (1) further participates in developing aspects of the MyCouncil comparative website promoted by the Department of Local Government and Communities;
- (2) further participates in developing the WALGA promoted comparative website Knowyourcouncil;
- (3) publish the divisional Efficiency and Effectiveness tables quarterly in the Financial reports submitted to Council in addition to commentary to accompany the tables; and
- (4) receives the report.

COUNCIL DECISION

Background

At the Ordinary Council Meeting held on the 8 September 2016, Mayor Logan Howlett provided the following Notice of Motion for consideration at the next meeting:

- (1) *That an online efficiency and effectiveness table be provided to inform elected members and the community on 'improvements' being made by the City's Administration throughout the financial year.*
- (2) *The table to describe by each division of the City's Administration the efficiency and effectiveness improvement outcomes, the dollar value (where applicable) of savings or service delivery improvements achieved and any explanatory comments.*

The Mayor provided the following reason to support the Notice of Motion, the City's Administration to regularly produce efficiency and effectiveness improvements in each of the divisions providing positive outcomes in terms of dollar value and/or customer service delivery. The provision of online information is another way of informing elected members and our community of what is being achieved and how this leads to capacity building within the organisation, improving transparency around business activities and minimising future rate increases.

Submission

N/A

Report

The report is divided into the following sections:

1. What performance measures do the City currently reports on?
2. What statutory Key Performance Indicators the City reports on and a comparison with other Councils?
3. What performance measures does Local Governments in other States report on?
4. How does the City seek best value in operating and capital expenditure?
5. Proposed Tables of Efficiency and Effectiveness for the City's Operating Divisions.
6. Proposed saving measures and service delivery improvements.

What performance measures do the City currently reports on?

1. The annual report, being the pivotal reporting document to the Community, provides performance data across all five divisions of Council including:
2. General:
 - results from annual Community Perception survey, Business Perception Survey and State of Sustainability of the City of Cockburn
3. Community and Governance Services
 - Achievements across all Service Units
 - Statistics on services delivered
4. Planning and Development
 - Compliance with statutory timeframes for building licences and planning applications approvals

- Achievements for the year
 - Statistics on services delivered
5. Engineering and Works
- Achievements across all Service Units
 - Assets delivery and development
 - Statistics on services delivered
6. Finance and Corporate Services
- Achievement across all service units

In addition, the City reports on performance in a range of other documents submitted to Council. These include:

- Monthly financial reporting
- Annual Business Plan and mid-year and full year review of the annual Business Plan
- Catalyse Community Priorities Window – detailing how the community rate the City's performance on their top 45 priorities.
- CEO Annual Review
- Annual report on investments to the Audit and Strategic Finance Committee
- Monthly statistics on service unit activity to Elected Members for example building services activity (new applications and approvals issued)
- Quarterly reports to Elected Members on library activities, ranger services, corporate communications.
- Balanced scorecard reported monthly to executives and the senior manager's business group.

What statutory Key Performance Indicators the City reports on and a comparison with other Councils?

The only financial comparative data mandated by the Local Government Act is the seven statutory financial key performance indicators. In addition to the seven statutory KPI's, the Department of Local Government and Communities (DLGC) introduced in 2015 a summary KPI called Financial Health Indicator (a weighted average of the seven statutory KPI's). The aim of which was to provide the community with an indicator about the sustainability of Council's finances. A score under 70 indicates in the eyes of the DLGC is a concern that Council finances were not heading in the right direction.

The table below provides a summary of the last four years for Cockburn with a comparison of Councils in the South West Group.

	Cockburn	Kwinana	Rockingham	Fremantle	Melville	East Fremantle
2015/16	89	N/A	N/A	N/A	98	N/A
2014/15	68	84	70	79	99	91
2013/14	88	72	76	60	93	93
2012/13	85	69	64	61	82	85

There are other statutory KPI's including ones for Planning Application and Building Licences approvals.

The City is also committed to benchmarking its performance across a range of Councils in WA and other states and New Zealand. The City is a Foundation Council in WA for the implementation of the Local Government Operational and Management Effectiveness Program. This is a benchmarking program with other Councils to provide a base and allow for continuous improvement.

What performance measures does Local Governments in other States report on?

Apart from the DLGC's mycouncil.wa.gov.au website and WALGA's equivalent, 'knowyourcouncil.com' there are no websites in WA containing information comparing Councils financial information and performance on various key indicators. The former website is fundamentally financial revolving around the statutory key performance indicators whereas 'knowyourcouncil' website focuses on rates but also providing information on facilities (map and type), Building and Planning (policies and process), Roads (type and who pays), Local Laws (summary) and Waste Services (the kind of services offered and what is trying to be achieved).

What performance measures does Local Governments in other States report on?

On reviewing comparisons on performance measures Local Governments in other States report on, the best is Victoria which has mandated the annual publication of data to enable the community to view and compare their Council's performance across a range of indicators. These benchmarks are published by the Victorian Government which compares data with neighbouring Councils and a state benchmark. Explanations are provided why benchmarks are met or not met. This works because all Victorian Councils are required to undertake the identification and publication of the data.

The areas benchmarked are as follows (number of benchmarks):

- Population (3)
- Own source revenue

- Recurrent grants
- Social disadvantage
- Aquatic facilities
- Animal Management
- Food safety
- Governance satisfaction
- Home and community care (2)
- Libraries
- Maternal and child health (including indigenous health)(2)
- Rates statistics
- Statutory planning decision making
- Waste collection/waste diversion
- Efficiency – revenue/expenditure/workforce turnover
- Liquidity
- Obligations for assets and loans
- Indebtedness
- Operating position (surplus/deficit)
- Stability (2) rates concentration and effort

As can be seen this list of indicators is comprehensive and must be submitted and signed by the CEO and Mayor in the Annual Report. It works as a comparison tool as all Councils are obligated to provide the data.

All other States have produced key performance indicators between what Western Australia and Victoria publish. There is no consistent measure of performance and certainly not one advocated by the Federal Government.

The Department of Local Government in NZ is undertaking a trial of The Local Government Excellence Programme. The summary is for the Programme to establish what matters to customers, where Councils should focus and how to keep the customer experience alive in all Council decision-making and operations. This is being led by the National Government in NZ.

The basis of the Programme is:

1. Strong leadership and governance
 - Strong leadership with a clear vision for their communities
 - More informed Councils and communities that make decisions together
 - Councils with a learning and responsive culture
2. The best financial decision-making
 - Sound financial decision making

- Transparent financial decisions that are linked with the Council's strategic priorities and understood by the public
3. Top service delivery and asset management
 - Highest value use of resources to provide assets and services that communities and businesses need and are prepared to pay for
 4. Active and quality communication and engagement
 - Greater two-way dialogue and engagement between the public and businesses and their Councils
 - Greater customer, community and Council satisfaction

This program is seeking to engage NZ councils to ensure that first of all there is a base to benchmark against then to seek improvement across the sector. It is voluntary but has received good support.

How does the City seek best value in operating and capital expenditure?

The City expended a total of \$192.95m in 2015/16. The following table provides where the City spent funds and sought competitive pricing for that spend where it is possible to do so. The following table breaks down the expenditure to demonstrate that part of the expenditure is subject to market testing or competitive pricing, but not all expenditure especially where it is mandated by the Federal or State Governments for tax or where Council has entered into long term relationships such as the disposal of household waste through the SMRC. Depreciation is also included into this category as it is mandated by the Local Government Act and Australian Accounting Standards.

As can be seen approximately 52% is subject to market testing in the operating and capital expenditure parts of the City's overall expenditure.

Cost Centre	Operating Expenditure	Subject enterprise agreement	Subject to State/Federal Govt tax/regulation	Subject to Competitive Pricing	Donations
50 - Employee Costs - Salaries & Direct Oncosts	\$45,772,875	\$40,612,522	\$5,160,353		
51 - Employee Costs - Indirect Oncosts	\$1,311,279		\$502,886	\$808,393	
55 - Materials & Contracts	\$36,742,453		\$11,025,607	\$25,716,846	
65 - Utilities	\$4,363,875		\$2,724,225	\$1,639,650	
70 - Interest Expenses	\$85,602			\$85,602	
75 - Insurance	\$2,223,550		\$1,921,425	\$302,125	

Cost Centre	Operating Expenditure	Subject enterprise agreement	Subject to State/Federal Govt tax/regulation	Subject to Competitive Pricing	Donations
80 - Other Expenses	\$7,976,582		\$5,532,461	\$1,398,664	\$1,045,457
85 - Depreciation on Non-Current Assets	\$23,790,540		\$23,790,540		
86 - Amortisation on Non-Current Assets	\$1,064,912		\$1,064,912		
Total operating expenditure	\$123,331,666	\$40,612,522	\$51,722,409	\$29,951,279	\$1,045,457
% Breakdown		32.9%	41.9%	24.3%	0.8%
Buildings	\$53,081,587			\$53,081,587	
Infrastructure Assets	\$13,177,169			\$13,177,169	
Plant & Equipment	\$3,069,530			\$3,069,530	
Computer Equipment	\$291,336			\$291,336	
Furniture	\$6,105			\$6,105	
Total Capital	\$69,625,727	\$0	\$0	\$69,625,727	\$0
Total Expenditure	\$192,957,393	\$40,612,522	\$51,722,409	\$99,577,006	\$1,045,457
% Breakdown		21.0%	26.8%	51.6%	0.5%

Comment

Employee costs – broken down between Payroll as provided by the Enterprise Agreement or employment contracts for twenty two employees. The \$5.16m is for superannuation and LSL which is both regulated, although both are dependent on the former. Accumulation superannuation is considerably less expensive than defined benefit funds.

A comparative analysis is undertaken annually to measure the efficiency of Cockburn's Payroll as a percentage of total revenue (not just rates as income from a wide variety of sources contributes to the payment of employees). The comparison in the table below is with members of the South West Group, members of the national growth alliance (formerly outer metro growth Councils) and metro Perth Councils. This indicates how efficiently Cockburn is using its revenue to deliver services to its residents and ratepayers by way of Payroll.

Total Payroll to Total Revenue	13/14	14/15	15/16	16/17
Cockburn	35.3%	35.1%	36.4%	36.0%
Melville	39.3%	36.8%	38.5%	39.6%
Kwinana	35.6%	34.1%	40.4%	42.1%
Fremantle	47.5%	48.3%	49.2%	49.8%
Rockingham	31.1%	32.8%	32.0%	31.5%
E. Fremantle	31.6%	34.7%	33.0%	31.4%

Total Payroll to Total Revenue	13/14	14/15	15/16	16/17
SWG	36.7%	36.6%	37.8%	38.1%
NGAA	38.1%	37.6%	39.2%	38.2%
Metro Perth	38.9%	39.8%	40.9%	41.0%

Cockburn has the best ratio when compared with members of the SWG, NGAA, Metro Perth (large) apart from Rockingham and East Fremantle. The latter is due to the Council outsourcing services with the cost included in Material and Contracts plus the Town of East Fremantle having very few facilities such as Libraries, swimming pools and depots. Rockingham is an anomaly. Discussion with their officers has indicated outsourced services have driven down the Payroll cost component of the Operating Statement. This cost is then located under Materials and Contracts.

Employee costs indirect – Allocated between FBT and costs for staff such as PPE clothing, training, conferences, traineeships, recruitment and staff incentives (employees/teams of the year).

Material and Contracts – This expenditure item is broken down between regulated expenditure for Federally funded caregiver payments, valuations, subscriptions to WALGA/SWG, Elections, Elected Member sitting fees and waste collection fees for the SMRC. The other expenditure is all subject to best price/tenders.

Utilities – This covers electricity, gas, telecoms and water. Gas and telecoms are tendered every three years for best price. Water is sourced through the State Government. Electricity is part tendered and part regulated. Street lighting and small buildings are sourced through Synergy whilst large buildings are competitively tendered.

Interest expense – cost of interest on borrowings. Council uses the WATC as this is the best priced loans available to Council and far superior to the private banking sector.

Insurance – All insurances are obtained via Local Government Co-operative Insurance Scheme – LGIS (Local Government Insurance Scheme). The three core insurances, Property, Public Liability and Workers' Compensation are self-insured through the Scheme whereas all other insurances such as motor vehicle are tendered (by LGIS) each year.

Other Expenses – this expenditure item covers regulated expenditure such as the landfill levy, caregiver payments (funded by the Federal Government), Elected Member allowances, ESL levies, and SMRC loan repayments. Non-regulated expenditure such as fuel for the fleet.

The final part is the grants and donations budget the City provides each financial year.

Depreciation and amortisation – these expenditures, although non-cash, are mandated by Australian Accounting Standard and the Financial Management Regulations of the Local Government Act.

Capital Expenditure – all capital expenditure is subject to competitive pricing action either through direct tenders, competitive quoting or panel contracts convened by WALGA or the State Government Procurement Commission.

What cost savings have been achieved for 2015/16 financial year?:

Cost savings were achieved in 2015/16 totalling \$1.077m in operating expenditure. The savings were achieved in:

- Fuel consumed in fleet operations
- Water consumptions charges
- GIS Mapping fees
- Bank credit cards fees
- Equipment leasing
- Photocopy machine and copy costs
- Printing and stationery
- Subscriptions
- Landfill levy interest costs

The overall surplus for the financial year was \$3.12m which was transferred to reserves to fund renovations to buildings throughout the City.

Over the last ten years, the Council has recorded surpluses (made up of additional revenue as well as cost savings) of over \$32m. In turn these funds have been quarantined into Council's reserves to assist the construction of a range of community infrastructure assets including Cockburn ARC, Success Regional Recreation Centre, Coogee Beach Surf Club to name but a few.

New services commissioned and their cost

During the financial year new recurrent services were commissioned:

- New parks
- New bushland
- Local Government Reform MkII
- Cockburn Connect South
- Third Bin rollout
- New Buildings which impacts on operating costs and increased depreciation

- Gifted assets (this category covers roads, drains, footpaths, parks, bushland and other infrastructure assets - In 2015/16, the City was gifted \$13.1m and \$13.4m in 2014/15. This impacts on operating costs and depreciation Payroll cost increase through WA (15/16 was the last year of the former EA agreement).

Divisional Efficiency and Effectiveness

The following has been developed to demonstrate how each Division is efficient in collecting and spending the funds allocated by Council on behalf of the community for the provision of recurrent services.

Divisional Efficiency

Operating Income	YTD Actual \$	YTD Amended Budget	Efficiency
Executive Services	(96,941,282.59)	(95,594,820.92)	101%
Finance & Corporate Services Division	(401,385.58)	(595,713.96)	67%
Governance & Community Services Division	(4,839,187.42)	(4,356,320.67)	111%
Planning & Development Division	(4,726,790.87)	(4,846,905.04)	98%
Engineering & Works Division	(5,738,934.56)	(6,393,002.30)	90%
Total Operating Income	(112,647,581.02)	(111,786,762.89)	101%
Executive Services	1,357,415.28	1,457,932.20	93%
Finance & Corporate Services Division	6,092,223.55	5,285,098.50	115%
Governance & Community Services Division	8,406,912.24	8,304,855.06	101%
Planning & Development Division	2,069,800.69	2,068,018.72	100%
Engineering & Works Division	24,364,191.52	25,466,672.49	96%
Total Operating Expenditure	42,290,543.28	42,582,576.97	99%

The above table demonstrates how efficiently the Council's operating Divisions collects and spends funds. It is set up to be produced monthly with the Monthly Financial Reports at Item 16.2 (of the Ordinary Council Meeting Agenda) with a short commentary for anomalies such as:

- Operating Income
 - Finance and Corporate Services
 - Bank charges recovered are \$67k behind YTD budget, the ESL administration paid by DFES of \$88k is late and Insurance recoveries for workers' compensation insurance are \$33k behind target.
- Operating Expenditure

- Finance and Corporate Services – 115%
- Payment of the second instalment of the annual insurance premium of \$1.15m was one month early as a result of early invoicing from LGIS

The City does not operate a divisional efficiency dividend practice as undertaken by the Commonwealth and State Governments. All cost savings are captured in the City's annual budget surplus and re-invested into community assets.

Divisional Effectiveness Table

This table provides Council with a summary of how effective the Divisions are at delivering on the capital expenditure jobs and projects for the financial year. Funds are provided by Council to deliver projects and jobs for the community. This table, published quarterly will provide guidance to Council and the community about how effective their funds are being expended.

Delivery Effectiveness to 31 Oct 16	No of Capex Jobs / Projects	Annual Budget	Actual YTD	%	Commenced	Completed Jobs / Projects
Executive Services	15	39,597,499	16,599,960	42%	15	0
Finance and Corporate Services	32	1,068,406	62,408	6%	7	0
Community and Governance Services	21	1,169,006	318,429	27%	8	3
Planning and Development Services	11	1,612,797	249,778	15%	6	2
Engineering and Works Services	314	65,015,394	15,605,428	24%	150	31
Total Capital Expenditure	393	108,463,102	32,836,003	30%	186	36

The Annual Business Plan and the review of the Annual Business Plan reports to Council on how Business and Services Units perform to stated targets for the year. This is uniquely Cockburn as this is not a mandated publication.

Proposed cost saving targets

The savings achieved in 2015/16 amounted to 1.3% of the regulatory and competitive price operating expenditure. Benchmarking for insurance services has been requested from LGIS to ensure the core insurances are value for money.

A similar target of \$1.1m is set for 2016/17.

Accompanying the Efficiency and Effectiveness Tables, a summary Table will be provided on cost savings by Division and will be published quarterly with the Financial Statements. A comment will accompany the tables for Council and members of the public to read. As well, improvements to service delivery will be formatted into a table and published every six months.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes
- Ensure sound long term financial management and deliver value for money

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

There are no risk management issues. This report provides a methodology to report the efficiency and effectiveness of the Council's five reporting Divisions together with a reporting mechanism to monitor savings achieved throughout the financial year and service delivery improvements.

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

17. ENGINEERING AND WORKS DIVISION ISSUES

17.1 (OCM 8/12/2016) - ROAD SAFETY AND TRAVELSMART REFERENCE GROUP COMMITTEE MEMBERS (027/012) (L JAKOVCEVIC & C SULLIVAN) (ATTACH)

RECOMMENDATION

That Council

- (1) endorse Mayor Howlett, Cnr..... (East Ward), Cnr (West Ward) and Cnr (Central Ward) as Council representatives in the Road safety and Travelsmart Reference Group; and
- (2) seek nominations from the following stakeholders to be represented on the Road safety and Travelsmart Reference Group:
 - WALGA
 - Western Australian Police Service
 - Main Roads Western Australia
 - Travelsmart Officer
 - Youth Advisory Committee (YAC representative)
 - Emergency Services
 - Road Safety Group representative
- (3) co-ordinate the meetings of the Road Safety and Travelsmart Reference Group for 2017 via the City's Travelsmart Officer.

COUNCIL DECISION

Background

At the Ordinary Meeting of Council on 9 May 2013 the following was carried unanimously.

- (1) adopt the Terms of Reference for the purposes of establishing a Road Safety and Travelsmart Reference Group,*
- (2) endorse Mayor Logan Howlett, Clr S Portelli and Clr L Smith (East Ward), Clr Carol Reeve-Fowkes (West Ward) and Clr Steve Pratt (Central Ward) as Council representatives on the Road Safety and Travelsmart Reference Group;*
- (3) seek nominations from the following stakeholders to be represented on the Road Safety and Travelsmart Reference Group; and*
- (4) co-ordinate the inaugural meeting of the Road Safety and Travelsmart Reference Group for August 2013.*

Submission

N/A

Report

WALGA's RoadWise Program was formed in 1994 and has served as an important, effective framework by which the Association has pursued road safety objectives throughout Western Australia in conjunction with its stakeholder partners. The Program is aimed at securing greater community and regional stakeholder involvement in delivering road safety initiatives.

The Road Safety and Travelsmart Reference Group Committee was formed in 2013 and had one meeting. This report proposes the Committee be reconstituted with similar membership and Terms of Reference. The Terms of Reference forms an Attachment to this report.

The following principles were developed for the Reference Group and are still relevant:

- Promote an integrated transport system which balances environmental impacts and community needs.
- Raise community awareness of road safety issues and initiatives in local communities.
- Review road safety strategies that may be adopted by the City of Cockburn, Main Roads WA, the Western Australian Police

Service or any other statutory authority that has the ability to influence road safety in the community.

- Identify community concerns about road safety and road safety issues, potential black spot projects and poor road user behaviour and develop initiatives to address these identified road safety issues.
- Facilitate and promote healthy transport opportunities by promoting the City's Travelsmart initiative and implementation of walkway, bike and trails master plans.
- Identify a holistic regional approach to freight management.

The Reference Group was established with membership appointed by Council. The membership of the Road Safety and Travelsmart Reference Group shall generally comprise the following:

- Up to four (4) elected members as delegates of the City of Cockburn. The Elected Member representation will consist of the Mayor (or his delegate) and an elected Member from each Ward.
- One (1) WALGA RoadWise representative
- Up to six (6) representatives of organisations relevant to the promotion of road safety issues, which may be drawn from groups such as the following:
 - Western Australian Police Service
 - Main Roads Western Australia
 - Travelsmart Officer
 - Youth Advisory Committee (YAC representative)
 - Emergency Services
 - Road Safety Group representative

The presiding member shall be appointed by the Reference Group at its inaugural meeting under a procedure general agreed to by members present. The Presiding Member is responsible for the good and reasonable conduct of Reference Group meetings and shall determine the meeting procedures as required.

Meetings will generally be held on a quarterly basis in February, May, August and November, with the start time and venue being determined by the Group. The Group will however determine meeting frequency based on the level of business required to be transacted.

Members of the Reference Group shall endeavour to attend all scheduled meetings of the Reference Group. The quorum of any meeting shall be a half plus one of the number of appointed members and voting shall be by consensus of the members present or by a simple majority if deemed necessary by the Presiding Member.

Provision of administrative support (agenda and minutes) for meetings is generally provided by the Local Government and would be the

preferred option. The City's Travelsmart Officer is the officer nominated to provide administrative support to the Reference Group.

All activities and communications will be coordinated through the Traffic and Transport Engineer and all enquiries and requests for support should be directed through this officer.

It is recommended Council readopt the Terms of Reference for the purposes of re-establishing the Road Safety and Travelsmart Reference Group and call for nominations from the identified stakeholder groups in preparation for a meeting in early 2017.

Strategic Plan/Policy Implications

Moving Around

- Reduce traffic congestion, particularly around Cockburn Central and other activity centres.
- Advocate for improvements to public transport, especially bus transport.

Leading and Listening

- Deliver sustainable governance through transparent and robust policy and processes.
- Listen to and engage with our residents, business community and ratepayers with greater use of social media.

Budget/Financial Implications

Staff resources for administration of the Committee will be required but is expected to be minimal and will be accommodated within the existing budget.

Legal Implications

Any committee would need to be established and operated in compliance with the requirements of the Local Government Act 1995.

Community Consultation

Nil.

Risk Management and Implications

Should Council decide not to reconstitute the Committee, an opportunity to improve road safety in the City by working with the partner agencies would be lost.

Attachment(s)

1. Terms of Reference
2. Copy of the Road Safety & Travelsmart Reference Group Minutes

Advice to Proponent(s)/Submissioners

The Proponent(s) have been advised that this matter is to be considered at the 8 December 2016 Ordinary Council Meeting.

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

Nil.

17.2 (OCM 8/12/2016) - ESTABLISHMENT OF A BRAVERY GARDEN AT MANNING PARK UPDATE (146/002) (A LEES) (ATTACH)

RECOMMENDATION

That Council

- (1) receive the report; and
- (2) incorporate the Bravery Garden in to the Manning Park Master Plan.

COUNCIL DECISION

Background

At the 8 September 2016 Ordinary Council Meeting, Mayor Howlett requested the following matter for investigation without debate:

Provide a report to the December 2016 Ordinary Meeting of Council in order to update elected members on the establishment of a Bravery Garden at Manning Park.

The report to take into account Council's decision of 9 August 2012 and include potential sources of funding.

Submission

N/A

Report

At the August 2012 Ordinary Meeting of Council, Council was presented with a report outlining the potential designs and location of a Bravery Garden within Manning Park (refer Attachments). The report outlined the preliminary comments from the State Heritage Office and an opinion of probable costs (OPC). The development of the Bravery Garden was premised on funding being acquired by the Australian Bravery Association, (ABA) through donations or various state government agencies. Council resolved to adopt the following recommendation:

That Council:

- (1) approve the concept design for a Bravery Garden at Manning Park;*
- (2) endorse the cost estimate for the construction of the Bravery Garden; and,*
- (3) nominate the Bravery Association (WA) as the organisation to seek funding for the project.*

Following Council's resolution, in order to progress the concept plan, a more detailed design was required to ascertain the cost of the project. City officers made enquires with Landscape Architecture firms to establish if they were prepared to complete the drawings required at no cost or a reduced rate based on the significance of the project and the limited funding available to the Association.

The ABA National Vice President was furnished on 15 November 2012 with the details of a firm willing to assist in compiling the detailed design and bill of quantities. The National Vice President informed the Manager Parks & Environment that further contact would be made once the designs had been compiled and funding sources had been secured.

On 5 September 2013 an email was forwarded to the Manager Parks & Environment by the Director Engineering & Works from the ABA National Vice President, requesting information on the in-situ 'Lumeah'

concrete that was listed in the OPC. Details were subsequently forwarded through to the ABA National Vice President.

There was no further communication by the ABA National Vice President with the Manager Parks & Environment until September 2015.

A meeting was scheduled for 16 September 2015, with attendance by the ABA National Vice President and his wife, Manager Parks & Environment, Children's Development Officer and the Grants and Research Officer to discuss the Bravery Garden. The essence of the discussion revolved around the lack of progress to date by the Bravery Association to secure funding and the potential funding options that the City and other state government agencies had available.

Advice from Lotterywest was provided about the requirements that would need to be met before an application could be made including community consultation, and broad support and financial contributions from stakeholders. Furthermore a discussion around the projects OPC, formulated in 2012, was raised and the need to revisit the figures, the requirement of detailed designs and the City's decision to develop a Manning Park Master Plan. As part of the plan community consultation would need to be carried out prior to any further works being undertaken. It was resolved to postpone the Bravery Garden project until the Manning Park Master Plan had been developed and also to improve the chances of receiving a Lotterywest grant as the City already had two applications currently being assessed.

On 1 August 2016, the Mayor, ABA National Vice President, Manager Parks & Environment and the Grants and Research Officer met to discuss the progress of the Manning Park Master Plan and funding options. The Manager Parks & Environment informed the group that the Manning Park Master Plan had been postponed in the 2015/16 financial year due to unexpected workloads; however a consultancy services tender had been recently developed and was to be issued to the market.

The Grants and Research Officer advised that an application to Lotterywest had been prepared in consultation with the ABA National Vice President, however as the Bravery Association are not registered for GST they could only secure \$15,000 according to Lotterywest grant conditions. The ABA National Vice President presented a confidential proposal developed for the Association Queensland branch which was half the cost of the proposed Bravery Garden at Manning Park. Although the proposal had merit it was still envisaged by the National Vice President that the original concept developed by City officers would prevail.

The Mayor noted a recent conversation with a Lotterywest representative, at the Cockburn Community Men's Shed ceremony, where they informed him that there was available funding and it was only a matter of presenting a suitable submission. Further discussions revolved around the requirement for detailed drawings which the Association were required to produce, how the Bravery Garden would be incorporated into the Master Plan and no community consultation had been undertaken. The results of the meeting are outlined below:

	Resolution	Officer	Status
1	Bravery Garden incorporated into the Manning Park Master Plan	Manager Parks and Environment	Consultant issued with Bravery Garden details and to consult with the ABA Community engagement occurring between 10 November and 2 December
2	Lotterywest to confirm whether a submission should be from the City or the ABA and potential timing	Grants and Research Officer	Lotterywest confirmed ABA would be limited to \$15,000 as currently not registered for GST. Lotterywest suggested the long term owner of the asset should submit the application Based on this provision a submission by the City, would need to justify this as a priority project if the City were to make application before the end of 2016.
3	Provide community development fundraising training notes to the ABA National Vice President	Grants and Research Officer	Community development fundraising training notes issued to the ABA National Vice President
4	Make contact with ABN Group (Dale Alcock) to see what they can contribute to the project	Mayor / Grants and Research Officer	Correspondence received from the Dale Alcock advising of interest in the project, with the ABN group responsible for delivery of the agreed project and value.

The project timeline set for the Manning Park Master Plan has a completion date of 20 February 2017, subject to minor adjustments due to the Christmas period. The master plan will be presented to the April 2017 OCM outlining the vision and objectives for Manning Park with an

expenditure program. It would be prudent for Council to postpone any further decision on the Bravery Garden to ensure its relevance is still consistent with the aspiration of the community and can be architecturally incorporated within the landscape design

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide for community facilities and infrastructure in a planned and sustainable manner
- Create and maintain recreational, social and sports facilities and regional open space

Economic, Social & Environmental Responsibility

- Continue to recognise and celebrate the significance of cultural, social and built heritage including local indigenous and multicultural groups

Budget/Financial Implications

The concept cost estimate for the Bravery Garden in 2012 was \$150,000. This cost element will be incorporated into the overall project cost estimate.

Legal Implications

N/A

Community Consultation

Community consultation will be carried out as part of the Manning Park Master Plan.

Risk Management Implications

As the Australian Bravery Association has not progressed any funding options and detailed drawings since August 2012, the project is at risk of not being delivered in accordance with the adopted recommendation. Incorporation of the Bravery Garden in the Manning Park Master Plan will mitigate the risk of the project not being realised and will ensure the final design reflects the landscape parameters of the site.

Attachment(s)

1. Bravery Garden Perspective July 2012
2. Bravery Garden Concept Plan July 2012

Advice to Proponent(s)/Submissioners

N/A

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

N/A.

17.3 (OCM 8/12/2016) - COOGEE BEACH SURF LIFESAVING CLUB CARPARK (164/002) (ALEES) (ATTACH)

RECOMMENDATION

That Council

- (1) receive the notes of the meeting held with the Mayor, Ward Councillors, Key Stakeholders and Council Officers;
- (2) withdraw the vegetation clearing submission currently before the Department of Environment Regulation (DER) for carpark Option 2;
- (3) prepare and submit a clearing application for the Option 1 carpark located on Lot 193 on Plan 20550 Cockburn Road (lot 193);
- (4) accept the offer from the Public Transport Authority (PTA) to enter into a licence agreement with the PTA for lot 193 if the clearing application for option 1 is approved:
 - (1) for a licence period of ten years which includes a six month break clause with no compensation and the requirement that the City make good the site at the end of the term; and
 - (2) at a peppercorn licence fee from the PTA; and
- (5) notify the key stakeholders of Council's decision.

COUNCIL DECISION

Background

At the 13 October 2016 OCM Council received an update to the progress of the City's clearing application and cost estimates for the Option 1 carpark at the Coogee Beach Surf Lifesaving Club with the following recommendation:

- (1) *receive the report;*
- (2) *arrange a meeting/briefing between representatives from the Surf Club, Council Officers, West Ward and other elected Member and any other relevant stakeholder as soon as possible to discuss options; and*
- (3) *request for a report to be presented to the November or December Ordinary Council Meeting with a recommendation for a plan to move forward.*

Reason for Decision

The overflow carpark was initially discussed about 18 months ago and we are facing another summer with very little progress. A meeting with the stakeholders will encourage resolution.

The report below provides a summary of the stakeholder meeting and the consideration of proceeding with the Option 1 carpark on land owned by the PTA.

Submission

N/A

Report

On 3 November 2016, City officers, Elected Members and key stakeholders met at the City's administration offices to discuss the parking options at Coogee Beach. The following people were in attendance:

1. Mayor Logan K Howlett
2. Deputy Mayor Carol Reeve-Fowkes
3. Cr Kevin Allen
4. Cr Lyndsey Sweetman
5. Cr Phil Eva
6. Darryl Smith – Coogee Beach Surf Life Saving

7. Geoff Sach – Coogee Progress Association
8. Charles Sullivan – Director Engineering & Works
9. Anton Lees – Manager Parks & Environment

The meeting commenced with a presentation on the current status of the car park development associated with the Coogee Beach Master Plan. The overview outlined Council's original decision for the master plan and the identification of two potential locations in proximity to the Surf Club for the construction of carpark. Also discussed was Council's resolution to proceed with the construction of the carpark on land owned by the City (car park Option 2) and the requirement for a clearing permit to be submitted to the DER.

A timeline was presented which demonstrated the clearing permit requirements, periods of assessment and negotiations with the Department of Parks and Wildlife (DPaW) on locations for offsets. It was established the officers had follow the requirements in accordance with the framework and were still waiting for a response from DER on the application. A summary of the points discussed during the presentation and at its conclusion are provided below.

1. Option 1 carpark cost estimates and potential offsets.
2. 6:1 offset package for the option 2 car park.
3. When DER are likely to make a decision.
4. PTA's decision to offer parts of Lot 193 on plan 20550 Cockburn Rd to the open market, location for the option 1 carpark.
5. The City's ability to acquire the Lot 193 on plan 20550 Cockburn Rd when on the open market.
6. City's current licence conditions with PTA for Lot 193 on plan 20550 Cockburn Rd.
7. PTA's offer to extend the current licence on Lot 193 on plan 20550 Cockburn Rd to 2022 to facilitate the carpark construction.
8. PTA's reluctance to extend the licence past 2022, removal of the 6 month break clause and requirement to make good when the licence terminates.
9. Submission of a clearing permit to DER for the option 1 car park, (noting a 7 to 8 month assessment period).
10. Retract the current clearing permit for the option 2 carpark.
11. Seek approval from MRWA to construction a temporary pedestrian crossing of Cockburn Road between Amity Blvd and Poore Grove to provide a safe crossing during the summer period for patrons parking on the eastern side of Cockburn Road.

The resolution determined by the Elected Members and key stakeholders was to withdraw the current vegetation clearing application for the Option 2 car park and prepare a vegetation clearing

submission to facilitate the Option 1 carpark. It was also recommended that City officers discuss with MRWA the potential for a temporary pedestrian crossing on Cockburn Rd to assist patrons of the surf club when parking on the eastern side of Cockburn Rd. The group was informed that City officers were still enacting the 11 June 2015 OCM decision, this proposed resolution would need to be presented to the next Council meeting for endorsement.

If the clearing application is approved and Council supports the decision to proceed with the carpark to be constructed in accordance with Option 1 on lot 193 a tenure arrangement will be required between the City and the PTA for the use of the land.

PTA have discussed with the City that they would like to sell lot 193 on the open market but that they are not in a position at this time to formalise the rationalisation of lot 193 to facilitate the disposal of it on the open market. The area of land in question is described on Attachment 3.

The PTA is aware of the request from the Surf Lifesaving Association to construct a car park on this land.

Given the current position of the PTA they have offered the City a licence to occupy lot 193 for a period of ten years at a peppercorn licence fee. Importantly, the licence includes a break clause with a notice period of six months. Detailed below are the relevant clauses from the proposed licence:

3.1 *"The Licence to be granted in clause 2 commences on the date stipulated in the Schedule as the Commencement Date and, subject to clause 3.2 and PTAWA's right of early termination set out in the Additional Terms, continues:*

- (a) for the term specified in the Schedule; or*
- (b) until either party gives the other party a notice terminating the Licence.*

3.2 *The Licence is to be subject to immediate revocation and termination by PTAWA:*

- (a) at any time when the service of the public requires it; or*
- (b) if the proposed Licensee is in breach of any terms and conditions of this Offer.*

3.3 *No compensation is payable to the Licensee if PTAWA terminates the Licence.*

19. Termination by Notice

Notwithstanding any other provision of the Licence, either party may terminate the Licence by giving the other party written notice. The termination is to take effect on the date specified in the notice. That date must be at least 6 months after the notice is given. If no date is specified in the notice, the termination is to take effect 6 months after the notice is given."

A copy of the e-mail correspondence between Burgess Rawson (real estate agent acting on behalf of the PTA) and the City officers has been included for reference as Attachment 4. A copy of the proposed Letter of Variation to the current licence held by the City from the PTA is included for reference as Attachment 5.

The Main Roads Department will in the future require a portion of lot 193 to widen Cockburn Road, however at this time the boundary of the future road widening is not confirmed.

If the City accepts the offer of the licence from the PTA, the City would be required to maintain lot 193; the estimated costs per annum are detailed below:

Activity	Level of Service (p/a)	Unit Rate	Total Cost
Footpath Maintenance	6	\$ 150.00	\$ 900.00
Weed Control	2	\$ 1,000.00	\$ 2,000.00
Tree pruning	1	\$ 1,000.00	\$ 1,000.00
Litter collection	12	\$ 480.00	\$ 5,760.00
Infrastructure Maintenance	As required	\$ 500.00	\$ 500.00
Total			\$ 10,160.00

Strategic Plan/Policy Implications

Moving Around

- Improve parking facilities, especially close to public transport links and the Cockburn town centre

Community, Lifestyle & Security

- Provide for community facilities and infrastructure in a planned and sustainable manner

Leading & Listening

- Ensure sound long term financial management and deliver value for money

Budget/Financial Implications

Apart from the cost of construction of the car parking area on lot 193 as reported to the October 2016 OCM, an increase to the future annual Parks Maintenance budget would be required for the estimated cost of \$10,160.00 plus escalation noted above.

Legal Implications

Council needs to be fully aware of the proposed licence terms and conditions with particular emphasis on the six month break clause and the requirement to reinstate the PTA land should the car park be constructed on lot 193.

Community Consultation

Consultation has been carried out with the Coogee Beach Progress Association and the Coogee Beach Surf Life Saving Club.

Risk Management Implications

The decision by Council to revoke the current clearing submission and prepare a new submission for the Option 1 carpark will further extend the time for the construction of a carpark. Based on recent experience with the DER approval process, the assessment of the clearing application would not be determined before April 2017. The flora and fauna study previously carried out on the Lot 193 area is still valid.

Additionally, the investment in the construction of a carpark on land owned by PTA is a significant risk if the land use is changed and/or sold on the open market, which is currently the PTA intent.

Attachment(s)

1. Carpark Option 1 Concept plan
2. Carpark Option 2 Concept plan
3. PTA Drawing Number L 7415-2 Rev A Lease of Cockburn Road to City of Cockburn Coogee
4. Email correspondence from PTA real estate representative, Burgess Rawson dated 21 October 2016 to 29 November 2016
5. Letter of Variation from Burgess Rawson to City of Cockburn dated 21 October 2016

Advice to Proponent(s)/Submissioners

N/A

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

N/A

18. COMMUNITY SERVICES DIVISION ISSUES

18.1 (OCM 8/12/2016) - COCKBURN LIGHTS EVENT PROPOSAL & PROJECT 3 COCKBURN LIGHTS CONCEPT REPORT (152/101) (M LA FRENAIS) (ATTACH)

<p>RECOMMENDATION</p> <p>That Council</p> <p>(1) supports the development of a Cockburn Lights Event in March 2018 (subject to budget and approval of the annual events program at the Annual Events Committee Meeting and subsequent Council meeting); and</p> <p>(2) approves Project 3 to apply for funding for Cockburn Lights from Lotterywest and Healthway on the City's behalf.</p>

<p>COUNCIL DECISION</p>

Background

Projects 3 were appointed to undertake a review of the City's event calendar. This included making suggestions for improvement to event delivery planning and internal procedures as well as proposing a number of new event concepts and opportunities.

Council adopted the annual events program for 2016/17 at June 2016 OCM. This included a budget to develop a detailed scope for a 'Cockburn Lights' Event. The 'Cockburn Lights' concept would utilise

the Cockburn coast strip and provide a unique and engaging event for the Cockburn community while also showcasing the Cockburn lifestyle and environment to a wider audience.

The population of the Cockburn coastal strip will increase significantly in the next few years. Major events will play an important part in building a vibrant community atmosphere that promotes the area and encourages future residents to move to Cockburn. In addition, major events could contribute to economic development in the area.

The Cockburn Lights concept is a three day cultural (art, culture, heritage) festival. It would be a free unique event showcasing Cockburn coast through an innovative and creative lighting and laser display, theatre, art and hawkers market.

It is projected that the total event cost will be \$487,000 which includes management, marketing, programming, operations and labour. It is anticipated that sponsorship totalling \$187,000 might be able to be sourced from Lotterywest and Healthway. Sponsorship and in-kind support of \$100,000 will also be sought from appropriate businesses and media using a proposed sponsorship matrix as outlined in this report. The event will require a minimum total investment from Council of \$200,000 (plus GST) proposed to be funded from the events budget.

The purpose of this Agenda item is to seek approval to approach Lotterywest and Healthway for sponsorship. Provisional talks have taken place with both agencies and while no commitment has been given, both parties have expressed an interest in this event. With a large complex event of this nature proposals for funding need to be submitted at least twelve months in advance and to fit within the organisations' funding rounds, hence the need to seek approval from Council to approach Lotterywest and Healthway in March 2017 for sponsorship in March 2018.

Submission

N/A

Report

The City has reviewed undertaking this event, taking into consideration City of Cockburn officer's recommendation, safety, budget implications, location, the City's current events program and environmental impacts.

Spreading the event out along the coastline and having repetitive components over three days is intended to keep traffic, parking and local impact to a minimum. It is expected that people would participate

and view the event along a trail with hubs along the coast, at Port Coogee, Coogee Beach and the Surf Life Saving Club.

The budget required to undertake a Cockburn Lights event in 2018 is \$200,000 excluding GST, based on the budget detailed below and subject to receipt of the anticipated sponsorship.

There is no budget allocated in the 2017–18 budget for this event. A submission on costing and suggested calendar of events for 2017-2018 will be presented to the May 2017 events committee for consideration.

Item	Cost \$
Administration	
Management	77,500
Administration	2,500
Approvals	2,000
Merchandise	4,000
Travel & Accommodation for performers	16,000
Volunteers – Refreshments	2,500
VIPs – Refreshments	4,500
Marketing	
Advertising	43,500
Design & Collateral	12,500
Digital	3,500
Publicity – PR Plan & Campaign	13,500
Programming (Entertainment & Art)	
General	7,000
Port Coogee Event Hub	10,000
Coogee Beach Event Hub	10,000
Coogee Surf Life Saving Club	51,000
Operations (Infrastructure)	
General	54,500
Equipment	27,500
Labour	33,500
Programming	23,000
Production	18,500
Contingency	10,000
TOTAL	\$487,000

Sponsorship

Main sponsors/ presenting partners that will be approached include Lotterywest and Healthway. In addition to infrastructure projects that the City has and will be submitting for, this specific project has initial interest from Lotterywest and Healthway as it is an event. In the initial expression of interest phase, it has been articulated that Cockburn Lights has real potential and mass broad appeal. Lotterywest also believe that showcasing of the dive trail as a part of this event is positively leveraging of their previous investment. Other means of highlighting Council investments towards infrastructure can also be highlighted at Cockburn Lights, such as a skate clinic to promote new skate park projects.

Sponsorship and in-kind support of \$100,000 will also be sought from appropriate businesses and media with options for hub naming rights/major partner (there are four hubs as outlined in the attached report). The following proposed sponsorship matrix will be used when approaching local businesses. All sourced sponsorship will comply with the City's sponsorship incoming funds Policy PSCS17.

Sponsorship Proposed Matrix					
Investment level	Presenting Partner	Major Partner	Supporting Partners	Business Partners	Media Partners
	Over \$100k	\$25-\$100k	\$5 - \$25k	Up to \$5k	Neg
Exposure					
Logo on selected marketing collateral	✓	✓			
Use of Event IP	✓	✓	✓	✓	✓
Major marketing collateral	Neg				
Acknowledgement at the Event Info booth	✓	✓	✓	✓	✓
Other event & outdoor signage opportunities (all	✓	✓	✓		✓
Logo on official programme	✓	✓	✓		✓
Acknowledgement on official program	✓	✓	✓	✓	✓
Advertisement in official program	Full page	Half page	Qrt page		
Logo on the home page of the website	✓				
Logo on the partners website	✓	✓	✓	✓	✓
Logo on the eNewsletters	✓	Neg			Neg
VIP and Hospitality					
Invites to Event Launch	8	6	4	2	Neg

Sponsorship Proposed Matrix					
Investment level	Presenting Partner	Major Partner	Supporting Partners	Business Partners	Media Partners
	Over \$100k	\$25-\$100k	\$5 - \$25k	Up to \$5k	Neg
VIP Invites to Event welcome	8	6	4	2	Neg
Further VIP opportunities to be developed					
Digital					
Social media showcase	4	3	2	1	Neg
E-newsletter showcase	2	1	1		Neg
Product displays/activations at selected events	✓	✓	✓		
Other Benefits					
On screen advertising	✓	✓	✓		✓
Event Naming Rights opportunities (to be negotiated per event)	Neg	Neg	Neg		
Verbal mentions during public announcements	Neg	Neg	Neg		
Personalised Event	✓	✓	✓	✓	✓

Funding for this event is anticipated to be allocated from the budget that relates to community events each year, and it would therefore be recommended that one of the two concerts is replaced with this three day festival. This would provide \$100,000 – \$150,000 of the anticipated \$200,000 Council contribution and the rest would be secured by the annual increase in budget and the usual annual review of the events program.

Conclusion

While the City has a full and robust events program it is considered to be lacking in a unique cultural event that showcases the natural assets of the City. There is a real opportunity to create a lasting and ever evolving legacy that Cockburn will be recognised for state wide.

While Council approval to seek funding for this event indicates in principle support for a Cockburn Lights event in March 2018, it is primarily for the purpose of lodging an application with potential funding partners, the outcome of which will determine whether the proposal is feasible to proceed with.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide residents with a range of high quality, accessible programs and services
- Provide safe places and activities for residents and visitors to relax and socialise

Economic, Social & Environmental Responsibility

- Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health

Budget/Financial Implications

It is projected that the total event cost will be \$487,000 which includes management, marketing, programming, operations and labour. It is anticipated that funding totalling \$187,000 can be sourced. Sponsorship and in-kind support of \$100,000 will also be sought. The event will require a minimum total investment from council of \$200,000.

Legal Implications

The City would need to sign a legal agreement in regard to the sponsorship and outsourcing of the event to an events management company.

Community Consultation

N/A

Risk Management Implications

If this recommendation is not supported, the City will be unable to apply for funding for this event for 2018. Council could approve the running of the Cockburn Lights event without sponsorship, at a cost of \$487,000 but this is considered prohibitive. If Council does not support this recommendation and the event does not proceed in 2018, it is only a matter of time before another coastal Council considers a similar concept as this type of event is popular in other parts of the world. Barcelona (La Merce) and Sydney (Vivid) are both aspirational examples of lighting events that are held in a unique built and natural environment.

After some research of Councils of a comparable size in Perth, it was discovered that similar events (but not coastal) cost approximately \$340,000 – \$740,000 to run. Total revenue is between approximately

\$80,000 – 150,000 which includes sponsorship and grants including funding from Healthway and Lotterywest. They also receive between \$40,000 and \$100,000 in-kind support from media partners across print, radio and TV.

Other local government events of a similar nature in Perth do not have the benefit of a unique coastline and their events are normally structured so that they can be held anywhere and they do not rely on their natural environment for the success of their events, hence giving Cockburn Lights the edge that it needs to be effective in a competitive market.

If Council approves the recommendation to seek funding, there is still a risk that the Events Committee will not support the Cockburn Lights event and that funding will have to be declined.

If Council approves the recommendation, it is possible that adequate sponsorship may not be forthcoming and Council will have to reconsider the level of funding it is willing to contribute to such an event.

Attachment(s)

Project 3 Cockburn Lights Concept Final Report.

Advice to Proponent(s)/Submissioners

The Proponent(s) have been advised that this matter is to be considered at the 8 December 2016 Council Meeting.

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

Events such as this proposal are provided by both the private and public sectors, including local governments. Local governments have been more pro- active in recent times in order to provide a variety of low or no cost entertainment options to its communities.

18.2 (OCM 8/12/2016) - ADOPTION OF CULTURAL STRATEGY 2016-2020 (195/001) (S SEYMOUR-EYLES) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the City of Cockburn Cultural (Art, Culture, Heritage and Events) Strategy 2016-2020, as attached to the Agenda; and
- (2) include the financial requirements from the Strategy Action Plans for consideration in future annual budgets and corporate

planning documents, where relevant.

COUNCIL DECISION

Background

This Strategy, which replaces the City's Public Art Strategy 2009 and the Events Strategy 2014-2019, combines the two as there are strong synergies between both areas.

The City has achieved the goals set out in the Public Art Strategy. This included:

- Developing a collection of distinct and diverse public artworks, which there is no doubt the City has achieved.
- Achieving an integrated approach to public art, whereby the City now has a Percentage for Art Policy and developers must provide art when the value of the development is in excess of \$1M. This has provided a significant number of artworks.
- Planning, Community Services, Community Development and Parks and Environment teams all work closely with the Events and Culture Service Unit on the provision of a wide range of art projects across the City.
- The City has increased awareness of its public art through its ongoing annual art exhibition, featuring art on its website and securing media stories and social media engagement as and when new artworks are installed.

The City has also made significant progress with the Events Strategy. It has worked to ensure that City-run events align with City policies and strategies, which range from promoting public transport options to ensuring that a Welcome to Country or Acknowledgement of Country is included at big events or civic events that healthy food options are

available at all events and those events are made as accessible as possible.

The City has continued to run a large program of free community events throughout the year and has a range of incentives and support programs to assist the community to run their own events. It has made strong inroads into running more sustainable events and will continue to improve in this area particularly in waste reduction. As the Event Strategy had not run its course, the Strategy has carried over some of the actions to this Plan, which mainly relate to developing events to encourage economic activity.

A focus on culture would generate a positive image of a place, to enhance the life and social well-being of residents and to generate wealth and employment.

When the community was consulted informing them of this document, the primary request was for a cultural hub to be developed, so provision has been made in this plan for a feasibility study to determine what this hub would be, where it could be located and how it could be funded, if Council supported such a project.

This new Strategy will build on the work that the City has already done using practical and achievable actions that can be measured.

Submission

N/A

Report

1. *The City contracted Project 3 (November 2015) to undertake a review of the City's events program.*

Key recommendations were:

- Develop new and unique event concepts – for example:
 - Cockburn Lights, a free event showcasing Cockburn coastline through innovative and creative lighting, pyrotechnic display, theatre, art and hawkers market (concept under development as per recommendation at June 2016 Ordinary Council meeting);
 - Cockburn pop-up events (three events included in 2016/17 events program as per recommendation at June 2016 Ordinary Council meeting);

- Wetlands to Waves – urban adventure race style mass participation event (budget approved to develop concept as per recommendation at June 2016 Ordinary Council meeting);
 - Consider one large scale concert only to enable budget to be allocated towards a more unique and contemporary offering;
 - Build Harvest Hoo Ha into a gourmet food/local produce major event with multicultural ties;
 - Merge Hello Baby and Teddy Bears Picnic (research to be undertaken to assist and to inform whether or not this is the right decision);
 - Christmas on the Green event to be reviewed and relocated to accommodate a greater capacity and increase cultural significance (trial underway for 2016/17 event);
 - Develop a printed event program published in October/November (undertaken for 2016/17 as per budget approved at June 2016 Ordinary Council meeting);
 - Website to feature dedicated events section (this will be incorporated in the new website);
 - No overarching branding for suite of events.
 - Develop City of Cockburn event approval process for all events (internal and external) to be more streamlined for the customer and internally.
 - Review event specific purchasing procedures.
 - Develop online ticketing or bookings systems for events.
2. *The City contracted Catalyse (August 2015) as a consultant to assist with the development of the Cultural Strategy.*

Consultation was undertaken with internal stakeholders to understand requirements, set the vision, recognise strengths and weaknesses and to identify strategic priorities. A best practice review was undertaken of Federal and State art, cultural and heritage policies and trends, other Council plans and policies, related to art, culture and heritage, as well as sector experts and stakeholders to understand requirements of success.

Stakeholder mapping was undertaken whereby arts, culture and heritage service providers in the City of Cockburn and neighbouring Councils were identified.

External stakeholders were engaged through a survey and a workshop, as well as in depth interviews with key stakeholders. Elected Members were also invited to undertake the survey and attend the workshop.

A strategic planning workshop was held with relevant staff to agree on priorities based on key findings.

Key findings were:

- There is limited space for workshops and performing arts. This has also recently been identified as a gap during consultation for the Community, Sport and Recreation Facilities Strategic Plan (2016-2026).
- There is high satisfaction with festivals, events and cultural activities in the City of Cockburn among residents. Females, seniors and those with younger children tend to be happier. There is most room to improve perceptions among younger singles and couples, and families with older children.
- The value of art, culture and heritage in improving community wellbeing is widely recognised.
- Relative to other Councils, the City's performance for festivals, events and cultural activities is above average.
- The community has moderate levels of awareness of City events.
- This framework was also informed by the City of Cockburn Strategic Community Plan 2016.

Six key strategies came out of research and consultation:

1. Ensure culture is integrated in to all planning
2. Value local Heritage
3. Facilitate creative communities
4. Provide creative Places
5. Develop and facilitate creative Services
6. Support creative Industries

The action plan contains a total of 28 actions that sit under these six key strategic areas.

One action is to undertake research in 2019/20 to inform the next strategy and that this research extend the scope of the next strategy to be broadened to include multi-cultural matters.

In addition to the specific actions in the plan that are related to these strategies, the City undertakes a range of activities on an ongoing basis. These include:

- Managing the City's public art collection (external and internal) to ensure that the collection is relevant and economically viable;
- Ensuring that interpretive signage is considered when master planning is undertaken in areas that have cultural value;
- Reviewing the annual event program relating to Policy SC34 "Budget Management"; continuing to run a program of Civic events;
- Fostering relationships with culturally relevant organisations to enrich the City's cultural diversity;
- Ongoing identification of historical events and culturally significant sites and properties for historical preservation purposes and to inform relevant State Government bodies; identifying opportunities and planning for heritage tourism;
- Holding training and event workshops for external groups to increase capacity and for internal staff to ensure a safe and consistent approach to events. Educating staff on culture and event related policies;
- Continuing to place high value on and maintain and promote the City's natural areas including the unique coast and wetlands in line with the City's actions in the natural area management strategy.
- Promoting inclusivity by encouraging City services, community groups and sporting clubs to participate at relevant City events; Identifying ways to increase community participation in arts, culture and heritage (City and non-City events) activities;
- Increasing the number of sustainable suppliers at City events and continuing to reduce the amount of waste at events;
- Determining ways to use City events to increase awareness, understanding and respect for different cultures past and present in Cockburn.

- Ensuring that the Aboriginal and Cultural Reference Groups are used as a key source of reference and consultation within the City of Cockburn.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide residents with a range of high quality, accessible programs and services
- Provide for community facilities and infrastructure in a planned and sustainable manner

Economic, Social & Environmental Responsibility

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development
- Continue to recognise and celebrate the significance of cultural, social and built heritage including local indigenous and multicultural groups

Leading & Listening

- Ensure sound long term financial management and deliver value for money
- Listen to and engage with our residents, business community and ratepayers with greater use of social media

Budget/Financial Implications

Actions within this plan cross over several business units including Strategic Planning, Parks and Environment, Library Services, Executive Services, Community Development, Events and Culture. A significant number of actions are undertaken by the Events and Culture team, which comprises 3.68FTE. There are actions within this strategy that require additional human resources. Those resources are a Local History Librarian and Multicultural Officer. The Multicultural Officer position is included for 2017/18 in the City's Workforce Plan 2016/17-2021/22 under Community Development and Services which is the Business Unit which would manage the role. The Local History Librarian has been proposed by the Library Services Business Unit but not yet accepted in the Workforce Plan and will require support and prioritisation to be realised.

To complete the work detailed in the Action Plan and additional to the staffing resources required, small increases to operational funding are as follows:

Financial Year	Action	Estimated cost (at October 2016)
2017/18	Photograph and document comprehensively the City's art collection	\$15,000
2018/19	Develop an online art gallery of City-owned artworks	\$25,000
2019/20	Complete an initial Arts, Culture and Heritage HUB feasibility study, including identification and evaluation of potential sites, assessment of stakeholder needs, and vision creation	\$50,000
2019/20	Build an online resource centre for arts, culture and heritage providers	\$30,000
2019/20	Undertake research to inform a new strategy including multicultural matters	\$30,000

The remaining actions will be able to be completed within existing resources with the assumption that normal annual budget processes continue and operational budgets will be provided with CPI or better growth. This is because many of the new actions are continuous improvement and take the place of prior or current actions within the Events and Culture Service unit.

Legal Implications

N/A

Community Consultation

Survey

Desktop research was conducted initially to compile a database of key stakeholders in the City of Cockburn and surrounding area. This resulted in around 180 key contacts being identified with an interest in arts, culture or heritage. The list contained a diverse range of artists, musicians, dancers, performers, designers, theatre, heritage and cultural groups from across the City of Cockburn and surrounding local government areas.

Stakeholders were contacted by email or mail and invited to participate in an online survey (July 2015). The survey was also promoted via the City of Cockburn's website, e-news and social media.

The survey was open for three weeks and attracted responses from 65 stakeholders.

Individual sessions were held with

Youth Advisory Collective

Aboriginal Reference Group

Community Workshop 11 August 2015

Attendees included local artists, Phoenix Theatre, Artzplace, Friends of Woodman Point Quarantine station; Cockburn Community and Cultural Council; Historical Society of Cockburn; Spare Parts Puppet Theatre; Cockburn RSL; Hamilton Hill Community Association; Into the Mask theatre; Mayor Logan Howlett; Ozartworks; Leeming Area community bands

Elected Members

Culture:

Elected Members were invited to the community workshop at Memorial Hall on 11 August 2015. Elected Members were invited to participate in a survey sent out in July 2015.

Events:

An online survey was sent to Elected Members 17 March 2016 and again 23 March 2016.

- Qualitative and quantitative community event research (Catalyse) 2015.
- Relevant feedback from Strategic Community Plan consultation-2016.

Risk Management Implications

If the plan is adopted as recommended the financial implications for each of the actions contained in the Plan will need to be considered by Council in the relevant financial year and included in a review of the Long Term Financial Plan.

If the plan is not adopted by Council the community and other stakeholders will be informed in accordance with the Community Engagement Policy and there will be an increased risk of reputation damage. If the Plan is not adopted by Council there is also a risk that the City will not allocate sufficient resources to accommodate cultural development in the City.

Attachment(s)

Draft Cultural Strategy 2016-20 (Art, Culture, Heritage and Events).

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 8 December 2016 Council Meeting.

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

Nil.

18.3 (OCM 8/12/2016) - MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE - POPPY SYMBOL(S) ON STREET SIGNS - MAYOR HOWLETT (038/008; 157/007; 159/00) (D GREEN) (ATTACH)

RECOMMENDATION

That Council

- (1) supports the principle of adding a “poppy symbol” to street name plates within the district which have been named after a local person, family or other related war or peace keeping activity or commemorative event;
- (2) place the sum of \$50,000 on the Draft 2017/18 Municipal Budget for consideration to provide for costs associated with producing and badging the requisite number of street signs and the creation and installation of three interpretive signs, strategically placed around the district, explaining the relevance of the symbol, and
- (3) seeks the support of the WA Local Government Association (WALGA) in proposing this initiative to all local governments on a state wide basis.

COUNCIL DECISION

Background

At the October 2016 Ordinary Council Meeting, Mayor Howlett presented the following as a Matter for Investigation without Debate:

A report be provided to the December 2016 OCM on the introduction of a poppy symbol(s) on street signs within the district where they (the streets) have been named after a person, family or a war or peace keeping effort or some other related activity or commemorative event and to address the opportunity for this to be a state wide initiative for all local governments.

Submission

N/A

Report

In assessing the merits of this suggestion, it was necessary to research the historical connection to the naming of road reserves within the Cockburn district after persons, activities or events associated with war and peace keeping efforts.

Fortunately, the City's Land Administration Unit was able to produce a comprehensive listing of road names which related to local persons and other non – personal objects or phrases which are synonymous with global conflicts involving Australia.

Sources for this data collection involved reference to the following:

- *Cockburn – the Making of a Community* – History Book 1979
- War Memorials and Honour Boards - Hamilton Hill and Treeby
- Azelia Ley Museum – Historical Records
- Applications for Road Name “Themes” – Developers –various

In acknowledging that this list may not represent all persons or occasions that would qualify for selection, any criteria should also be able to demonstrate a connectivity that is indisputable and not be subject to challenge in future regarding eligibility.

For this reason, the *highest* priority when attempting to create an eligibility test for this exercise was to ensure a human relationship which involved a specific member of a family, who resided in Cockburn and represented the Australian Armed Forces in some way and was enlisted for a role in a conflict scenario or peace keeping effort.

Once those names are exhausted, it is possible to apply connections with other elements of armed conflict where these remain central to the

“theme”. Such examples are found in new developments in North Coogee (War Ships) and Cockburn Central (Remembrance) which focus on other non – personal attributes of war events.

It is not recommended to extend the honour to names not directly associated with a connection to the City of Cockburn, as to do so could dilute the importance associated with an exercise which is aiming to create a lasting memorial for persons whose history is inextricably linked to the district.

Having extracted what is understood to be a highly representative list of names which would qualify for a “poppy” emblem, it would be necessary for Council to fund the production and installation of new name plates in a timely and consistent manner. Such a process will be time consuming and will need to be scheduled into a future works program, thus requiring any action to be deferred until the 2017/18 financial year, which will also enable funding to be made available in the corresponding year`s budget.

This exercise would be more meaningful if complemented by interpretive signage which also explained the purpose and significance of the emblem. This would be best achieved if such signage was located at strategic sites across the City of Cockburn, particularly in areas where street names have been badged for this purpose, such as North Coogee, Cockburn Central and Hammond Park. In addition, the relevant information would be posted on the City`s webpage to publicly explain the significance of the exercise in greater detail.

In conclusion, while such an initiative is considered to be an important gesture to recognise the heroic deeds of past citizens of Cockburn, it is not an issue that a single district can bestow on all local governments uniformly. In this context, it is considered reasonable to introduce the item through the WALGA process for it to determine if such a proposal is something that can be advocated on a state - wide, or even national, basis.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide for community facilities and infrastructure in a planned and sustainable manner

Economic, Social & Environmental Responsibility

- Continue to recognise and celebrate the significance of cultural, social and built heritage including local indigenous and multicultural groups

Leading & Listening

- Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management

Budget/Financial Implications

Costs associated with the production and installation of 200 street name plates and 3 Interpretive Signs of suitable size are estimated at \$50,000. This will require an allocation in the 2017 / 18 Draft Budget for Council consideration.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

A moderate level of *Brand/Reputation* risk has been assessed to this item on the basis of the potential for adverse public opinion and / or media attention.

Attachment(s)

List of relevant street names within the City of Cockburn.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

18.4 (OCM 8/12/2016) - PROPOSAL TO DEVELOP A SPORTING WALL OF FAME AT COCKBURN ARC (036/004) (T MOORE) (ATTACH)

RECOMMENDATION

That Council

- (1) supports the development of a new Sporting Wall of Fame at Cockburn ARC, inclusive of an interactive kiosk as per Option 2 outlined in Attachment 2;

- (2) considers \$20,000 as part of the 2016/17 mid-year budget review process to install the plaques as part of the Sporting Hall of Fame;
- (3) place on its 2017/18 budget for consideration \$8,500 for the installation of an interactive kiosk as part of the Sporting Hall of Fame;
- (4) retains the existing Sports Wall of Fame currently at the City of Cockburn Administration external walkway; and
- (5) calls for nominations for City of Cockburn Sporting Hall of Fame in January/February 2017.

COUNCIL DECISION

Background

Since 2003/04 the City has maintained a Sports Wall of Fame along the front entry walkway of the City of Cockburn Administration Building.

At the September OCM, Mayor Howlett requested under 'Matters to be Noted for Investigation, Without Debate, the following matter be investigated without debate:

Provide a report to the December 2016 Ordinary Meeting of Council on the potential to establish either a 'Sporting Walk of Fame' or a 'Sporting Wall of Fame' at Cockburn ARC, including the opportunity to have an interactive design concept that allows the story of those persons and their sporting achievements to be told.

As such Council is now provided with details on potential locations, plaque designs and interactive options as part of the development of a sporting wall of fame at Cockburn ARC

Submission

N/A

Report

The current Sporting Wall of Fame is located at the City's Administration Building and was first developed in 2003/04, with 17 sports people having now been inducted.

Nominations have been called on two occasions over the past 13 years, firstly in 2003/04 and then once again in 2012.

The inductees are all local sports people who have achieved greatness within their chosen sport, with the Hall of Fame being a way of acknowledging the various successes of the City's residents.

In order to be considered to be accepted into the Hall of Fame nominees must meet the following criteria:

- A long-term resident of the City of Cockburn (deceased or living)
- Participating in senior sport at the highest level
- Involved in sports administration at the highest level
- Involved in senior sport (over eighteen years of age)

In terms of the proposed new Sporting Wall of Fame, it is suggested that it be made up of plaques 350mm x 450mm, which incorporates a picture and text of the inductee's achievements. In addition, an interactive experience will also be provided through a touch screen kiosk (*Attachment 1*). It is proposed that the current inductees be included in any sports wall of fame at Cockburn ARC.

In considering the potential locations for the Wall of Fame to be developed, staff have identified two potential options at Cockburn ARC (*Attachment 2*).

Option 1 – This area is at the front entry to the Centre and provides a high level of exposure, however given the vast size of the wall, there is the potential for the plaques to be less obvious.

Option 2 – The wall behind the seating overlooking the indoor courts provides a high level of exposure and places the Wall of Fame in the heart of the Centre. This location provides a link to the sports area of the Centre as well as an opportunity to incorporate an interactive kiosk element nearby.

Whilst at this stage there are only 17 inductees in the Hall of Fame, the conceptual designs provide an indication of how the space would look with up to 30 plaques to allow for future inductees.

In considering, the two potential locations, it is recommended that Option 2 be endorsed as the preferred location to develop the Sporting Wall of Fame at Cockburn ARC. This is due to the nature of the location being in close proximity to the sports courts and also allowing for the placement of an interactive kiosk in close proximity.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Create and maintain recreational, social and sports facilities and regional open space

Budget/Financial Implications

The total estimated cost to install the plaques is \$20,000 and the interactive kiosk is \$8,500.

At this stage, there are no funds allocated within the 2016/17 budget for the development of the new Sporting Wall of Fame at Cockburn ARC.

As such, it is proposed that the development be staged, with \$20,000 for the installation of the plaques to be considered as part of the 2016/17 mid-year budget review process and \$8,500 to install the interactive kiosk be considered as part of the 2017/18 annual budget deliberation process.

Legal Implications

N/A

Community Consultation

It is proposed that nominations for the Sporting Hall of Fame be called for in January/February 2017.

This will be advertised in local newspapers, the City's website and direct mail outs to sporting clubs.

Risk Management Implications

There is little to no risk should this project proceed or not. The plaques can be easily installed post construction although there will be some additional cost if the kiosk display requires power.

Attachment(s)

1. Interactive kiosk picture
2. Designs indicating two potential location options

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

18.5 (OCM 8/12/2016) - DOG OFF LEAD AND DOG PROHIBITED COASTAL AREAS (144/003) (R AVARD) (ATTACH)

RECOMMENDATION

That Council in accordance with Section 31 of the Dog Act 1976:

- (1) prohibit dogs on Ngarkal Beach Reserve (R5313), except on the footpaths around the reserve, where dogs on lead are permitted;
- (2) prohibit dogs on the portion of Powell Reserve near the Coogee beach café southern entrance;
- (3) prohibit dogs on all of the Woodman Point Beach to the start of the current dog off lead exercise area, west of the Cockburn Power Boat Association; and
- (4) install signage on the beach between Caledonia Loop, North Coogee and the South Fremantle power station breakwater, identifying it as a 'dogs on lead only' area.

as shown in the Attachments to the Agenda.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

This report relates to proposed changes to access for dogs on the Cockburn Coast beaches including Woodman Point.

Under the Dog Act 1976, the City can designate areas where dogs can be off leads (exercise areas) or where they are prohibited. All other areas are deemed to be dogs on leads allowed. In some situations where there maybe confusion, signs are erected to show where dogs are required to be on leads.

Council has already made a number of resolutions about dog-related issues during 2016 in particular to dogs in the Coogee Beach area and in relation to seeking public comment on whether Ngarkal Beach should become a dogs prohibited area and the decision to allow dogs near the cafe at Coogee Beach. Council also resolved its intention to declare the beaches along Woodman Point closed to dogs. The area of beach from Caledonia Loop to the Power Station breakwater is also being considered to be altered from dog prohibited.

At its meeting of 14 July, 2016 Council resolved to:

- Prohibit dogs on all of reserve 24306 and reserve 46664 (Coogee Beach Reserve) including all beaches, dunes, picnicking areas and the jetty adjoining the reserves pursuant to section 31 of the Dog Act 1976 other than allow dogs on leads on the portion of reserve 24306 north of Powell Road Coogee shown on the plan, as attached to the Minutes.
- Allow dogs on leads in the Coogee Beach cafe lease grassed al fresco area at the discretion of the lessee and in accordance with the requirements of the Food Act 2008.
- Allow dogs on leads in the Coogee Beach Surf Club Café Alfresco area at the discretion of the Coogee Beach Surf Life Saving Club (Inc.) and in accordance with the requirements of the Food Act 2008.

At its meeting of 8 September 2016 Council resolved to seek public comment to declare as a dog prohibited area:

1. Ngarkal Beach - Reserve 51313 – 25 Medina Parade, North Coogee. Lot 8029 Medina Parade, North Coogee.

The area north of Caledonia Loop to the power station breakwater in North Coogee which was previously a dog prohibited area would then become a dogs on lead area.

At its meeting of 13 October, 2016 Council resolved as follows:

- (1) declares the portion of the Powell Road reserve, as shown as the hatched area on the attachment plan a dog prohibited area;
- (2) erects signage on the limestone wall abutting the prohibited area advising it is a dog prohibited area;
- (3) provide a 3m long steel rail mounted on piers in the grassed area immediately north of the Café Alfresco; to the City of Cockburn's satisfaction and expense;
- (4) declares the portion of beach coast south of the Surf Life Saving Club as a dog prohibited area but not including the Woodman Point dog gazetted beach (exercise areas); and
- (5) erect signage for people accessing the beach from the Surf Club and to public access points to Coogee Beach south to Woodman Point advising it is a dog prohibited area.

Submission

N/A

Report

In accordance with section 31 of the Dog Act 1976, the City is required to advertise for a period of no less than 28 days a proposal to declare an area in the district a dog off lead (exercise areas) or a dog prohibited area. Council is to consider the responses to the consultation in making a determination on the matter. Resolutions are to be carried by an absolute majority.

1. Ngarkal Beach

Public comment was sought through a newspaper advertisement, signage on-site, a mail out to Coogee residents, and online survey.

Community feedback has suggested that dogs be prohibited at Ngarkal Beach, except on the footpath on the edge of the reserve.

The developer erected signs on this beach to declare it a dog prohibited area. For this to be enforceable the matter needs to be determined by Council in accordance with the Dog Act.

During consultation, residents stressed the need to retain pedestrian access for dog walkers on the footpath if the beach was closed to dogs. Otherwise, they would have to walk on the road with their dogs. As the verge is not part of the reserve it is recommended that people be able to walk their dogs on the verge area on leads.

Survey question

- I am in favour of the City prohibiting dogs at Ngarkal Beach, Port Coogee.

Responses

Number of Coogee surveys mailed out.....	659
Number of Coogee surveys completed.....	325
Number who favour prohibiting dogs.....	223
Number who want dogs at Ngarkal Beach.....	102

2. Coogee Café (Powell Road Reserve)

Matter that required community consultation from the 13 October, 2016 Council minute item 20.2:

- (1) declares the portion of the Powell Road reserve, as shown as the hatched area on the attachment plan a dog prohibited area;

There appears to be general support to prohibit dogs on the small area of Powell Road reserve outside of the Coogee Beach Café. It is recommended that this area be dogs prohibited.

In line with Council's 14 July decision, dogs on leads are still allowed in the grassed al fresco area to the north of Coogee Beach café, at the discretion of the café which leases the grassed area. The City will provide a 3m long steel rail mounted on piers in the grassed area north of the café for people to tie up their dogs.

3. Woodman Point (South of Coogee Beach Surf Club)

Matter that required community consultation from the 13 October, 2016 Council minute item 20.2:

- (4) declares the portion of beach coast south of the Surf Life Saving Club as a dog prohibited but not including the Woodman Point dog gazetted beach;

This would have the effect of prohibiting dogs from the entire foreshore area extending south of Coogee Beach Surf Life Saving Club to where

the dogs off lead exercise beach begins (to the west of Cockburn Power Boat Club).

A survey showed a strong desire by beach walkers, who have walked the beaches for many years with their dogs, to retain access to walking their dogs on the beach.

	No opinion	No	Yes
The City should prohibit dogs from the beach south of the Surf Lifesaving Club along Woodman Point	7	140	96

A petition of 279 signatures was received supporting the below petition:

“The following residents of the City of Cockburn and visitors to Coogee Beach support Cockburn City Council in extending no dog areas as follows:

Dogs Coogee Beach – proposed extension of no dog area.

1. A portion of the Powell Road Reserve at Coogee Beach, immediately to the south of Coogee Beach Café, and
2. The entire foreshore extending south of Coogee Beach Surf Life Saving Club to where the dogs off lead exercise beach begins to the west of the Cockburn Power Boat Association

Some key stakeholder comments

- The Department of Parks and Wildlife (DPaW) has identified that the Woodman Point Management Plan 2010 endorsed by Council proposes that dogs be prohibited on the Woodman Point Reserve including the beach areas. DPaW support the prohibition of dogs on the beach areas but accepts the current dog off lead area on the south side of Woodman Point. Incidentally DPaW allows dogs on leads on paths within the reserve. The main area of concern is for birdlife on the point.
- The Coogee Beach Surf Club expressed a strong advocacy for creating a buffer between surf club activities and dogs by prohibiting dogs on the beach in the area immediately south of the clubs beach access. This would have the effect of creating a dog prohibited area along the coast from the south end of Port Coogee to a point south of the surf club beach access point.
- The Coogee Beach Progress Association favours prohibiting dogs near the Coogee Beach café, north of Caledonia Loop and south of the surf club.

- Cockburn Powerboat Association members have expressed concern that prohibiting dogs from around Woodman Point would concentrate all dogs and traffic near the club's activities.

4. North Coogee

In relation from Caledonia Loop north to the power station breakwater, there was strong support from dog owners to change the area from dogs prohibited to dogs on lead. (130 in favour, 62 not in favour).

	No opinion	No	Yes
The City should change the beach area between Caledonia Loop and the Breakwater near the old power station from a dogs-prohibited area to a dogs on-lead area	51	62	130

Summary

There is support for dogs to be prohibited on Ngarkal beach provided assurance is given the dogs can be on leads on the path on the verge.

There is a mix of support and opposition overall to prohibit dogs on the area of Powell Reserve immediately in front of the Coogee Beach Café entrance.

There is support to prohibit dogs on the area of beach immediately south of the Coogee Beach Surf Club access point to allow club activities to occur without dogs.

There is general support to have the area of Caledonia Loop to the power station breakwater changed from dog prohibited to dogs allowed on leads.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide for community facilities and infrastructure in a planned and sustainable manner
- Provide safe places and activities for residents and visitors to relax and socialise

Leading & Listening

- Listen to and engage with our residents, business community and ratepayers with greater use of social media

Budget/Financial Implications

There may be some additional signage required for the decision of Council but this is likely to be minor and dealt with within current budget allocations.

Legal Implications

The Dog Act 1976 is the empowering legislation for the determination of dog off lead exercise areas and dog prohibited areas in the district.

Community Consultation

Extensive consultation has been conducted, the results of which are reflected in the recommendations. The consultation report is shown in the Attachment and is also available on <http://comment.cockburn.wa.gov.au>

Risk Management Implications

The Council is required to follow the correct procedure for the determination of dog off leads (exercise) and dogs prohibited areas in the district to ensure breaches of the law can be prosecuted.

An extensive community consultation process has been undertaken and the community would expect that where a clear majority of respondents seek a certain course of action that Council would decide accordingly unless a clear reason for an alternative decision was provided.

The City of Cockburn may suffer reputational damage if it was not seen to be listening and responding appropriately to its community.

Attachment(s)

1. Coastal Activity Guide as adopted by Council.
2. Proposed dog area amendments as per Council resolution of 13 October 2016.
3. Recommended dog prohibited (red) and dog off lead exercise (blue) areas.
4. Consultation Report (as shown on the City of Cockburn website)

Advice to Proponent(s)/Submissioners

Those who lodged a submission on the proposal have been advised that this matter is to be considered at 8 December 2016 Council Meeting.

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

Nil.

**18.6 (OCM 8/12/2016) - DOGS OFF LEADS EXERCISE AREAS (144/003)
(R AVARD) (ATTACH)****RECOMMENDATION**

That Council:

- (1) declare the following as new dog off lead exercise areas:
 1. Hobbs Park - Reserve 37399 – Lot 2651 Longson Street, Hamilton Hill.
 2. SEC Transmission Line – Property 5514414- Lot 50 South Lake Drive, South Lake
 3. Milgun Reserve, Yangebup – Reserve 40452 Yangebup Road Yangebup
 4. Costa Park, Beeliar – Reserve 48066 Bluebush Avenue Beeliar.
- (2) not proceed with declaring a new dog off lead exercise area at Princeton Park, Aubin Grove
- (3) declare the following reserves as dog off lead exercise areas:
 1. Dixon Park - Reserve 24550 – 9 Starling Street, Hamilton Hill - Lot 4381 Starling Street, Hamilton Hill.
 2. Reserve 26337 – Lot 1975 Hyam Street, Hamilton Hill and Reserve 27960 – Lot 2075 Wheeler Road, Hamilton Hill.
 3. Isted Reserve - Reserve 32870 – 1 Isted Ave, Hamilton Hill - Lot 2310 Isted Ave, Hamilton Hill.
 4. Southwell Park – 56 Southwell Crescent, Hamilton Hill - Lots 146, 210 and 518 Southwell Crescent, Hamilton Hill.
 5. Bavich Park – 4 MacMorris Way, Spearwood - Lot 61 and 112 MacMorris Way, Spearwood.
 6. Macfaull Park -60 Fallstaff Crescent, Spearwood - Lots 1, 54 and 113 Falstaff Crescent, Spearwood - Lots 69 and 116 Melun Street, Spearwood - Lot 23 Pomfret Road,

Spearwood.

7. Bishop Park - Reserve 35232 – 9 Huxley Place, Spearwood - Lot 2518 Huxley Place, Spearwood.
8. Hagan Park - Reserve 35541- Lot 2518 Fenimore Avenue, Munster.
9. CY O'Connor Reserve - Reserve 24787 – Lot 1957 McTaggart Cove, North Coogee (westwards from the breakwater for approximately 700 metres).
- 9(a) Catherine Point Reserve – Part Lot 2161 McTaggart Cove, North Coogee extending approximately 250 metres southwards from Reserve 24787.
10. Powell Reserve - Reserve 38676 – 14 Parakeet Way, Coogee - Lot 2771 Parakeet Way, Coogee.
11. Jarvis Park - Reserve 38587 – 2 Hawkes Street, Coolbellup - Lot 2759 Hawkes Street, Coolbellup.
12. Hargreaves Park – Reserve 29602 – Lot 2141 Hargreaves Road, Coolbellup.
13. Mamillius Park - Reserve 38760 – 2 Mamillius Street, Coolbellup - Lot 2777 Mamillius Park, Coolbellup.
14. Rinaldo Park - Reserve 30992 – 32 Rinaldo Crescent, Coolbellup - Lot 2194 Rinaldo Crescent, Coolbellup.
15. Matilda Birkett Reserve - Reserve 39817 – 14 Whitmore Place, Coolbellup - Lot 2881 Whitmore Place, Coolbellup.
16. Monaco Park - Reserve 36349 – 10 Palmerose Court, North Lake - Lot 2595 Palmerose Court, North Lake.
17. Bassett Reserve - Reserve 38463 – 19 Rossetti Court, North Lake - Lot 2745 Rossetti Drive, North Lake.
18. Ferres Reserve - Reserve 37783 – 16 Lachlan Way, Bibra Lake - Lot 2981 Lachlan Way, Bibra Lake.
19. Ramsay Park - Reserve 35933 – 77 Parkway Road, Bibra Lake - Lot 493 Parkway Road, Bibra Lake.
20. Reserve 44060 – 59 Bibra Drive, Bibra Lake - Lot 50 Bibra Drive, Bibra Lake.

21. Levi Park - Reserve 39774 – 97 Plover Drive, Yangebup - Lot 585 Plover Drive, Yangebup.
22. Glen Mia - Reserve 39554 – Lot 2851 Glenbawn Drive, South Lake.
23. Yarra Vista Park – Reserve 45308 – 83 Dean Road, Jandakot - Lot 703 Dean Road, Jandakot.
24. Jubilee Park – Reserve 42975 – 5 Jubilee Ave, Success - Lot 651 Jubilee Ave, Success.
25. Steiner Park – Reserve 45917 – 24 Steiner Ave, Success - Lot 4542 Steiner Ave, Success.
26. Purslane Park - Reserve 48290 – 22 Charnley Bend, Success - Lot 50 Charnley Bend Success, Reserve 49069 – Lot 457 Russell Road, Success and Part Reserve 2054 - Lot 457 Russell Road, Success.
27. Pipeline Reserve - Reserve 45990 – 150 Brenchley Drive, Atwell - Lot 776 Brenchley Drive, Atwell and Reserve 44875 – Lot 711 Folland Parade, Atwell.
28. Srdarov Reserve – Reserve 27968 – 10 Miro Street, Wattleup - Lot 2076 Miro Street, Wattleup.
29. Woodman Point (Southern side) Beaches – extending from:
 - (1) the (boat ramps) western Groyne approximately 450 metres westward, and
 - (2) the (boat ramps) eastern Groyne approximately 130 metres eastward
- (4) place on its budget for consideration fenced dog off lead exercise area in Milgun Reserve, Yangebup in 2017/18; Costa Park, Beeliar in 2018/19 and Purslane Reserve, Success in 2019/20; and
- (5) conduct an education campaign to publicise dog etiquette, and an audit of signage and doggy bag provision.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

This report deals with two matters – complying with the Local Government Act by re-approving all current off lead dog exercise areas, and deciding whether five proposed dog off lead exercise areas should be declared off lead dog exercise areas, pursuant to the Dog Act 1976.

At the Council meeting of the 9 September 2016, it was resolved as follows:

“In accordance with amendments to Section 31 of the Dog Act 1976 advertise for public comment for a period of no less than 28 days.

- (1) The following current dogs off leads exercise areas:
1. Reserve 44060 – 59 Bibra Drive, Bibra Lake - Lot 50 Bibra Drive, Bibra Lake.
 2. Southwell Park – 56 Southwell Crescent, Hamilton Hill - Lots 146, 210 and 518 Southwell Crescent, Hamilton Hill.
 3. Bavich Park – 4 MacMorris Way, Spearwood - Lot 61 and 112 MacMorris Way, Spearwood.
 4. Macfaull Park -60 Fallstaff Crescent, Spearwood - Lots 1, 54 and 113 Falstaff Crescent, Spearwood - Lots 69 and 116 Melun Street, Spearwood - Lot 23 Pomfret Road, Spearwood.
 5. Catherine Point Reserve – Part Lot 2161 McTaggart Cove, North Coogee extending approximately 250 metres southwards from Reserve 24787.
 6. Ferres Reserve - Reserve 37783 – 16 Lachlan Way, Bibra Lake - Lot 2981 Lachlan Way, Bibra Lake.

7. Ramsay Park - Reserve 35933 – 77 Parkway Road, Bibra Lake - Lot 493 Parkway Road, Bibra Lake.
8. Powell Reserve - Reserve 38676 – 14 Parakeet Way, Coogee - Lot 2771 Parakeet Way, Coogee.
9. Mamillius Park - Reserve 38760 – 2 Mamillius Street, Coolbellup - Lot 2777 Mamillius Park, Coolbellup.
10. Rinaldo Park - Reserve 30992 – 32 Rinaldo Crescent, Coolbellup - Lot 2194 Rinaldo Crescent, Coolbellup.
11. Jarvis Park - Reserve 38587 – 2 Hawkes Street, Coolbellup - Lot 2759 Hawkes Street, Coolbellup.
12. Dixon Park - Reserve 24550 – 9 Starling Street, Hamilton Hill - Lot 4381 Starling Street, Hamilton Hill.
13. Reserve 26337 – Lot 1975 Hyam Street, Hamilton Hill and Reserve 27960 – Lot 2075 Wheeler Road, Hamilton Hill.
14. Isted Reserve - Reserve 32870 – 1 Isted Ave, Hamilton Hill - Lot 2310 Isted Ave, Hamilton Hill.
15. Monaco Park - Reserve 36349 – 10 Palmerose Court, North Lake - Lot 2595 Palmerose Court, North Lake.
16. Bassett Reserve - Reserve 38463 – 19 Rossetti Court, North Lake - Lot 2745 Rossetti Drive, North Lake.
17. Bishop Park - Reserve 35232 – 9 Huxley Place, Spearwood - Lot 2518 Huxley Place, Spearwood.
18. Hagan Park - Reserve 35541- Lot 2518 Fenimore Avenue, Munster.
19. Glen Mia - Reserve 39554 – Lot 2851 Glenbawn Drive, South Lake.
20. Matilda Birkett Reserve - Reserve 39817 – 14 Whitmore Place, Coolbellup - Lot 2881 Whitmore Place, Coolbellup.
21. Levi Park - Reserve 39774 – 97 Plover Drive, Yangebup - Lot 585 Plover Drive, Yangebup.

22. CY O'Connor Reserve - Reserve 24787 – Lot 1957 McTaggart Cove, North Coogee (westwards from the breakwater for approximately 700 metres).
 23. Purslane Park - Reserve 48290 – 22 Charnley Bend, Success - Lot 50 Charnley Bend Success, Reserve 49069 – Lot 457 Russell Road, Success and Part Reserve 2054 - Lot 457 Russell Road, Success.
 24. Pipeline Reserve - Reserve 45990 – 150 Brenchley Drive, Atwell - Lot 776 Brenchley Drive, Atwell and Reserve 44875 – Lot 711 Folland Parade, Atwell.
 25. Hargreaves Park – Reserve 29602 – Lot 2141 Hargreaves Road, Coolbellup.
 26. Yarra Vista Park – Reserve 45308 – 83 Dean Road, Jandakot - Lot 703 Dean Road, Jandakot.
 27. Jubilee Park – Reserve 42975 – 5 Jubilee Ave, Success - Lot 651 Jubilee Ave, Success.
 28. Steiner Park – Reserve 45917 – 24 Steiner Ave, Success - Lot 4542 Steiner Ave, Success.
 29. Srdarov Reserve – Reserve 27968 – 10 Miro Street, Wattleup - Lot 2076 Miro Street, Wattleup.
 30. Jervoise Bay Cove, Coogee (Woodman Point, southern beach).
- (2) The following proposed new dog exercise areas:
1. Hobbs Park - Reserve 37399 – Lot 2651 Longson Street, Hamilton Hill.
 2. Princeton Park - Reserve 49085 – Lot 204 Princeton Circuit, Aubin Grove.
 3. SEC Transmission Line – Property 5514414- Lot 50 South Lake Drive, South Lake.
 4. Milgun Reserve – Reserve 40452 – Lot 591 Yangebup Road, Yangebup.
 5. Costa Park – Reserve 48066 – Lot 320 Bluebush Ave, Beeliar.

- (3) The following reserve be declared a dogs prohibited area:
1. Ngarkal Beach - Reserve 51313 – 25 Medina Parade, North Coogee. Lot 8029 Medina Parade, North Coogee.”

Submission

N/A

Report

The City of Cockburn has more than 10,000 registered dogs.

In accordance with the Local Government Act 1995, the City has advertised for feedback:

- the list of existing dog off lead parks and Reserves
- five proposed new dog off lead parks.

The consultation raised general awareness about the 30 off-lead dog parks and Reserves in the City, as it was quoted back by some participants who said it was sufficient and did not want any further dog facilities. A total of 65 residents downloaded the list of parks.

In regard to the five proposed new off lead parks, the City conducted citywide consultation (with signs on all affected parks, an online survey, Facebook and newspaper advertising) plus mailed out the survey to neighbours to assess the views of those who would be directly impacted by new off lead parks in their suburb.

Points raised in favour of dog exercise areas:

- Dogs need space to run around without a lead sometimes and especially on a huge oval or park
- The City needs to be more dog friendly, as dogs are members of the family
- Want dog parks within walking distance so don't need to drive there
- Social opportunity for dog walkers to get together

Points against dog exercise areas:

- While some respondents wanted a dog exercise area in their locality, they questioned the particular park chosen
- This park is used by school children as a route to and from school
- This park is too close to a busy road and needs to be fenced
- Other parks are more frequently used by dog walkers
- The park has a playground and children and dogs are not a good mix

For the citywide survey Council received 147 responses including 122 from dog owners and 25 from people who do not have dogs. The survey was completed primarily by dog owners who overwhelmingly supported more dogs off leads exercise areas in the City.

For the neighbours survey, the City sent 161 letters to those near Milgun reserve in Yangebup, 131 letters to those near Hobbs Park in Hamilton Hill, 139 to those near Enright reserve, in Hamilton Hill, 157 to residents near Costa Park in Beeliar, 131 letters to those near Princeton Park in Aubin Grove and 138 letters to those near the power line easement in South Lake. This survey closed on 19 November 2016. The outcome is shown below.

Neighbours survey

Residents were asked if they were in favour of a proposed off lead dog exercise area at the park closest to their home?

Proposed dog exercise area	No	Yes	No opinion
Costa Park, Beeliar	10	8	3
Hobbs Park, Hamilton Hill	5	20	3
Milgun Reserve, Yangebup	11	9	1
Princeton Park, Aubin Grove	21	1	1
South Lake Easement, South Lake	6	10	1

While the number of respondents was not high, the City made an effort to contact people who would be directly impacted by new dog off lead areas.

Outcome

The neighbour's survey found:

- Strong opposition to establishing a dog park at Princeton Park, Aubin Grove
- Some support and some opposition to establishing a dog exercise area at Costa Park, Beeliar and Milgun Reserve, Yangebup.
- Strong support for a dog exercise area at Hobbs Park, Hamilton Hill.
- Support for a dog exercise area at South Lake Park, under the transmission lines.

Aubin Grove

There is strong opposition for the choice of Princeton Reserve to be a dog off lead area, with residents citing the current use of the playground by children and the undesirability of children and dogs mixing. There is currently no dog off lead area in Aubin Grove. A

petition was received from 134 City of Cockburn residents of whom 55 have dogs and 79 who do not have dogs, stating:

“We the undersigned residents of Aubin Grove Parklands respectfully request the Princeton Park NOT be made an off leash dog exercise area.”

Beeliar

There was some opposition and some support for a dog off lead exercise area on Costa Park, Beeliar. This is a small park. There are few suitable areas in Beeliar. The suburb has no dog off lead areas. Beeliar Reserve on The Grange is the premier large active reserve in the suburb but is used extensively by the school and the community for active sports. Citywide, Council has no dog off lead exercise areas on active reserves due to dog faeces being left and the clash between sports people and dogs. For this suburb, the option is to provide a fenced dog exercise area which requires less space and keeps dogs away from other park facilities such as playgrounds.

Yangebup

There was some opposition and some support for providing a dog off lead area on Milgun Reserve, despite it being a large area and suited to a dog off lead area. There is currently one dog off lead exercise area in Yangebup on Levi Park in the North of the suburb abutting the railway line. If fenced and parking identified, Milgun Reserve could provide a dog exercise area with lesser impact on local housing. It is recommended that Council provide a fenced dog exercise area at Milgun Reserve, subject to a budget allocation.

Hammond Park/Success

The City already provides a dog off lead exercise area Purslane Park on the corner of Hammond Road and Russell Road, Success. It is recommended that this be fenced in 2019/20, subject to funding.

Education

Community feedback suggested the City invest more in education to increase awareness about being a responsible dog owner. An audit of signage and doggy bag provision was also suggested.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide safe places and activities for residents and visitors to relax and socialise

- Create and maintain recreational, social and sports facilities and regional open space

Leading & Listening

- Listen to and engage with our residents, business community and ratepayers with greater use of social media

Budget/Financial Implications

There may be some minor costs associated with new signage in accordance with the Council decision which can be met within current budget allocations.

Legal Implications

The Dog Act 1976 as amended is the empowering legislation for the determination of dog off lead exercise areas and dog prohibited areas in the district.

Community Consultation

As detailed above. A copy of the consultation report is attached and also available on the City's web site.

Risk Management Implications

The Council is required to follow the correct procedure for the determination of dog off leads (exercise areas) and dog prohibited areas in the district to ensure breaches of the law can be prosecuted.

An extensive community consultation process has been undertaken and the community would expect that where a clear majority of respondents seek a certain course of action that Council would decide accordingly unless a clear reason for an alternative decision was provided. The City of Cockburn may suffer reputational damage if it was not seen to be listening and responding appropriately to its community.

Attachment(s)

1. Map of proposed dog exercise and prohibited areas in the City of Cockburn
2. Copy of consultation notice and survey.

Advice to Proponent(s)/Submissioners

Those who lodged a submission on the proposal have been advised that this matter is to be considered at 8 December 2016 Council Meeting.

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

Nil.

- 19. EXECUTIVE DIVISION ISSUES
- 20. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN
- 21. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING
- 22. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY MEMBERS OR OFFICERS
- 23. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE
- 24. CONFIDENTIAL BUSINESS
 - 24.1 (OCM 8/12/2016) - MINUTES OF THE CHIEF EXECUTIVE OFFICER PERFORMANCE & SENIOR STAFF KEY PROJECTS APPRAISAL COMMITTEE MEETING - 22 NOVEMBER 2016

RECOMMENDATION

That Council confirm the Minutes of the Chief Executive Officer Performance & Senior Staff Key Projects Appraisal Committee Meeting held on Tuesday, 22 November 2016, as attached as a confidential item to the Agenda, and adopt the recommendations therein.

COUNCIL DECISION

Background

The Chief Executive Officer's Performance and Senior Staff Key Projects Appraisal Committee met on 26 July 2016. The minutes of that meeting are required to be presented to Council and its recommendations considered by Council.

Submission

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

Report

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

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes
- Attract, engage, develop and retain our employees in accordance with the Workforce Plan and the Long Term Financial Plan

Budget/Financial Implications

Committee Minutes Refer

Legal Implications

Committee Minutes Refer

Community Consultation

N/A

Risk Management Implications

Committee Minutes Refer

Attachment(s)

Minutes of the Chief Executive Officer Performance and Senior Staff Key Projects Appraisal Committee meeting held 22 November 2016 are provided to the Elected Members as a confidential attachment.

Advice to Proponent(s)/Submissioners

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

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

Committee Minutes Refer.

25 (OCM 8/12/2016) - RESOLUTION OF COMPLIANCE

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

26. CLOSURE OF MEETING

The meeting finished at

CITY OF COCKBURN



SPECIAL COUNCIL MEETING

MINUTES

FOR

THURSDAY, 17 NOVEMBER 2016

These Minutes are subject to Confirmation

Presiding Member's Signature

Date: _____

CITY OF COCKBURN

SUMMARY OF MINUTES OF SPECIAL COUNCIL MEETING HELD ON THURSDAY, 17 NOVEMBER 2016 AT 7:00 PM

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CITY OF COCKBURN

MINUTES OF SPECIAL COUNCIL MEETING HELD ON THURSDAY, 17 NOVEMBER 2016 AT 7:00 PM

PRESENT:

ELECTED MEMBERS

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

IN ATTENDANCE

Mr S. Cain	-	Chief Executive Officer
Mr D. Green	-	Director, Governance & Community Services
Mr S. Downing	-	Director, Finance & Corporate Services
Mr C. Sullivan	-	Director, Engineering & Works
Mr D. Arndt	-	Director, Planning & Development
Mr J Ngoroyemoto	-	Governance & Risk Co-ordinator
Mrs A. Santich	-	Media & Communications Officer
Mrs B. Pinto	-	PA to Directors – Finance & Corp. Services/Governance & Comm. Services

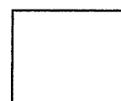
1. DECLARATION OF MEETING

The Presiding Member declared the meeting open at 7.00 pm. and welcomed all those present.

He acknowledged the Nyungar People who are the traditional custodians of the land on which the meeting is being held and pay respect to the Elders of the Nyungar Nation, both past and present and extend that respect to Indigenous Australians who are with us tonight.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

Nil.



3. DISCLAIMER (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)

Nil

5 (SCM20161117) - APOLOGIES & LEAVE OF ABSENCE

Clr Kevin Allen	-	Apology
Clr Chamonix Terblanche	-	Apology
Clr Bart Houwen	-	Apology

6 (SCM20161117) - PUBLIC QUESTION TIME

Nil.

DEPUTATIONS

Mayor Howlett invited a deputation from Kate Kelly, Save Beelias Wetlands to brief the Council in relation to Item 9.1 – Technical Discussion between the City of Cockburn and External Parties involved in the Construction of Roe Highway Stage 8.

Mayor Howlett thanked the deputation for their brief.

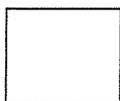
7. DECLARATION BY COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS CONTAINED IN THE BUSINESS

Nil

8 (SCM20161117) - PURPOSE OF MEETING

The purpose of the meeting is to:

Allow technical discussion between City of Cockburn Administration and external parties who are involved in the construction of Roe Highway, Stage 8.



9. COUNCIL MATTERS

9.1 **(MINUTE NO 5959) (SCM20161117) - TECHNICAL DISCUSSION BETWEEN THE CITY OF COCKBURN AND EXTERNAL PARTIES INVOLVED IN THE CONSTRUCTION OF ROE HIGHWAY STAGE 8 (163/004) (S CAIN) (ATTACH)**

RECOMMENDATION

That Council:

- (1) authorises the City's officers to liaise with parties involved in the construction of the Roe Highway project for the purposes of receiving and providing technical information; and
- (2) notes that the primary means of providing information to Elected Members from these meetings will be via information briefings.

COUNCIL DECISION

MOVED Clr S Portelli that Council:

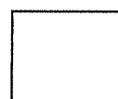
- (1) authorises the City's officers to liaise with parties involved in the construction of the Roe Highway project for the purposes of receiving and providing technical information;
- (2) notes that the primary means of providing information to Elected Members from these meetings will be via information briefings; and
- (3) is to be briefed on all information received, even if it does not support the City's position.

MOTION LAPSED FOR WANT OF A SECONDER

MOVED Mayor L Howlett SECONDED Deputy Mayor C Reeve-Fowkes that Council:

- (1) not authorise the City's Chief Executive Officer or any other officer to liaise with any party involved in the planning, construction or otherwise of the Roe Highway from the Kwinana Freeway to Coolbellup Avenue, Coolbellup or the Stock Road/Forrest Road Interchange or any other aspect of the Perth Freight Link; and
- (2) review the matter at a later date on the determination of any legal actions that are underway before the Federal Court or the High Court of Australia or any other jurisdiction.

CARRIED 6/1



Clr Steve Portelli requested votes for and against the motion to be recorded:

FOR: Mayor Logan Howett, Deputy Mayor Carol Reeve-Fowkes,
Clr Lyndsey Sweetman, Clr Phil Eva, Clr Stephen Pratt, Clr
Lee-Ann
AGAINST: Clr Steve Portelli

Reason for Decision

It is incumbent on the Council to ensure that every avenue is exhausted in terms of its objection to Roe 8 and/or the Perth Freight Link before it gives consideration to any requests that are put before the City's Administration that would allow dialogue to commence with any party.

Background

The City has a formal position that does not support the construction of the Perth Freight Link / Roe Highway Stage 8. At the June 2016 Ordinary Council Meeting Council resolved:

"That Council requires all matters relating to the Roe Highway (Stage 8) and/or the Perth Freight Link projects to be referred to the Council for its consideration and determination"

While the primary intent of this decision was to ensure matters requiring decisions came before Council, the decision also means staff can't readily access information about the project, even on an informal basis, in order to provide information to Elected Members.

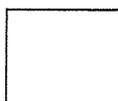
Submission

The project builders (Building Roe 8) have sought to have a meeting with City staff, as outlined in the Attachment.

Report

The State Government has reportedly let contracts for the construction of the Roe 8 section of the Perth Freight Link. A consortia called Building Roe 8 will oversee this phase of the road project.

As with any major project there will be issues that will require the contractor and government agencies to have a dialogue with the City. While respecting Council's position, it is not practical to refer each such request to have discussions back to Council for its approval.



The alternative would be for City staff not to have any dialogue with these parties; however, this would mean that Elected Members and the community would have to rely on other sources for ongoing information about the project.

The recommendation in this report recognises that the City needs to have ongoing access to information about the project; as well as be able to keep Elected Members informed on a more continuing basis outside of the normal Council meeting cycle.

Strategic Plan/Policy Implications

Leading and Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

N/A

Legal Implications

The State Government has reportedly signed contracts for the construction works associated with construction of Roe Highway Stage 8.

Community Consultation

N/A

Risk Management Implications

If Council does not endorse the recommendation it will be impractical for staff to keep them informed on the development of this project.

Attachment(s)

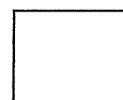
Email from the Stakeholder Relationship Manager for Building Roe 8 dated 10 Nov 16.

Advice to Proponent(s)/Submissioners

No advice has been sent to the project builder at this time.

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

Nil.



10. **(MINUTE NO 5960) (SCM20161117) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995)**

RECOMMENDATION

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

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

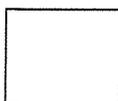
COUNCIL DECISION

MOVED Clr S Pratt SECONDED Clr P Eva that the recommendation be adopted.

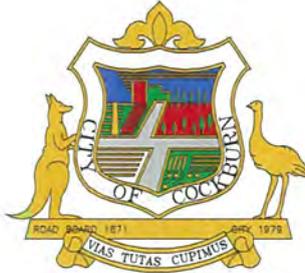
CARRIED 7/0

11 **(SCM20161117) - CLOSURE OF MEETING**

7.30 pm.



CITY OF COCKBURN



AUDIT & STRATEGIC FINANCE COMMITTEE

MINUTES

FOR

THURSDAY, 17 NOVEMBER 2016

These Minutes are subject to Confirmation

Presiding Member's Signature

Date: _____

CITY OF COCKBURN

SUMMARY OF MINUTES OF AUDIT & STRATEGIC FINANCE COMMITTEE MEETING HELD ON THURSDAY, 17 NOVEMBER 2016 AT 6:00 PM

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CITY OF COCKBURN

MINUTES OF AUDIT & STRATEGIC FINANCE COMMITTEE MEETING HELD ON THURSDAY, 17 NOVEMBER 2016 AT 6:00 PM

PRESENT:

ELECTED MEMBERS

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

IN ATTENDANCE

Mr S. Cain	-	Chief Executive Officer
Mr D. Green	-	Director, Governance & Community Services
Mr S. Downing	-	Director, Finance & Corporate Services
Mr D. Arndt	-	Director, Planning & Development
Mr C. Sullivan	-	Director, Engineering & Works
Mr N. Mauricio	-	Manager, Finance Services
Ms M Tobin	-	Executive Manager, Strategy & Civic Support
Mr J Ngoroyemoto	-	Governance & Risk Co-ordinator
Mrs B. Pinto	-	PA to Directors – Fin. & Corp. Services & Governance & Comm. Services

1. DECLARATION OF MEETING

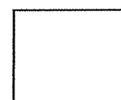
The Presiding Member declared the meeting open at 6.01 pm and welcomed Mr Anthony Macri and Mr Mit Gudka from Macri Partners, the City's External Auditor.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

Nil.

3. DISCLAIMER (TO BE READ ALOUD BY PRESIDING MEMBER)

Nil



4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTEREST AND CONFLICT OF INTEREST (BY PRESIDING MEMBER)

Nil

5 (ASFC 17/11/2016) - APOLOGIES & LEAVE OF ABSENCE

Clr Kevin Allen	-	Apology
Clr Chamonix Terblanche	-	Apology
Clr Bart Houwen	-	Apology

6. PUBLIC QUESTION TIME

Nil

7. CONFIRMATION OF MINUTES

7.1 (MINUTE NO 177) (ASFC 17/11/2016) - MINUTES OF THE AUDIT AND STRATEGIC FINANCE COMMITTEE MEETING - 21/07/2016

RECOMMENDATION

That Committee confirms the Minutes of the Audit and Strategic Finance Committee Meeting held on Thursday, 21 July 2016 as a true and accurate record, subject to Clr Bart Houwen being noted as an apology.

COMMITTEE DECISION

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

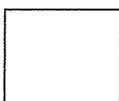
CARRIED 3/0

8. DEPUTATIONS

Nil

9. PETITIONS

Nil



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

Nil

11. DECLARATION BY MEMBERS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS CONTAINED IN THE BUSINESS PAPER PRESENTED BEFORE THE MEETING

Nil

12. COUNCIL MATTERS

AT THIS POINT IN THE MEETING, THE TIME BEING 6.05 PM THE FOLLOWING ITEMS WERE CARRIED BY 'EN BLOC' RESOLUTION OF COMMITTEE

12.1

12.3

12.1 **(MINUTE NO 178) (ASFC 17/11/2016) - CHIEF EXECUTIVE OFFICER'S BI-ENNIAL REVIEW FOR RISK, LEGISLATIVE COMPLIANCE & INTERNAL CONTROL 2016 (021/012) (J NGOROYEMOTO) (ATTACH)**

RECOMMENDATION

That Council receives the Chief Executive Officer's Bi-ennial Review of the appropriateness and effectiveness of the City's systems and procedures in relation to risk management, internal controls and legislative compliance as detailed in the 2016 CEO bi-ennial review results, attached to the Agenda.

COMMITTEE RECOMMENDATION

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

CARRIED 3/0

COUNCIL DECISION

Background

In 2013, the Local Government (Audit) Regulations 1996 (the Regulations) were amended to include an obligation for each local government to bi-ennially review its systems and procedures regarding risk, legislative compliance and internal control (the Review). The review has been completed, and the results are presented to the Audit & Strategic Finance Committee.

Submission

N/A

Report

Regulation 17 of the Regulations requires the Chief Executive Officer (the CEO) to undertake the Review, at least every two calendar years. The Review assesses the appropriateness and effectiveness of the City of Cockburn's (the City's) systems and procedures in relation to:

- risk management;
- internal controls; and
- legislative compliance.

The Department of Local Government and Communities issued Local Government Guideline 9 'Audit in Local Government' in September 2013 (the Guideline) which in part outlines the items to be considered in the Review.

In conducting the Review, the City has assessed its progress against each of the items in the Guideline and the results are summarised in 2016 Chief Executive Officer's Bi-ennial Review results attached to the Agenda. The Review has confirmed that the City has sound and effective systems and procedures in place for many areas covered by the Review. The Review also highlighted those areas where improvements to strengthen the City's position are required, and being undertaken.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

N/A



Legal Implications

The Review has been completed in accordance with Regulation 17 of the Regulations and completes the City's obligations in this area.

Community Consultation

N/A

Risk Management Implications

Failure to complete this review and present it to the Audit and Strategic Finance Committee, will result in a compliance breach of the Local Government (Audit) Regulations 1996. Completion of this review also provides assurance to the Chief Executive Officer and Council of the appropriateness and effectiveness of the City's systems and procedures for mitigating risks, internal controls, and legislative requirements.

Attachment(s)

2016 Chief Executive Officer's Bi-ennial Review results.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

12.2 (MINUTE NO 179) (ASFC 17/11/2016) - RISK MANAGEMENT INFORMATION REPORT (021/012) (J NGOROYEMOTO)

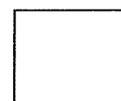
RECOMMENDATION

That Council receives the quarterly report on the Risk Management Program.

COMMITTEE RECOMMENDATION

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

CARRIED 3/0



COUNCIL DECISION**Background**

At the Ordinary Council Meeting held on 13 June 2013, Council endorsed the City's proposed Risk Management Policy and associated roll-out program. Subsequently, at the Ordinary Council Meeting 11 December 2014, via the Audit and Strategic Finance Committee, Council endorsed the Risk Management Strategy. The City is progressing in implementing the Risk Program, and this report provides an update on the key milestones achieved over the past 4 months since the last information report was submitted to the Audit and Strategic Finance Committee.

The City's Risk Program, through adopting the guidelines and principles of the Australian Risk Standard, AS/NZ ISO 31000:2009 is committed to a culture of risk management. City's Policy SC51 'Enterprise Risk Management' (the Policy) is a commitment by the City to ensuring that sound risk management practices and procedures are fully integrated into its strategic and operational processes and day to day business practices. The City continues to roll out the Risk Program in line with the Risk Management Strategy.

Submission

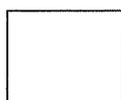
N/A

Report

Risk Management and Safety System (RMSS) was purchased by the City in 2016. This is an externally hosted database which will retain all of the City's Safety and Risk information. All risk registers, safety incidents and safety inspections will be moved from manual and paper based processes and transferred into RMSS.

All the City's strategic and operational risk information has been transferred from the manual spreadsheets, and uploaded into RMSS. Currently, all information loaded into RMSS is being reviewed, and evaluated as part of the annual risk registers review process with the Risk Owners. Once the review and RMSS implementation has been completed, a detailed report will be brought back to the March 2017 Audit and Strategic Finance Committee to present the Operational and Strategic Risk Registers.

RMSS staff training has commenced and scheduled through October and November 2016, to ensure all employees are confident in the application of the RMSS system including the entering and reviewing of



incidents, and the ability to review and update risks and risk actions. It is anticipated that the system will be rolled out in December 2016.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

There are no risks associated with the recommendation.

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

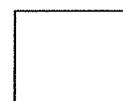
Implications of Section 3.18(3) Local Government Act, 1995

Nil.

12.3 (MINUTE NO 180) (ASFC 17/11/2016) - LEGAL PROCEEDINGS BETWEEN COUNCIL AND OTHER PARTIES (118/001) (J NGOROYEMOTO) (ATTACH)

RECOMMENDATION

That Council receive the report on legal proceedings commenced or responded to by the City during 2015/16 financial year.



COMMITTEE RECOMMENDATION

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

CARRIED 3/0

COUNCIL DECISION

Background

At its meeting held on 12 October 2006, Council adopted a new Position Statement PSES13 "Legal Proceedings Between Council and Other Parties".

At the May 2016 DAPPS Committee Meeting, Policy SES1 'Obtaining Legal or Other Expert Advice' and associated delegated authority was presented for clarification on the methodology by which legal or other expert advice is provided to Elected Members to enable them to perform their civic function. As a result the "Legal Advice Register" provided annually to the Audit and Strategic Finance Committee is now limited to the notification of those issues which are in relation to, or a result of a Council resolution, or where the amount related to administrative advice is of such an amount to warrant Council's attention only.

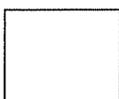
Submission

N/A

Report

Under Clause 2 of Position Statement PSES13, sub-clause (7) and (8) states:

- (7) *The Chief Executive Officer shall establish and maintain a procedure which enables those matters which are subject to the terms of this Position Statement to be centrally recorded and updated, as appropriate.*
- (8) *A record of the procedure mentioned in (7) above shall be presented to the Audit Committee at least annually, or as often as considered appropriate by the Chief Executive Officer or as requested by any member of the Audit Committee.*



The Audit Calendar – Part 6 in the month of November states:

- (6) *Monitor the progress of any major law suits facing the Council. (Internal Audit).*

A Summary of the Legal Proceedings commenced or responded to by the City during the 2015/16 financial year, as a result of a Council resolution, or of significant amount that warrants Council's attention has been circulated under separate confidential cover.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

The table below highlights the legal fees expensed during 2015/16 with commensurate, where relevant, fines and penalties arising from the incurring of the legal expenditure. The City, further incurs expenses for rates recovery, but in 90% of the cases, the amounts expended are recovered. The break-up of where the funds are spent is detailed in the table below as well.

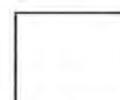
LEGAL SERVICES 2015/16		
Legal Firms	Actual	Budget
General - McLeods	\$408,799	
General - Kott Gunning	\$75,750	
Total General	\$484,550	\$471,237
CCW - Jackson McDonald	\$363,924	\$300,000
Rates Recovery		
Debt Collection	\$148,528	\$148,528
Recoveries	\$136,791	-\$136,791
Net	\$11,737	\$11,737
Fines and Penalties Income	-\$100,794	\$0
Net Legal Fees (after fines and penalties)	\$759,471	\$782,974

Legal Implications

N/A

Community Consultation

N/A



Risk Management Implications

There are no risks associated with this recommendation, However failure to present this report to the Council annually presents a compliance risk in accordance with Position Statement PSES13 'Legal Proceedings Between Council and Other Parties', and Policy SES1 'Obtaining Legal or Other Expert Advice' & Associated delegated authority.

Attachment(s)

Summary of Legal Proceedings commenced and/or responded to by the City (provided under separate confidential cover).

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

13. PLANNING & DEVELOPMENT DIVISION ISSUES

Nil

14. FINANCE & CORPORATE SERVICES DIVISION ISSUES

14.1 (MINUTE NO 181) (ASFC 17/11/2016) - APPOINTMENT OF EXTERNAL AUDITOR FOR THE 2016/17 FINANCIAL YEAR (067/002) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council re-appoint Macri Partners as the City's External Auditor for a further one year period ending with the audit of the 2016/17 financial year.

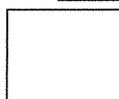
TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COMMITTEE RECOMMENDATION

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

CARRIED 3/0

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL



COUNCIL DECISION

Background

Council is required to appoint an External Auditor to audit the financial statements of the City in accordance with Section 7.3 of the Local Government (LG) Act as follows:

7.3 Appointment of auditors

- (1) *A local government is to, from time to time whenever such an appointment is necessary or expedient, appoint* a person, on the recommendation of the audit committee, to be its auditor.* Absolute majority required.*
- (2) *The local government may appoint one or more persons as its auditor.*
- (3) *The local government's auditor is to be a person who is —*
 - (a) *a registered company auditor; or*
 - (b) *an approved auditor.*

Section 7.6 of the LG Act allows for the appointment of a local government's auditor for a term of not more than five financial years, but states an auditor is eligible for re-appointment.

Council appointed the incumbent auditor (Macri Partners) in April 2012 for a four year period covering the 2012-2015 financial years. This was subsequently extended by one year to cover the 2016 financial year due to the impact of LG reform.

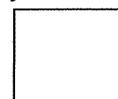
Submission

N/A

Report

Macri Partners was previously appointed as the City's External Auditor, following a quotation process using the Western Australian Local Government Association (WALGA) Preferred Supplier panel contract for Audit Services. The WALGA pre-qualification process ensured that auditors appointed to the panel met the qualification requirements of the Local Government Act.

The agreement entered into by the City with Macri Partners had an initial term of four years commencing 1 July 2011 to 30 June 2015, with a Principal instigated option to extend the contract by a further one



year period. This option was taken up by Council, due to the previous likelihood that the City was to be amalgamated into the new City of Jervoise Bay and the sudden abandonment of Local Government reform by the State Government left little time to procure a new long term audit contract.

The State Government has since introduced a Bill into Parliament on 25 August 2016 proposing for the Auditor General to undertake the annual financial audits of local government. It is intended that the Office of the Auditor General (OAG) take responsibility for local government financial audits from 1 July 2017 following the passage of the Bill through Parliament. The Auditor General wrote to the Mayor on 15 September regarding this matter (attached to the Agenda).

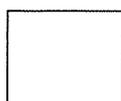
Given the pending changes to local government auditing, the Department of Local Government & Communities (DLGC) wrote to the CEO in August (attached to the Agenda) encouraging Council not to renew its audit contract beyond the 2017 financial year. Should Council observe the DLGC's request, it would be considered disruptive and ineffective to switch auditing firms for a period of one year only. Ideally, a new external audit contract should be for a minimum of three years, allowing for the new auditor to properly familiarise themselves with the City's operations and processes.

For this reason, the City sought a quote from its incumbent auditor, Macri Partners to continue providing external audit services for the 2017 financial year. The quote attached to the Agenda has been provided under the same terms and conditions as the existing contract. The cost of the external audit under the new contract will increase from \$29,000 to \$30,000 (ex-GST), with the hourly rates for additional audit services remaining the same.

Management considers the performance of Macri Partners to have been at a consistently high level over the previous four years, always accommodating the City's needs to ensure audits and grant acquittals are completed within set deadlines. They have also provided information and guidance to improve the quality and standard of the City's financial reporting (accounting for landfill rehabilitation liabilities being a good example).

Another key factor in the quality of audit performance is the experience and knowledge of the auditing team. Macri Partners have been able to maintain a reasonably stable and experienced team of auditors, making responding to audit queries less onerous for management and staff. This has allowed audit attention to focus on high priority matters.

Given this good performance, it is recommended that Council re-appoint Macri Partners for the 2017 financial year. Should the amendment Bill ultimately not be passed by Parliament, the City will seek competitive quotations through the WALGA audit services supply panel for a minimum contract period of three years.



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

- Deliver sustainable governance through transparent and robust policy and processes
- Ensure sound long term financial management and deliver value for money

Budget/Financial Implications

The cost of the external audit has been quoted at \$30,000 (ex-GST) for 2016/17, with additional audit services paid for on an hourly basis in accordance with the rates outlined in the quote. The City has \$35,000 in the 2016/17 budget for external auditing services.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

It is a statutory requirement for Council to appoint its external auditor. Not appointing the external auditor at this time could leave the City in a position where it is unable to meet its statutory and legal responsibilities for the 2016/17 financial year.

Attachment(s)

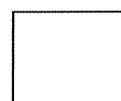
1. Quotation: Audit Services – Financial Year ending 30 June 2017.
2. Letter from OAG: Local Government Amendment (Auditing) Bill 2016.
3. Letter from DLGC: Auditing of Local Governments by the Auditor General.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.



14.2 **(MINUTE NO 182) (ASFC 17/11/2016) - ANNUAL PERFORMANCE REVIEW OF MONETARY AND NON-MONETARY INVESTMENTS FOR THE FINANCIAL YEAR 2015/16 (073/001; 073/004) (S DOWNING)**

RECOMMENDATION

That Council receive the information.

COMMITTEE RECOMMENDATION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr S Portelli that the recommendation be adopted.

CARRIED 3/0

COUNCIL DECISION

Background

Council Policy SFCS1 'Investments' Clause 5.2 requires:

An annual report on the performance of the investment portfolio will be submitted to Council outlining the performance of the portfolio for the financial year."

Submission

N/A

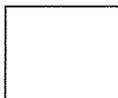
Report

As per the Investments Policy SFCS1, the following report is divided into two parts. The first part is a report on cash investments held by the City and the second part is for non-cash investments.

Cash Investments

The City earned the following interest income during 2015/16:

Municipal/Reserve funds	\$4.9284m
Rates – Administration Interest	\$0.375m
Rates – Penalty Interest	\$0.233m
Deferred Pension rates	\$0.018m
ESL Interest	\$0.020m



Deferred land sale settlement	\$0.104m
Total Interest income	\$5.678m

Interest income from the surplus cash in the municipal fund and reserves (MFR) amounted to \$4.928m. The opening balance for MFR (on deposit) at 1 July 2015 was \$128.03m and the closing balance was \$152.3m. The interest rates earned by the MFR over the twelve months varied from 3.16% in July 2015 to 3.05% in June 2016. The reduction over the twelve months came about due to the easing of the cash rate by the RBA which fell in the corresponding period from 2.0% to 1.5%.

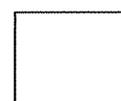
The interest income earned from the other five sources, Rates – Penalty Interest, Rates – Administration Interest, Deferred Pension Rates, ESL Interest and interest of a deferred land sale settlement, was not earned on the management of surplus cash but on outstanding debts due to the Council. The Local Government Act provides the heads of power for a council to impose interest on outstanding rates. Rates – Administration Interest and ESL Interest are charged at 4%, whilst Rates – Penalty Interest is charged at 8%. The Local Government Act has a maximum interest rate of 11%. The Council has always elected to impose a lower interest rate. The rate for Deferred Pension Rates was 2.50% as at 30 June 2016.

All surplus funds are invested in accordance with the Local Government Act and associated regulations.

The funds are invested in term deposits with APRA regulated financial institutions apart from two investments. The amendment to the regulations requiring Council's only invest in term deposits with a maturity less than twelve was gazetted with an over-rider allowing existing investments with a maturity greater than twelve months and in non-term deposits to go to maturity.

The first investment is for \$2m in a CBA zero coupon senior bond paying 7.18%. The maturity date for the return of the \$4m is January 2018. (The additional \$2m is the capitalised interest compounded over the life of the bond).

The second investment is the reverse mortgage backed security, Emerald. The original investment was \$3m in three \$1m tranches. The City is currently receiving interest at the rates of 2.40%, 2.75% and 2.86% on the respective tranches. Additional 'step-up' interest is also accruing on these three tranches at 0.9%, 1.5% and 1.9% respectively, which will be paid to the City upon maturity. The current balance of 'step-up' interest owing to the City is \$227,187. The City received capital repayments of \$54k in the past year, reducing the outstanding balance due for the investment to \$2.68m.



Non-Cash Investments

The City has substantial freehold land on its balance sheet. As at the 30 June 2016 that total was \$99.4m. The makeup of the land comprises sumps, reserves, land available for sale, freehold parks and land on which council buildings and facilities occupy. The Land Management Strategy had identified a range of land assets that are surplus to requirement or land that could be made saleable with investment from Council. The concept is to monetise freehold land (where possible) so as to re-invest in income producing property to receive a stream of rental income. The Land Management Strategy provides for a reconciliation of the freehold land and that which is surplus to requirements.

Rental Income

The City received rental income for 2015/16 on commercial properties and land.

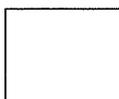
Commercial Property	Income (Ex-GST)
Coogee Beach Caravan Park	\$211,911
Cockburn Health and Community Facility	\$1,244,269
Cockburn GP Super Clinic	\$557,865
Youth Centre	\$137,010
Naval Base Shacks	\$445,397
Coogee Beach Café	\$50,618
Baptist Recreation Centre - Land Lease	\$25,655
Spearwood Dalmatinac - Land Lease	\$20,617
Cockburn Bowling Club - Land Lease	\$9,712
Emergency Services Facility - DFES Sub-lease	\$67,295
12 Rivers Street, Bibra Lake	\$69,084
Lot 7, Cockburn Central	\$16,699
Other land rental	\$129,000
Total Rental Income	\$2,985,132

The net rental revenue from the Cockburn Health and Community Facility is quarantined within a financial reserve for the purpose of future maintenance requirements for the facility. This is to ensure that there is no future demand for the Municipal Fund to meet capital or operating maintenance costs. Once the level of funds meets the target, dividends will be paid to the municipal fund. The City also quarantines funds received from the Naval Base Shacks to meet the future capital maintenance needs of this unique asset.

Land Sales

The City had budgeted to sell the following land with outcomes as noted:

Land for Sale	To be sold - Budget	Sold	Settlement received	Comment
Lot 9003 Beeliar Drive Beeliar	\$9,600,000	\$9,600,000		Sold & Contract in place, waiting for



Land for Sale	To be sold - Budget	Sold	Settlement received	Comment
				Services & settlement. Contract price is \$9.6m.
Lot 803 Yangebup Road, Yangebup	\$1,500,000	\$1,500,000		Settlement – 28/11/16
Total	\$11,100,000	\$11,100,000	0	

Whereas funds are generally allocated to income producing assets, the exception is the sale of land at Lot 9003 Beeliar Drive. The proceeds have been allocated in the 2015/16 budget to the redevelopment of the Council Depot. Other land for sale and reported in last year's report have been withdrawn from the market at this time. An update to the City's Land Management Strategy is being currently being prepared.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide for community facilities and infrastructure in a planned and sustainable manner
- Create and maintain recreational, social and sports facilities and regional open space
- Foster a greater sense of community identity by developing Cockburn Central as our regional centre whilst ensuring that there are sufficient local facilities across our community

Economic, Social & Environmental Responsibility

- Increase local employment and career opportunities across a range of different employment areas through support for economic development

Leading & Listening

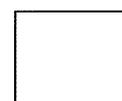
- Ensure sound long term financial management and deliver value for money
- Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management

Budget/Financial Implications

N/A

Legal Implications

N/A



Community Consultation

N/A

Risk Management Implications

N/A

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.3 (MINUTE NO 183) (ASFC 17/11/2016) - 2015/16 FINANCIAL STATEMENTS AND EXTERNAL AUDIT REPORT (071/003; 067/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council accept:

- (1) the Financial Statements and External Audit Report for the year ended 30 June 2016; and
- (2) the Summary of Financial Statements and External Audit Report for the year ended 30 June 2016;

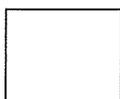
as attached to the Agenda.

COMMITTEE RECOMMENDATION

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

CARRIED 3/0

COUNCIL DECISION



Director, Finance & Corporate Services extended the City's appreciation and acknowledgement to Mr Tony Macri and his Staff for the work carried out in the production of the 2015/16 Financial Statements.

Background

As set out in its Terms of Reference, the Audit and Strategic Finance (A&SF) Committee is required to review the City's Annual Financial Report and recommend its adoption to Council,. The Committee is also required to discuss any issues arising from the audit with the Auditor. The Local Government Act 1995 requires the City to meet with the auditor at least once in every year.

The Audit Plan prepared by the City's Auditor (Macri Partners) was submitted to the March meeting of the A&SF Committee and subsequently adopted by Council. This outlined the purpose and scope of the external audit for the 2015/16 financial year and explained the audit approach and methodology.

The Local Government (Audit) Regulations 1996 state that the principal objective of the external audit is to carry out such work as is necessary to form an opinion as to whether:

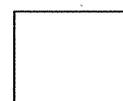
- (a) the accounts are properly kept; and
- (b) the annual financial report:
 - is prepared in accordance with financial records; and
 - represents fairly the results of the operations of the local government at 30 June in accordance with Australian Accounting Standards and the Local Government Act 1995.

The duties and responsibilities of the A&SF Committee include reviewing Council's draft annual financial report, focusing on:

1. accounting policies and practices;
2. changes to accounting policies and practices;
3. the process used in making significant accounting estimates;
4. significant adjustments to the financial report (if any) arising from the audit process;
5. compliance with accounting standards and other reporting requirements;
6. significant variances from prior years.

Submission

N/A



Report

2015/16 - Annual Financial Report

The Annual Financial report is presented to the Audit and Strategic Finance Committee in two formats:

1. Financial Statements including all accounting and supporting notes (Detailed).
2. Summary Financial Statements excluding all accounting and supporting notes.

The Summary of Financial Statements differs from the full set in that they do not contain the accompanying financial notes and discussion and analysis. Both sets have been approved by the City's Chief Executive Officer and Auditor (Macri Partners).

The Summary of Financial Statements has been prepared specifically for inclusion in the City's Annual Report, as the full set is deemed too lengthy and mostly irrelevant to the intended audience. The full set of Financial Statements will be published separately on the Council's website.

Statement of Comprehensive Income

1. Operating Result

The City's operating result for 2015/16 came in at \$8.4M, down by \$3.7M on the previous year. Whilst expenditure increased in line with inflationary factors, overall revenue stagnated. This is still a healthy financial result, demonstrating the City generates more than sufficient revenue to cover the cost of depreciation.

Overall, operating revenues of \$129.9M were up \$1.3M year on year. Due to the incorporation of waste charges into the general rates for residential property, like for like comparisons are difficult to make this year. However, revenue from rates, service charges and fees & charges were collectively up \$5.1M (4.6%). Revenue from contributions and interest earnings was little changed year on year. The negative impact on revenue came from operating grants and subsidies, which were down by \$3.8M on last year. This is purely attributable to the changed practice in paying federal financial assistance grants (FAGS), which had been advanced by 50% the previous year but not this year.

Operating expenses were up for the year by \$5.0M (4.3%) to \$121.5M. Employee costs, the City's biggest operational expense item, were up \$2.0M (4.4%) to \$47.1M and in line with budget expectations. Spending on materials and contracts was up 4.0% to \$34.9M (+\$1.4M) and \$1.8M over the adopted budget. This result



reflects \$2.0M of soft landscaping cost transferred from the capital budget due to accounting requirements and is not an overall budget variance. Insurance expenses came in \$0.3M (14%) higher than last year at \$2.2M. Back claimed workers compensation was the main reason for this result, as well as additional premium for the Cockburn integrated health and community facility. Interest expenses were minimal at under \$0.1M and relate to self-funding purposes.

Depreciation expense (non-cash) was little changed at \$23.8M, down by \$0.1M on last year. A more accurate reflection of useful life for building assets reduced overall depreciation by \$0.4M, offsetting minor increases across other asset classes. Against the adopted budget, depreciation was down \$2.6M due to the changes to useful life for buildings and the annual revaluation of road assets at the end of the prior financial year.

The consumption of landfill infrastructure assets has this year been accounted for as amortisation, rather than depreciation. This change of classification was recommended by the City's auditor based on accounting standard definitions. The result of \$1.1M was little changed year on year.

2. *Net Result*

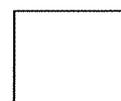
Including non-operating activities, the City's net result (before asset revaluations) was up \$20.1M on the previous year to \$51.7M. Although negatively impacted by the \$3.7M decline in the operating result, non-operating activities contributed an additional \$23.8M.

Capital grants and contributions received of \$23.6M were up \$13.3M year on year. \$17.3M represented state and federal grants (up \$10.5M) with \$11.8M relating to funding for the Cockburn ARC project and the balance for road construction projects. Private capital contributions totalled \$6.3M (up \$2.7M) mostly due to the JV partner share of incurred construction costs for Cockburn ARC.

\$9.2M received from the City's Developer Contribution Plans (DCP) has been reported separately from other capital contributions this year. This result is up \$1.0M on last year with \$6.5M received for the community infrastructure plan (up \$0.2M) and \$2.7M for the road infrastructure plans (up \$0.8M).

Infrastructure assets within new subdivisions gifted by developers totalled \$13.1M, slightly lower than the \$13.4M received last year. These assets comprise of roads, drainage and parks infrastructure.

Net profit/loss from the sale of assets was a net \$0.2M, mostly from the sale and trade-in of plant assets. This result was well down on the net profit of \$1.8M last year, with last year benefiting



from a \$2.0M profit from land sales. This year's only land sale of \$2.4M was close to the book value.

Statement of Financial Position

The City's net assets and total equity increased by \$58.9M during the reporting year to \$1,162.8M. This reflects an increase in total assets of \$106.3M, comprising increases in non-current assets of \$75.5M and \$30.8M for current assets. These were offset by an increase in total liabilities of \$47.5M, comprising increases in non-current liabilities of \$30.0M and \$17.5M for current liabilities.

1. Assets

The increase in current assets of \$30.8M includes an additional \$22.5M in cash and investments, reflecting the greater amount of cash held in financial reserves. Receivables were also higher by \$8.2M, mainly due to the invoiced Cockburn ARC JV contribution.

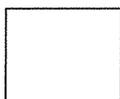
The increase in non-current assets of \$75.5M comprised a net increase of \$18.9M in the value of infrastructure assets and \$50.7M in property, plant & equipment assets. This increase includes an additional \$53M works in progress (WIP) for buildings, mainly comprising the Cockburn ARC project. Road assets increased by \$14.3M and Parks Infrastructure increased by \$9.9M.

The City also increased the amount of the landfill rehabilitation asset by \$8.0M to \$16.5M. This followed an independent review commissioned by the City during the year into the post-closure rehabilitation requirements for the landfill. This is offset by a non-current liability provision for the same amount. There was also a decrease of \$2.3M in the City's equity share of the SMRC joint venture.

2. Liabilities

Current liabilities increased significantly over the year by \$17.5M to \$31.6M, with trade & other payables increasing by \$15.5M to \$23.6M. However, this was impacted by the June end of month payment run being processing at the bank on the 1st July, adding an extra \$6.5M to end of year payables. The June progress claim for Cockburn ARC also added another \$8.4M to the payables. The current liability for borrowings increased by \$1.2M due to the Cockburn ARC \$25M loan drawn down in June. Current leave provisions were also higher by \$0.8M from last year at \$5.4M.

Non-current liabilities increased by \$30.0M from last year, primarily due to an increase in loan borrowings of \$ 22.4M relating to Cockburn ARC. Provisions were also \$8.0M higher due to the previously mentioned increase in expected costs for the landfill site rehabilitation.



Changes in Equity

Cash backed reserves held by the City increased by \$19.5M to \$126.6M during the year. Reserves with significant increases included Community Infrastructure (up \$5.9M to \$12.1M), Roads & Drainage Infrastructure (up \$5.0M to \$8.2M) and Major Buildings Refurbishment (up \$4.4M to \$9.8M). The new reserve established to quarantine municipal funding for carried forward projects also added \$4.0M to the increase. Reserves that decreased significantly during the year were the DCP Community Contributions reserve (down \$6.1M to \$10.4M) and the Restricted Grants & Contributions reserve (down \$3.3M to \$2.2M).

The Revaluation Surplus increased by \$7.2M to \$575.4M as a result of the annual management valuation of roads, footpaths, drainage and parks infrastructure.

The City's accumulated surplus increased by \$32.2M to \$460.8M. This represented the \$51.7M net operating surplus result, less the \$19.5M net transfer of funds to financial reserves.

Statement of Cash Flows

The City's net incoming cash flows from operating activities increased by \$4.7M to \$41.0M for the reporting year. This reflects the strong financial capacity of the City to continue funding new assets and asset renewals and upgrades as planned for and when they become necessary.

Cash of \$78.0M was outlaid on capital spending, an increase of \$41.5M on the previous year. This mainly reflected increased spending on building construction (up \$46.0M) as a result of Cockburn ARC.

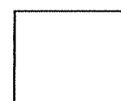
Cash flows from grants and contributions received for the development of assets increased by \$14.3M to \$32.8M, with the increase also attributable to the Cockburn ARC project. Cash received from the sale of assets was down slightly by \$0.5M to \$3.5M.

The City repaid \$1.4M of outstanding borrowings, completing the repayment of the underground power loan and leaving under \$0.1M outstanding on the emergency services building self-funding loan. It also received the \$25.0M borrowing proceeds from the Cockburn ARC loan.

Cash and cash equivalents increased for the year by \$22.5M to \$151.5M strengthening the City's already strong liquidity position.

Rate Setting Statement

The City's closing funds position was \$9.27M compared to the balanced budget position contained in the 2015/16 adopted budget. \$6.15M of the closing funds is unspent monies required to complete



carried forward works and projects. The balance of \$3.12M covers the forecast \$3.0M end of year surplus included in the adopted budget for 2016/17, with an additional \$0.12M available to be transferred into financial reserves in accordance with Council's budget policy.

The total amount raised from general rates cannot be compared to the previous year due to the incorporation of waste charges into general rates for residential property. However, the \$91.3M raised was \$2.3M (2.5%) higher than the adopted budget, reflecting strong interim rating from continued development within the City.

Financial Ratios

The WA Local Government (Financial Management) Regulations 1996 prescribe seven financial ratios that are to be included in the annual financial report. These ratios are also used by the Department of Local Government and Communities (DLGC) as a measurement of a local government's overall financial health. They form the basis of calculations used for the Financial Health Indicator (FHI) displayed on the MyCouncil website.

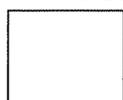
RATIO	2016	2015	Benchmark	High
Current Ratio	1.211	1.869	1.00	1.50
Asset Sustainability Ratio	1.399	0.378	0.90	1.20
Debt Service Ratio	20.631	16.625	2.00	5.00
Operating Surplus Ratio	0.049	-0.002	0.01	0.15
Own Source Revenue Ratio	1.003	0.898	0.40	0.90
Asset Consumption Ratio	0.714	0.712	0.50	0.75
Asset Renewal Funding Ratio	0.741	0.767	0.75	1.10

All seven of the ratios are at or above the DLGC benchmark, with three exceeding the high ratio mark. The Asset Sustainability Ratio has seen a marked improvement due to the capital spending on the Cockburn ARC project. A significant proportion of this spend is essentially renewal expenditure for an existing service providing asset (South Lake Leisure Centre). The auditor has concurred with this treatment following consultation with the DLGC. The Operating Surplus Ratio was also significantly higher this year, as last year's result was adversely impacted by the write-off of parks living landscape assets (trees, plants and turf). The write-off was necessary in order for the City to comply with asset fair value requirements under the WA Local Government (Financial Management) Regulations.

These results combine to produce an FHI score of 89 (compared to 68 last year). This result is more comparable to that for the 2014 year (of 88) and 2013 year (of 85). An FHI result of 70 and above indicates sound financial health according to the DLGC.

Audit Report

The 2015/16 Financial Statements were audited by Macri Partners and their assigned Audit Partner, Mr Tony Macri. They were signed off as



being true and fair and without qualification. The Local Government Act requires the City to meet with the auditor at least once in every year and the auditor will be present at the meeting to discuss the audit report and audit findings.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes
- Ensure sound long term financial management and deliver value for money

Budget/Financial Implications

The cost of the external audit is sufficiently covered within the City's annual budget.

Legal Implications

Local Government Act 1995 Sections 5.54, 6.4, 7.9 and 7.12A
Local Government (Audit) Regulations 1996 Regulations 9 and 10

Community Consultation

N/A

Risk Management Implications

It is a requirement under the Local Government Act for Council to accept the City's annual report (including the financial report and auditor's report) by no later than 31 December each year. Failure to do so will lead to statutory non-compliance.

Attachment(s)

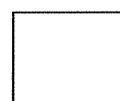
1. Financial Statements and External Audit Report – 30 June 2016
2. Summary of Financial Statements and External Audit Report – 30 June 2016

Advice to Proponent(s)/Submissioners

N/A

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

Nil.



15. ENGINEERING & WORKS DIVISION ISSUES

Nil

16. COMMUNITY SERVICES DIVISION ISSUES

Nil

17. EXECUTIVE SERVICES DIVISION ISSUES

Nil

18. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

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

Nil

20. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY MEMBERS OR OFFICERS

Nil

21. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

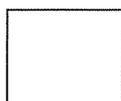
Nil

22. CONFIDENTIAL BUSINESS

Nil

23 (ASFC 17/11/2016) - CLOSURE OF MEETING

6.36 pm.



CITY OF COCKBURN



DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE

MINUTES

FOR

THURSDAY, 24 NOVEMBER 2016

These Minutes are subject to Confirmation

Presiding Member's Signature

Date: _____

CITY OF COCKBURN

SUMMARY OF MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING HELD ON THURSDAY, 24 NOVEMBER 2016 AT 6:00

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CITY OF COCKBURN

MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING HELD ON THURSDAY, 24 NOVEMBER 2016 AT 6:00

PRESENT:

Mrs C Reeve-Fowkes	-	Deputy Mayor (Presiding Member)
Mr L. Howlett	-	Mayor
Mrs L. Sweetman	-	Councillor
Mr S. Portelli	-	Councillor
Mr S. Pratt	-	Councillor
Mr P. Eva	-	Councillor

IN ATTENDANCE:

Mr S. Downing	-	Director, Finance & Corporate Services
Mr D. Green	-	Director, Governance & Community Services
Mr D. Arndt	-	Director, Planning & Development Services
Mr C. Sullivan	-	Director, Engineering & Works
Mr J Ngoroyemoto	-	Governance & Risk Co-ordinator
Mrs B. Pinto	-	PA to Directors - Finance. & Corporate Services/Governance & Community Services

1. DECLARATION OF MEETING

The Presiding Member declared the meeting open at 6.01 pm.

The Presiding Member acknowledged the Noongar people who are the Traditional Custodians of this Land. She also paid respect to the Elder, both past and present, of the Noongar Nation and extend that respect to other Indigenous Australians who may be present.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

Nil.

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

Nil



4 (DAPPS 24/11/2016) - APOLOGIES & LEAVE OF ABSENCE

Clr Kevin Allen - Apology
Mr Stephen Cain, CEO - Apology

5. CONFIRMATION OF MINUTES

5.1 (MINUTE NO 381) (DAPPS 24/11/2016) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES AND POSITION STATEMENTS COMMITTEE MEETING - 25/08/2016

RECOMMENDATION

That Council Committee confirms the Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting held on Thursday, 25 August 2016, as a true and accurate record.

COMMITTEE RECOMMENDATION

MOVED Clr P Eva SECONDED Mayor L Howlett that the recommendation be adopted.

CARRIED 6/0

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

Nil

7 (DAPPS 24/11/2016) - DECLARATION BY MEMBERS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER PRESENTED BEFORE THE MEETING

AT THIS POINT IN THE MEETING, THE TIME BEING 6.03 PM THE FOLLOWING ITEMS WERE CARRIED BY 'EN BLOC' RESOLUTION OF COMMITTEE

9.1	10.1	11.1
9.4	10.2	
9.5	10.3	
9.6		

8. COUNCIL MATTERS

Nil



9. PLANNING & DEVELOPMENT DIVISION ISSUES

9.1 (MINUTE NO 382) (DAPPS 24/11/2016) - PROPOSED AMENDMENTS TO LOCAL PLANNING POLICIES (182/001) (C DA COSTA) (ATTACH)

RECOMMENDATION

That Council adopt minor changes to Local Planning Policy LPP 3.2 'Educational Establishments' and LPP 1.2 'Residential Design Guidelines' in accordance with Clause 5(2) of the Planning and Development (Local Planning Schemes) Regulations 2015, as shown in the attachment to the Agenda.

COMMITTEE RECOMMENDATION

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

CARRIED 6/0

COUNCIL DECISION

Background

The local planning policies, the subject of this report, require minor modifications. In relation to the LPP 3.2, the change is to amend the provision relating to the zones to which the Policy applies to. Currently the Policy is strictly applied to Mixed Business, Industrial, Development, Special Use, Restricted Use, and Additional Use zones. The change to the Policy intends to reflect the policy being applied to all zones within the City's Town Planning Scheme No. 3 (TPS 3) area.

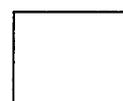
In relation to LPP 1.2, the change is only administrative to reflect the current LPP numbering.

Submission

N/A

Report

The local planning policy is proposed to be amended as reflected below:



No.	Local Planning Policy	Reason for Amendment
LPP 3.2	Educational Establishments	<ul style="list-style-type: none"> Clarifying that the Policy applies to all zones within the TPS 3 area and is not simply restricted to Mixed Business, Industrial, Development, Special Use, Restricted Use, and Additional Use zones
LPP 1.2	Residential Design Guidelines	<ul style="list-style-type: none"> Remove reference to the former APD 58 on page 2 under the Policy intent. Add a definition of Major Road under Part (6) Vehicle Access & Parking. Add Appendix 4 in relation to trees under Part (11) Trees: Clarify Landscape Plan to show street trees under Part (11) in line with Part 10(1).

Strategic Plan/Policy Implications

City Growth

- Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types.
- Ensure a variation in housing density and housing type is available to residents.

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

N/A

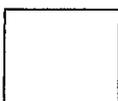
Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications



If the subject changes to the Policies are not adopted and therefore not progressed, some inconsistencies would occur in relation to existing practices. This practice needs to be formalised in a policy for consistency and reliability.

Attachment(s)

1. LPP 3.2 'Educational Establishments'
2. LPP 1.2 'Residential Design Guidelines'

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

9.2 (MINUTE NO 383) (DAPPS 24/11/2016) - PROPOSED DRAFT 'SUBDIVISION AND DEVELOPMENT STREET TREE' POLICY (182/001 &104/001) (G LILLEY) (ATTACH)

RECOMMENDATION

That Council adopt the proposed Draft 'Subdivision and Development Street Tree' Policy for the purposes of advertising in accordance with Clause 4(1) of the Deemed Provisions of City of Cockburn Town Planning Scheme No. 3 for a period of 21 days.

COMMITTEE RECOMMENDATION

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

CARRIED 6/0

COUNCIL DECISION

Background

The City is undergoing both infill and greenfield development to accommodate the rapidly growing population. This process is resulting in the removal of large amounts of the City's Urban Forest as it is



located on private land and cannot always be protected from development. One way the City can counter-balance this loss of tree canopy is to increase the number of street trees on the road verges it manages.

The purpose of the Subdivision and Development Street Tree Policy is to provide a framework to ensure that the number of street trees is increased through a coordinated approach to involving:

- retaining and protecting street trees throughout the development process;
- selecting suitable tree/s that are planted as part of subdivision and development works;
- maintenance of the street.

This policy will help to ensure the improvement of the appearance of the City's streetscapes and deliver upon Council's vision to "ensure that the Cockburn of the future will be the most attractive place to live, work, visit and invest in, within the Perth metropolitan area."

Submission

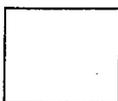
N/A

Report

The purpose of this report is for Council to consider adopting the Subdivision and Development Street Tree Policy as shown at Attachment 1 for advertising. This Policy has been prepared to ensure that the 35,000 plus street trees existing within road reserves in our suburbs be protected and increased as the City recognises their importance in contributing to the health and well-being of our communities now and into the future. Furthermore, this Policy will provide a framework for the successful installation and management of street trees.

This Policy seeks to:

1. *Preserve the City's Urban Forest through street tree protection and maintenance programs;*
2. *Increase the number of street trees on verges through proactive planting programs;*
3. *Improve the appearance of streetscapes, especially with trees suitable for shade;*
4. *Increase public awareness of the benefits of street tree/s.*



Policy Application

In order for this Policy to be effective, it must have due regard to and be read in conjunction with the following Western Australian Planning Commission (WAPC), State Planning Polices (SPP) and operational policies:

SPP No. 3 (*Urban Growth and Settlement*)
 SPP No. 3.1 (*Residential Design Codes*)
 SPP No. 3.4 (*Hazards and Natural Disasters*)
Liveable Neighbourhoods (WAPC 2009)

Furthermore, this Policy has due regard to and should be read in conjunction with the following City of Cockburn Policies and Australian Standards (AS):

LPP 1.2 (*Residential Design Guidelines*)
 AEW1 (*Street Verge Improvements*)
 PSEW 15 (*Removal and Pruning of Trees*)
 PSEW 18 (*Trees on Privately Owned Land*)
 SEW1 (*Maintenance of Verge/ Public Open Space Following Residential Subdivision*)
 AS2870 - *IPWEA Guidelines (Trees and Slabs)*
 AS4373 -1996 (*Pruning of Amenity Trees*)
 AS4970-2009 (*Protection of Trees on Development Sites*)

The value of this Policy is that it is consistent with the aforementioned policies that are operational in Western Australia and recognise the numerous benefits of street trees.

Policy Provisions

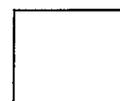
This policy applies to land which is zoned Residential, Regional Centre, District Centre, Local Centre, Mixed Business, Mixed Use, Industry and Light and Service Industry.

Design of the street tree planting as part of subdivision works

Once an applicant, subdivider, developer or landowner receives a subdivision application approval which involves civil works, this Policy will require them to submit engineering/civil works drawings to indicate the provision of street trees to be planted on both sides of all streets within the subdivision area.

Street trees will be provided at the following rates:

- the rate of one tree per lot, or in the case of lots less than a 10m width, at a rate to be determined by the City.



- must comprise of a species to the satisfaction of the City and which will mature to a sufficient size and canopy, and
- be located such as to provide sufficient shading of the street verge area to the satisfaction of the City.

Implementation of the street tree planting layout as part of subdivisional works

An applicant can satisfy their street tree planting obligations by choosing one of the following options:

Option 1 (preferred) - Applicant provides contribution payment to City of Cockburn who then takes responsibility

In this option, an applicant can choose to pay the City \$500 per street tree. This payment must be made prior to the practical completion certification of the civil works. In receiving this contribution, the City will purchase, install and maintain all street trees within the subdivision for three years. Installation will occur at the most optimal time in the opinion of the City, taking in to account development rates on each lot.

Option 2 - Applicant takes responsibility and plants the trees after clearance and after each lot is developed

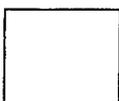
The key difference with this option and Option 1 is that to achieve clearance of the subdivision, a bond equal to \$600 per street tree must be provided to the City. The City will return this in one amount once all street trees have been planted and maintained consistent with the Street Tree Management Plan.

Option 3 - Applicant takes responsibility and plants the trees prior to clearance of the subdivision

The applicant is required to install and manage the street trees for a three year period post installation, performing sound Arboricultural maintenance practices that promote good form and shape with a well-defined canopy, to the satisfaction of the City. Street trees which are not adequately maintained in the opinion of the City will be required to be removed, replaced and maintained for a further three years. Details of maintenance must be set out in the Street Tree Management Plan.

The above processes as they pertain to subdivision are similar to development also. Key differences will however be:

- in residential zoned areas one street tree per lot will be required.
- in all other zoned areas the street tree rate will be determined based on the width of the lot, and taking in to account relevant issues like vehicle access.



Community Strategic Plan 2016 - 2026

The Subdivision and Development Street Tree Policy is aligned the specific objective to “improve the appearance of streetscapes, especially with trees suitable for shade.” Council’s objective will be measured and become achieved through the provision of new street trees, associated with subdivision and/or development within the City.

Furthermore, this policy also reflects community feedback which lists streetscape appearances as a high community priority in Cockburn.

Conclusion

The Subdivision and Development Street Tree Policy will assist in the delivery of the Council’s vision to “ensure that the Cockburn of the future will be the most attractive place to live, work, visit and invest in, within the Perth metropolitan area.”

It is therefore recommended that Council adopt the Subdivision and Development Street Tree Policy as included at Attachment 1 for advertising.

Strategic Plan/Policy Implications

City Growth

- Ensure planning facilitates a desirable living environment and meets growth targets

Community, Lifestyle & Security

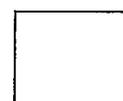
- Provide for community facilities and infrastructure in a planned and sustainable manner.
- Provide safe places and activities for residents and visitors to relax and socialise

Economic, Social & Environmental Responsibility

- Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health
- Improve the appearance of streetscapes, especially with trees suitable for shade

Budget/Financial Implications

Either an applicant provides and maintains the street trees for a three year period, or they pay a contribution to the City of \$600 per tree to do this which covers the City’s costs, subject to the appointment of a Verge Officer as outlined in the Workforce Plan.



Legal Implications

N/A

Community Consultation

The policy is required to be advertised in accordance with Clause 4(1) of the Deemed Provisions.

Risk Management Implications

Not supporting the policy will result in unclear guidance for subdividers and developers, and inconsistent messages being sent to the community about the values of trees within Cockburn.

Attachment(s)

Proposed Subdivision and Development Street Tree Policy.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

- 9.3 **(MINUTE NO 384) (DAPPS 24/11/2016) - ADOPTION OF LOCAL PLANNING POLICY LPP1.16 'SINGLE HOUSE STANDARDS FOR MEDIUM DENSITY HOUSING IN THE DEVELOPMENT ZONE' (182/001) (C DA COSTA) (ATTACH)**

RECOMMENDATION

That Council adopt Local Planning Policy LPP1.16 'Single House Standards for Medium Density Housing in the Development Zone' for finalisation in accordance with Clause 3 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as shown in the attachment to the Agenda.

COMMITTEE RECOMMENDATION

MOVED C/r S Portelli SECONDED Mayor L Howlett that the recommendation be adopted.

CARRIED 6/0



COUNCIL DECISION**Background**

A new draft Local Planning Policy 'Single House Standards for Medium Density Housing' was adopted by Council for the purposes of advertising in accordance with Clause 4 (1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* at its meeting held on 25 August 2016.

The policy was subsequently advertised and no comments were received during the advertising period.

The Local Planning Policy also requires a minor wording modification to the title from 'Single House Standards for Medium Density Housing' to 'Single House Standards for Medium Density Housing in the Development Zone' to provide clarity and bring the policies into conformity with the Town Planning Scheme No. 3 (TPS 3).

Submission

N/A

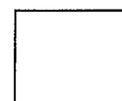
Report

This Local Planning Policy shall provide guidance for applicants, Council and the community in the assessment and determination of applications for various types of housing where the former deemed-to-comply provisions of the Residential Design Codes (R-Codes) applied.

The Policy requirements accord with the State Government's Planning Bulletin 112/2016 – Medium density house development standards.

The purpose of this policy is to replace the deemed-to-comply requirements of the following clauses of the R-Codes with those set out in the provisions of this policy:

- Building and Garage setbacks – Clauses 5.12, 5.13 and 5.21;
- Open Space – Clause 5.1.4;
- Parking – Clause 5.3.3;
- Visual Privacy – Clause 5.4.1; and
- Solar Access – Clause 5.4.2.



It should be noted that this Local Planning Policy is not affected by the recent release of the Draft State Planning Policy 7 – Design of the Built Environment or the Draft Apartment Design Policy and Draft Design Guide as this Policy relates to single houses only and not multiple dwellings.

The following Local Planning Policy proposes a minor administrative change which does not introduce new provisions or alter the intent of existing policy provisions, the change is summarised below:

Ref No.	Local Planning Policy	Change Summary
LPP 1.16	Single House Standards for Medium Density Housing	<ul style="list-style-type: none"> Change title to 'Single House Standards for Medium Density Housing in the Development Zone'.

Strategic Plan/Policy Implications

City Growth

- Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types.
- Ensure a variation in housing density and housing type is available to residents.

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

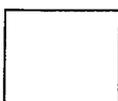
N/A

Legal Implications

N/A

Community Consultation

Consultation was undertaken in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015* and no submissions were received.



Risk Management Implications

If the subject draft policy is not adopted, it could result in an inconsistent approach to decision making with regards to Single Houses for Medium Density Housing in the Development zone, which is undesirable and could damage the brand and/or reputation of the City.

Attachment(s)

Proposed amended Local Planning Policy LPP1.16 'Single House Standards for Medium Density Housing in the Development Zone'.

Advice to Proponent(s)/Submissioners

N/A.

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

Nil.

- 9.4 **(MINUTE NO 385) (DAPPS 24/11/2016) - AMENDMENT TO LOCAL PLANNING POLICY 5.15 'ACCESS STREET - ROAD RESERVE & PAVEMENT STANDARDS' (110/161 & 182/001) (T VAN DER LINDE) (ATTACH)**

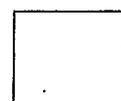
RECOMMENDATION

That Council adopt the proposed amendments to Local Planning Policy 5.15 'Access Street – Road Reserve & Pavement Standards' as shown in the attachment to the Agenda, for the purpose of advertising in accordance with clause 5(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* for a period of 21 days.

COMMITTEE RECOMMENDATION

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

CARRIED 6/0

COUNCIL DECISION

Background

Local Planning Policy 5.15 'Access Street – Road Reserve & Pavement Standards' ("the Policy") was first adopted by Council on 19 June 2001. It has been routinely updated since first adoption, in order to maintain its relevance and utility. The purpose of the Policy is to ensure that the City of Cockburn's movement network responds to the requirements of Liveable Neighbourhoods whilst also being optimally functional in terms of design, amenity and ability to support intended traffic.

This Policy amendment aims to provide further guidance on optimal design of the movement network where it relates to laneways. Laneways are to be designed in a way that ensures unobstructed sight lines along laneways for residents, visitors and the City's refuse collection trucks whilst also allowing ease of navigation by all vehicles. This amendment seeks to specifically respond to the issue of substandard laneway designs, and to ensure such does not occur within the City of Cockburn.

Submission

N/A

Report

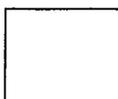
The Policy acknowledges Liveable Neighbourhoods as the City's primary policy guidance in regards to integrated movement and street design, but also provides the ability for the City to require variations to Liveable Neighbourhoods if this results in a more optimal movement network.

The design of laneways within the City is of particular concern due to the difficulties the City's waste trucks often have navigating safely in laneways that have been designed with right angle bends or curves. Bends and curves within laneways also inhibit sight lines from the public street to the exit point of the laneway and thus result in decreased visual surveillance of these laneways.

This Policy amendment specifically addresses the design of laneways to allow for optimal and safe movement of the City's refuse trucks through these laneways to service residential lots, as well as ensuring laneways can be appropriately surveyed.

Waste Collection

There have been a number of instances within the City where right angle or bent laneways have been developed which has caused



increased risk and difficulties for the City's refuse trucks. Refuse truck drivers cannot see the laneway exit when entering these laneways and often encounter private vehicles parked around the first corner or bend of the laneway, obstructing the carriageway, and resulting in the truck being required to reverse back out. This is a hazardous manoeuvre and has resulted in damage to property in the past. An example of a laneway which is likely to create potential safety risks is provided below (Figure 1).



Figure 1 The bend in the laneway does not allow refuse truck drivers to see obstructions within the laneway before entering

A straight laneway is the safest option for the City's refuse trucks and the only design that allows drivers to see if there are any obstructions within the laneway before entering. It is unlikely that refuse trucks will need to reverse out of these laneways due to unforeseen obstruction, minimising risk of collision and damage to property. Thus, the City's position is that laneways should only be a straight, short connection between two public roads.

Passive Surveillance

Right angle bends or curves obstruct sight lines down the length of laneways and thus limit passive surveillance of these laneways from the public road. Though Liveable Neighbourhoods (LN) allows 'T' or bent laneways (noting LN does not consider waste management), this is generally only desirable where a studio is positioned at the laneway intersection or at the bend in the laneway to increase passive surveillance in both directions. However, this is rarely put into practice and often dwellings gaining vehicle access from laneways do not have any habitable rooms or windows fronting the laneway. An example of



this is provided below (Figure 2). Thus, opportunities for passive surveillance of the laneway in either direction from the intersection or bend within the laneway are diminished. This results in the potential for laneways to be subject to vandalism and crime as they are hidden from the public eye.



Figure 2 The bend in the laneway obstructs sight lines from the public road down the length of the laneway, and the laneway is dominated by garages providing no opportunities for passive surveillance from the dwellings

Concerns regarding passive surveillance also apply to straight laneways located between two public roads where the laneway is dominated by garages. In these situations, it is important that lots facing the entry and exit points of laneways on the opposite side of the public road are centred to the laneway as illustrated in Figure 3 below. This allows a direct line of sight from the habitable rooms of the dwelling down the length of the laneway, providing opportunities for passive surveillance. Thus, proposed lot layouts and street block orientation should be appropriately designed to ensure sight lines are achieved from habitable rooms down the length of laneways, rather than boundary fences or garages occupying this space.

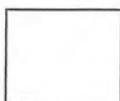




Figure 3 A dwelling has been centred to the laneway to allow direct line of sight from a habitable room down the length of the laneway

Therefore, the proposed amendment to the Policy seeks to eliminate the development of unsafe laneways that are difficult to manoeuvre in order to benefit both the City, in terms of waste collection services and residents, by reducing risk of damage to property and increasing passive surveillance of laneways.

Strategic Plan/Policy Implications

Moving Around

- Improve connectivity of transport infrastructure

Economic, Social & Environmental Responsibility

- Improve water efficiency, energy efficiency and waste management within the City's buildings and facilities and more broadly in our community

Budget/Financial Implications

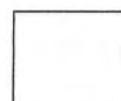
N/A

Legal Implications

N/A

Community Consultation

The amendment is required to be advertising in accordance with Clause 5(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* for a period of 21 days.



Risk Management Implications

Not supporting the amendment to the Policy may result in the continuous development of unsafe laneways that do not allow for the safe and efficient movement of refuse trucks through these laneways, or sufficient passive surveillance from neighbouring dwellings.

Attachment(s)

Proposed amendment to Local Planning Policy 5.15 'Access Street – Road Reserve & Pavement Standards'.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

- 9.5 **(MINUTE NO 386) (DAPPS 24/11/2016) - ADOPTION OF PROPOSED AMENDMENTS TO DRAFT LOCAL PLANNING POLICY LPP 3.7 'SIGNS AND ADVERTISING' (182/001) (R TRINH) (ATTACH)**

RECOMMENDATION

That Council adopt the proposed amendments to draft Local Planning Policy LPP 3.7 'Signs and Advertising' for the purposes of advertising in accordance with Clause 4(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* for a period of 21 days.

COMMITTEE RECOMMENDATION

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

CARRIED 6/0

COUNCIL DECISION



Background

The Local Planning Policy LPP 3.7 Signs and Advertising provides guidance for decision making in relation to signs and advertising in the City of Cockburn. The policy was last reviewed in December 2015.

The policy has now been comprehensively reviewed and a number of modifications are proposed to improve the policy and its implementation. In addition, the length of the policy has been reduced from 27 pages down to 8 pages which is much more desirable.

This policy outlines acceptable signage and shall be read in conjunction with the City's Local Planning Scheme No. 3 (the Scheme) and the *Planning and Development (Local Planning Schemes) Regulations 2015* and any other relevant Design Guidelines. Where there are inconsistencies between the LPP and Guidelines, the provisions of that specific Guideline shall prevail.

Submission

N/A

Report

The purpose of this policy is to provide guidance for applicants, Council and the community in the assessment and determination of applications for various types of signs and advertising within the City.

The policy intends to replace the existing policy provisions with the enclosed draft new LPP. A brief summary of the changes are outlined below:

- Wording changes to exclude unnecessary provisions
- Clarification and modification to specific sign provisions (height, depth, width);
- Rearrangement of existing provisions;
- Inclusion of new images;
- Inclusion of new sign types; and
- Overall reformatting to improve readability.

Strategic Plan/Policy Implications

City Growth

- Ensure planning facilitates a desirable living environment and meets growth targets



Economic, Social & Environmental Responsibility

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

Nil

Legal Implications

Nil

Community Consultation

To occur once the policy is adopted by Council for the purposes of consultation.

Risk Management Implications

If the subject draft policy is not adopted for advertising and therefore not progressed, it could result in an inconsistent approach to decision making with regards to dealing with signs and advertisements, which is undesirable and could damage the brand and/or reputation of the City.

Attachment(s)

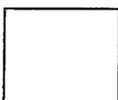
1. Superseded Policy LPP 3.7 'Signs and Advertising'.
2. Proposed amended draft Local Planning Policy LPP 3.7 'Signs and Advertising'.

Advice to Proponent(s)/Submissioners

N/A.

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

Nil.



9.6 **(MINUTE NO 387) (DAPPS 24/11/2016) - PROPOSED NEW DELEGATED AUTHORITY OLPD34 'PUBLIC HEALTH ACT 2016 - APPOINTMENT OF AUTHORISED OFFICERS' (086/002; 086/003) (N JONES) (ATTACH)**

RECOMMENDATION

That Council delegates to the Chief Executive Officer the authority to designate authorised officers under the *Public Health Act 2016* in accordance with section 21 (1) (b) (i) of the *Public Health Act 2016*, as shown in the attachment to the Agenda.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COMMITTEE RECOMMENDATION

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

CARRIED 6/0

COUNCIL DECISION

Background

The Public Health Act 2016 received Royal Assent on 25 July 2016. The Health Act 1911 (the old Act) will be phased out over a period of 3-5 years through a staged process and replaced by the Public Health Act 2016. This report informs the Council of the commencement of the *Public Health Act 2016*, and provides the Chief Executive Officer with the appropriate delegation to designate Environmental Health Officers.

Under the provisions of the old Act, Environmental Health Officers employed by Local Governments were "approved" through the powers conferred to the Executive Director Public Health from the Department of Health WA. Under the provisions of Section 21 of the Public Health Act 2016, the Local Government, also referred to as an enforcement agency, has the power to delegate the duty conferred or imposed on it, to the Chief Executive Officer.

Submission

N/A



Report

The new Public Health Act 2016 provides modern legislation to regulate public health in Western Australia. The Act will repeal much of the outdated Health Act 1911 and is designed to better protect and promote the health of all Western Australians.

The Public Health Act 2016 provides a flexible and proactive framework for the regulation of public health. Key features of the Act include:

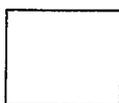
- Promoting public health and wellbeing in the community
- Help prevent disease, injury, disability and premature death
- Inform individuals and communities about public health risks
- Encourage individuals and their communities to plan for, create and maintain a healthy environment
- Support programs and campaigns intended to improve public health
- Collect information about the incidence and prevalence of diseases and other public health risks for research purposes
- Reduce the health inequalities in public health of disadvantaged communities.

Local governments will enforce the *Public Health Act 2016*. Authorised officers (previously known as Environmental Health Officers) are responsible for investigating any public health matter within their local government boundaries.

Traditionally, under the provisions of the Health Act 1911, all Environmental Health Officers (EHOs) were “approved” by the Executive Director Public Health (EDPH) to perform specified functions of the Act. The EDPH was a specified role within the Health Act 1911 and the person assigned to that role was an employee of the Department of Health WA.

Each time a Local Government appointed an EHO, it had to seek “approval” from the EDPH for that EHO to undertake the duties of the Health Act 1911. This application process can take several weeks with the EHO being ultimately issued with an authority card through the Department of Health.

The introduction of the Public Health Act 2016 will see EHOs be referred to as Authorised Officers and as such are to be designated and authorised by the Local Government that employs them, and no longer relies on “approvals” from the Department of Health WA. The Local Government may delegate the function of authorising officers to the Chief Executive Officer.



As such, the administrative process for issuing approvals for authorised officers can be taken with minimum delay and EHOs can be given authority to perform their functions almost immediately after they are employed through the delegation of that duty to the Chief Executive Officer.

Section 30 of the Public Health Act specifies that an authorised officer must be issued a certificate of authority card by the Local Government. It is envisaged that this certificate of authority card would be signed or approved by the delegate of the Council who it is recommended would be the Chief Executive Officer.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

N/A

Legal Implications

Section 16 of the Graffiti Vandalism Act 2016
Section 312 of the Public Health Act

Community Consultation

N/A

Risk Management Implications

The Department of Health WA has recommended that local governments take steps to ensure relevant delegated authorities are in place, in order to minimise the impact on local governments. There is a risk that if the steps recommended by the Department of Health WA are not taken near the time the new Act comes into effect the City will not have all the authority it needs to enforce the legislation. This could mean that the responsible officers will not have the authority for investigating any public health matter within the City of Cockburn boundaries.

Attachment(s)

Proposed new Delegated Authority OLPD34 'Public Health Act 2016 – Appointment of Authorised Officers'.



Advice to Proponent(s)/Submissioners

N/A

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

Nil.

10. FINANCE & CORPORATE SERVICES DIVISION ISSUES

10.1 (MINUTE NO 388) (DAPPS 24/11/2016) - REVIEW OF FINANCE AND CORPORATE SERVICES DIVISION DELEGATED AUTHORITIES, POLICIES AND POSITION STATEMENTS (182/001; 182/002; 086/003) (S DOWNING) (ATTACH)

RECOMMENDATION

That Council adopt:

(1) Policies:

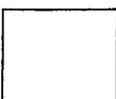
- AFCS1 'Employee Development' and associated Delegated Authority.
- AFCS3 'Disposal of Assets' and associated Delegated Authority.
- AFCS4 'Defence Force Reserves – Staff Participation' and associated Delegated Authority.
- AFCS8 'Change of Basis for Valuation of Land for Rating Purposes' and associated Delegated Authority.
- AFCS9 'Debtors Management' and associated Delegated Authority.
- SFCS1 'Investments' and associated Delegated Authority.

(2) Position Statements:

- PSFCS1 'Equal Opportunity'.
- PSFCS9 'Non-Work Related Illness and Accident'.
- PSFCS20 'Taking of Annual Leave and Long Service Leave'.
- PSFCS22 'Salary Packaging'.
- PSFCS23 'Superannuation'.
- PSFCS24 'Corporate Credit Cards'.

as shown in the report and attachments to the Agenda.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL



COMMITTEE RECOMMENDATION

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

CARRIED 6/0

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION**Background**

Pursuant to Council Policy SC47, Council is to review its Delegated Authorities, Policies and Position Statements (DAPPS) at least every two years.

The documents subject to specific review at this Committee Meeting is the Finance and Corporate Services Division.

Submission

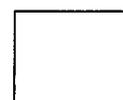
N/A

Report

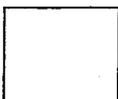
The previous overall review of these documents was undertaken in November 2014, and adopted by Council in December 2014. Therefore, in accordance with Council Policy SC47, the review of these documents is timely.

Relevant City Officers have undertaken a review of the documents and have found that most remain current and any recommended amendments are mostly cosmetic, to reflect current nomenclature, or changed format to maintain currency of the information contained within the documents. Where significant changes have been made to any documents, these have been considered separately in this Agenda.

The table below identifies the documents reviewed and highlights any amendments proposed. Note references to Position Statements are prefixed with "PSCFCS", while Policies and Delegated Authorities are identified as "AFCS" and "SFCS".



No.	Proposed Amendment	Reason for Amendment
<u>Policies</u>		
AFCS1 'Employee Development' and associated Delegated Authority	No change	
AFCS2 'Leasing of Council Controlled Land' and associated Delegated Authority	Subject of a separate report.	
AFCS3 'Disposal of Assets' and associated Delegated Authority	Amend Service Unit to 'Accounting Services'	Update Service Unit name to align with PSES11 'Structure for Administering the City of Cockburn'.
AFCS4 'Defence Force Reserve - Staff Participation' and associated Delegated Authority'	No change	
AFCS6 'Renewal of Leases and Licences for Council Owned or Controlled Property' and associated Delegated Authority	Subject of a separate report	
AFCS8 'Change of Basis for Valuation of Land for Rating Purposes' and associated Delegated Authority	Amend Service Unit name	Update Service Unit name to align with PSES11 'Structure for Administering the City of Cockburn'.
AFCS9 'Debtors Management' and associated Delegated Authority	Amend Service Unit name	Update Service Unit name to align with PSES11 'Structure for Administering the City of Cockburn'.
SFCS1 'Investments'	Amend Service Unit Name Amend title of Manager, Financial Services under 'Conditions/Guidelines'	Update service unit name to align with PSES11 – Structure for Administering the City of Cockburn To reflect correct title of the position..
<u>Position Statements</u>		
PSFCS1 'Equal Opportunity'	No Change	
PSFCS9 'Non-Work Related Injuries and Illness'	No Change	
PSFCS20 'Taking of Annual Leave and Long Service Leave'	No Change	
PSFCS22 'Salary Packaging'	No Change	
PSFCS23 'Superannuation'	No Change	
PSFCS24 'Corporate Credit Cards'	No Change	



Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

Failure to adopt the recommendations from the policies review will result in a non-compliance risk in accordance with the Local Government Act 1995 policies review provisions, and failure to uphold principles of good governance. Ultimately this will lead to policies, delegations, and position statement documents that are outdated and do not align to the current practices and processes.

Attachment(s)

1. Proposed amended Policy AFCS3 'Disposal of Assets' and associated Delegated Authority.
2. Proposed amended Policy AFCS8 'Change of Basis for Valuation of Land for Rating Purposes' and associated Delegated Authority.
3. Proposed amended Policy AFCS9 'Debtors Management' and associated Delegated Authority.
4. Proposed amended Policy SFCS1 'Investments' and associated Delegated Authority.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.



10.2 **(MINUTE NO 389)** (DAPPS 24/11/2016) - PROPOSED AMENDMENT TO POLICY SC38 'PROCUREMENT' AND POLICY SES3 'EVALUATION OF TENDERS' AND ASSOCIATED DELEGATED AUTHORITIES (182/001; 086/003) (ATTACH)

RECOMMENDATION

That Council adopt:

- (1) proposed amendments to Policy SC38 'Procurement' and associated Delegated Authority; and
- (2) proposed amendments to Policy SES3 'Evaluation of Tenders' and associated Delegated Authority;

as shown in the attachments to the Agenda.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COMMITTEE RECOMMENDATION

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

CARRIED 6/0

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

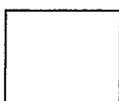
COUNCIL DECISION

Background

Review policies impacting tenders and procurement which include Evaluation of Tenders (SES3) and associated Delegated Authority plus Procurement (SC38) and associated Delegated Authority.

Submission

N/A



Report

There are a number of changes being proposed to the two Policies and Delegated Authorities.

Procurement (SC38)

There are five changes being proposed by this review.

1. Clause 2 – Value for money. A broader definition is provided for sustainability by the inclusion of social, environment and economic sustainability. To date it has been assumed that only the environment was captured by the term sustainability.

2. Clause 3 – Openness and Effective Competition

The Local Government (Functions General) Regulations has been amended to include an exemption for :

- Direct appointment of a WADE (for example Workpower) and registered Indigenous businesses from the WA State Government Register.

The Clause has also been amended to provide for Panel contracts as provided for by the abovementioned Regulations. Where there is a Panel of Pre-qualified Suppliers, there must be a public notice issued by the City.

3. Clause 4 – Sustainability and Procurement

The Clause title will change as a result of the inclusion of social procurement and the change to weightings.

4. Clause 6 – Procurement Risk Management

The change is when the City will review the Policy. The existing policy states a review annually and the change required is to review it regularly. This will provide for the opportunity to review the Policy at least annually as required but more importantly as changes to the Procurement Policy are required.

5. Procurement Guidelines

The changes in the guidelines reflect the changes made in the actual Policy.



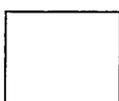
Delegated Authority (DA) – Procurement (SC38)

This DA will require the inclusion of public notices to engage a panel of prequalifying suppliers due to the change in Local Government (Functions General) Regulations.

The only change to the actual DA is the inclusion of public notices within the Conditions/Guidelines section of the DA.

Evaluation of Tenders (SES3)

1. Change of name of the Policy from Evaluation of Tenders to Procurement Evaluations. This is being proposed to cover all forms of procurement evaluations undertaken by the City's Administration including tenders and general procurement such as requests for quotation, requests for proposal and expressions of interest. This is a broader title and more relevant to the procedures undertaken by relevant officers of the City.
2. Addition of authority limits under the Delegated Financial Authorities (DFA) for Directors and Senior Business Management Group (SBMG). In Clause 7 - Recommendations, the table has been expanded to include SBMG Managers with a limit up to their delegated financial authority. This is to enable them to sign off non-tender procurement evaluations. This is in line with their relevant limits to sign Purchase Orders and Invoices. The limits for Directors and the CEO are not recommended for change at this time.
3. Social procurement has been included to cover organisations that promote services provided by those persons who are part of a minority group. This can include social enterprises and indigenous controlled businesses. A number of services procured by the City, such as cleaning or services that are not time dependent are actively marketed by organisations who engage persons with a disability. The City believes that there should be an opportunity for such organisations to bid for business offered by the City.
4. Weighting changes when evaluating procurement tenders, proposals, quotations and expressions of interest - The change to the Policy is in relation to qualitative weightings only. The monetary weighting will remain unchanged at up to 50% of any evaluation. The change is to increase the sustainability aspect of the assessment process. The current policy requires up to 10% of the assessment score assigned to sustainability. Under the current methodology, sustainability has been typically determined as matters concerning the environment. With the inclusion of social procurement, it is believed appropriate to increase the weighting from 10% to up to 15%. This increase would provide for bidders for



Council business/contracts to review how they include a more diverse workforce in their bid. Each tender/contract will be determined on the merits and requirements of the work being put to the market.

5. Improve referencing to evaluation procedures in documentation released to the market as per Clause 2. This is to ensure there is more transparency to bidders of City work.
6. Requisition authorisation is a new inclusion at Clause 9. This table provides limits in which City officers can approve purchase requisitions and commit approved budget expenditure. Clause 10 is also new which provides for the Director, Finance and Corporate Services to set limits as contained in the Clause 9 table for Procurement Officers to release Purchase Orders.

Delegated Authority (DA) – Evaluation of Tenders (SES3)

This DA will require a change of name to coincide with Policy SES3 which, if the recommendation in this report is accepted will change from Evaluation of Tenders to Procurement Evaluations.

The only change to the actual DA is to the Legislative Requirements/Council Policy section of the DA amending Evaluation of Tenders to Procurement Evaluations.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

N/A

Legal Implications

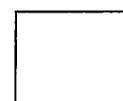
N/A

Community Consultation

N/A

Risk Management Implications

Failure to adopt the recommendations from the policies review will result in a non-compliance risk in accordance with the Local



Government Act 1995 policies review provisions, and failure to uphold principles of good governance. Ultimately this will lead to policies, delegations, and position statement documents that are outdated and do not align to the current practices and processes.

Attachment(s)

1. Proposed amended Policy SC38 'Procurement' and associated Delegated Authority.
2. Proposed amended Policy SES3 'Procurement Evaluations' and associated Delegated Authority.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

- 10.3 **(MINUTE NO 390)** (DAPPS 24/11/2016) - PROPOSED AMENDMENT TO POLICY AFCS2 'LEASING OF COUNCIL CONTROLLED LAND' AND POLICY AFCS6 'RENEWAL OF LEASES AND LICENCES FOR COUNCIL OWNED AND CONTROLLED PROPERTY' AND ASSOCIATED DELEGATED AUTHORITIES (182/001; 086/003) (S DOWNING) (ATTACH)

RECOMMENDATION

That Council adopt proposed amendments to Policies AFCS2 'Leasing of Council Controlled Land' and AFCS6 'Renewal of Leases and Licences for Council Owned or Controlled Land' and associated Delegated Authorities, as shown in the attachment to the Agenda.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COMMITTEE RECOMMENDATION

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

CARRIED 6/0

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL



COUNCIL DECISION**Background**

Council Policy AFCS2 'Leasing of Council Controlled Land' and associated Delegated Authority were first adopted in November 1997. Council Policy AFCS6 'Renewal of Leases and Licences for Council Owned or Controlled Property' and associated delegated authority was first adopted in June 2001. Both Policies are due for review in accordance with Council resolution of October 2013. This report proposes amendments to the two Policies and delegated authorities by transferring them from Finance and Corporate Services to Planning and Development Directorate.

Submission

N/A

Report

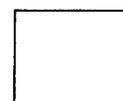
The two Policies and associated Delegated Authorities currently sit with the Director, Finance and Corporate Services but the work associated with the two policies reside with the Leasing and Land Administration Service Unit which reports to the Director, Planning and Development. In discussions with the Director, Planning and Development, it is believed appropriate that the Policies and the associated Delegated Authorities be re-assigned accordingly.

As part of the change in responsibility, the numbering of the Policies will also be amended.

- Policy AFCS2 will become APD86 'Leasing of Council Controlled Land' and associated Delegated Authority APD59.
- Policy AFCS6 will become APD87 'Renewal of Leases and Licences for Council Owned or Controlled Land' and associated Delegated Authority APD60.

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

- Deliver sustainable governance through transparent and robust policy and processes



Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

There are no risks in re-assigning control over these two policies from Director, Finance and Corporate Services to the Director, Planning and Development.

Attachment(s)

1. Proposed amended Policy APD86 'Leasing of Council Controlled Land' and associated Delegated Authority.
2. Proposed amended Policy APD87 'Renewal of Leases and Licenses for Council Owned or Controlled Property' and associated Delegated Authority.

Advice to Proponent(s)/Submissioners

Nil.

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

Nil.

11. ENGINEERING & WORKS DIVISION ISSUES

- 11.1 **(MINUTE NO 391)** (DAPPS 24/11/2016) - PROPOSED NEW DELEGATED AUTHORITY OLEW1 'GRAFFITI VANDALISM ACT 2016 - ADMINISTRATION & ENFORCEMENT' (182/001) (J NGOROYEMOTO) (ATTACH)

RECOMMENDATION

That Council

- (1) notes the implementation of the *Graffiti Vandalism Act 2016* as of 7 October 2016 and its impact on local government graffiti operations;



- (2) adopts the following forms:
1. Objection to a Notice, for the purposes of section 22 of the *Graffiti Vandalism Act 2016*, as detailed in Attachment 1 to this Report.
 2. Warrant to Enter, for the purposes of section 29 of the *Graffiti Vandalism Act 2016*, as detailed in Attachment 2 to this Report.
- (3) delegates to the Chief Executive Officer the authority to exercise its powers and the discharge of its duties under the *Graffiti Vandalism Act 2016* in accordance with section 16 of the *Graffiti Vandalism Act 2016* as shown in the attachment to the Agenda.

TO BE CARRIED BY ABSOLUTE MAJORITY OF COUNCIL

COMMITTEE RECOMMENDATION

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

CARRIED 6/0

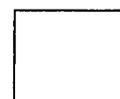
TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

The Graffiti Vandalism Act 2016 (the Act) came into effect on 7 October 2016 and includes specific provisions for private property entry and graffiti removal powers for local government as previously available through the Local Government Act 1995. This report informs Council of the commencement of the Graffiti Vandalism Act 2016 recommends adoption of the forms relevant to the City and provide the Chief Executive Officer with the appropriate delegation to exercise the powers and discharge the duties under this Act.

The City's contractor currently removes graffiti from "non City owned property". This refers to all property which is owned or managed by any other public or Government authority, or private owner and is located within the Municipality. The Road Services Unit is responsible for



applying the Local laws relating to graffiti removal on private property, in instances where a property owner opts or fails to conform to the City's requirements or standards, and will need to make use of powers as provided by the new Graffiti Vandalism Act.

Submission

N/A

Report

The proclamation of the *Local Government Amendment Act 2009* saw specific graffiti related powers made available in the *Local Government Act 1995* for the first time. These provisions included new powers for local governments to enter private land to remove graffiti.

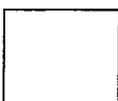
On 7 October 2016 the Graffiti Vandalism Act 2016 came into effect for Western Australia. The introduction of this Act removes the specific provisions relating to graffiti from the Local Government Act 1995 and places them in the Graffiti Vandalism Act 2016. This new legislation includes the following elements:

- Creation of the new offence of damaging property by graffiti (Section 5).
- Requirement for graffiti offenders whom are found guilty to be sentenced to a minimum of a community based order involving, where practicable, graffiti clean-up activities (Section 5).
- Allows for the costs of cleaning off graffiti to be awarded against the offender (Section 8).
- It allows local governments to issue notices requiring the removal of graffiti (Section 18), and to enter properties under warrant to remove graffiti themselves (Section 26).
- The Act provides those persons issued with a notice the right to seek review of that decision with the State Administrative Tribunal or to object to the notice (Section 23).

The property entry, issuing of notices and graffiti removal powers as provided for in the Act are only applicable where graffiti:

- has been applied with or without the consent of the property owner;
- is visible from a public place; and
- is considered by the City to be unsightly or offensive.

The Department of Local Government and Communities has recommended that local governments take steps to ensure required processes and tools are in place, should they ever be required for activities provided for in the Act. These steps will put in place a



framework for the issuing of notices, powers of entry, removal of graffiti and other activities as covered in the new Act.

The outcomes proposed in this report will put in place the mechanisms that could be used by the City should such a situation be encountered and these actions be required to support good local graffiti control and area amenity. These are as follows:

- Adoption of a standard form that can be issued as a notice to remove graffiti as provided for in Section 22 of the Act.
- Adoption of a standard form that can be issued as a warrant to enter property as provided for in Section 29 of the Act.
- Delegation of authority to the Chief Executive Officer in relation to powers and duties as available through the Act.

The current Position Statements on Graffiti response will be presented for review at the next DAPPS meeting in February 2017.

Strategic Plan/Policy Implications

Economic, Social & Environmental Responsibility

- Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health
- Improve the appearance of streetscapes, especially with trees suitable for shade

Budget/Financial Implications

N/A

Legal Implications

Section 16 of the Graffiti Vandalism Act 2016

Community Consultation

N/A

Risk Management Implications

The Department of Local Government and Communities has recommended that local governments take steps to ensure relevant delegated authorities and forms are in place, should they be needed for any action taken in line with the powers the Act provides to local



governments. Arrangements of this type were in place previously through the provisions of the *Local Government Act 1995* and *Local Government (Functions and General) Regulations 1996* and these have now been transferred to the *Graffiti Vandalism Act 2016* from its gazetted date of 7 October 2016.

There is a risk that if the steps recommended by the Department are not taken near the time the new Act comes into effect the City will not have all the tools it may at some stage need to encourage community wide graffiti management. This could mean that graffiti in highly visible locations, and that which has the potential to attract further graffiti tagging and negatively affect community amenity, may remain in place much longer than it otherwise would if dealt with using powers provided to the City through the Act.

Attachment(s)

1. Proposed new Delegated Authority OLEW1 'Proposed Delegated Authority – Graffiti Vandalism Act 2016 – Administration & Enforcement'
2. New proposed forms - Graffiti Vandalism Act 2016 - Warrant for entry and objection to notice.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

12. COMMUNITY SERVICES DIVISION ISSUES

Nil

13. EXECUTIVE DIVISION ISSUES

Nil

14. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

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



Nil

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

Nil

17. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

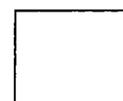
Nil

18. CONFIDENTIAL BUSINESS

Nil

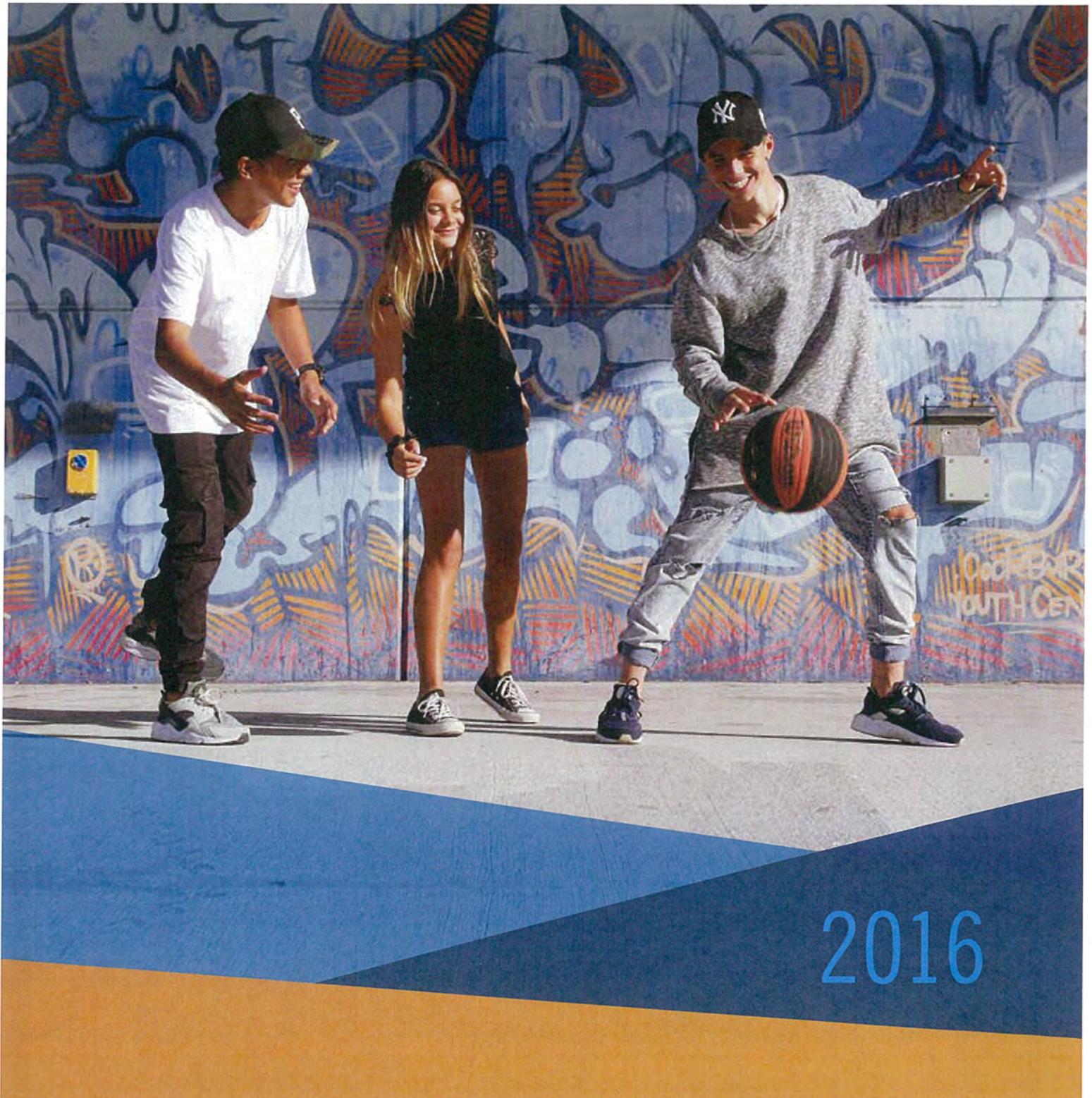
19 (DAPPS 24/11/2016) - CLOSURE OF MEETING

6.12 PM.



City of Cockburn
ANNUAL REPORT

DRAFT 8





The Mayor, Councillors and the Staff of the City of Cockburn acknowledge the Nyungar people who are the traditional owners of this land. The City is thankful for the help and support of the Aboriginal Reference Group while implementing the Reconciliation Action Plan.

ANNUAL REPORT 2016

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25	Strategy and Civic Support
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42	Engineering and Works Directorate
54	Planning and Development Directorate
60	Finance and Corporate Services Directorate

Left: Lake Yangebup

Front cover: Cockburn Youth Centre, Success

ELECTED MEMBERS AND EXECUTIVE TEAM 2015-16

ELECTED MEMBERS



Logan K. Howlett, JP
Mayor



Carol Reeve-Fowkes
Deputy Mayor



Stephen Pratt
Councillor, Central Ward



Kevin Allen
Councillor, West Ward



Lyndsey Sweetman
Councillor, West Ward



Bart Houwen
Councillor, Central Ward



Philip Eva, JP
Councillor, Central Ward



Steven Portelli
Councillor, East Ward



Lee-Anne Smith, OAM
Councillor, East Ward



Yaz Mubarakai
Councillor, East Ward
Until October 2015



Chamonix Terblanche
Councillor, East Ward
From October 2015

EXECUTIVE TEAM



Stephen Cain
Chief Executive Officer



Daniel Arndt
Director Planning
and Development



Charles Sullivan
Director Engineering
and Works



Don Green
Director Governance
and Community Services



Stuart Downing
Director Finance
and Corporate
Services



Margot Tobin
Executive Manager
Strategy and Civic
Support

MISSION STATEMENT

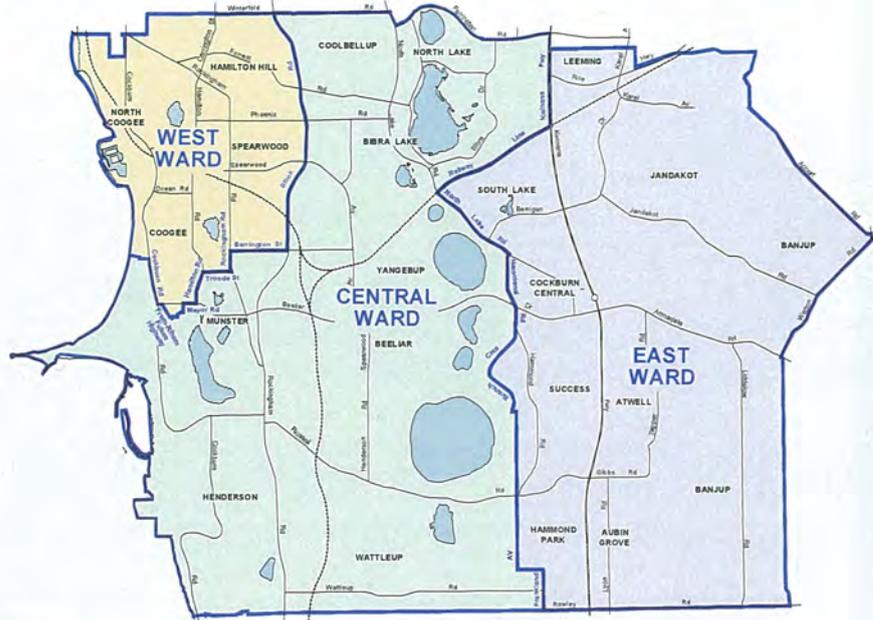
Our mission is to make the City of Cockburn the most attractive place to live, work, visit and invest in, within the Perth Metropolitan area.

WARD POPULATIONS 2016*

West Ward: 29,486

Central Ward: 34,152

East Ward: 46,922

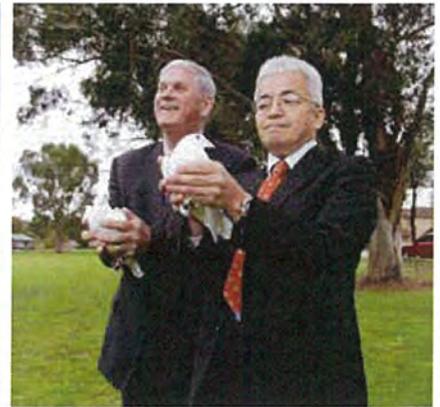


*Population forecast source: Economy ID
Based on 2011 Census data

Council Meeting Attendance of Elected Members 2015-16

Elected Members	Ordinary Council Meeting (11)	Special Council Meeting (5)	DAPPS# (4)	Audit and Strategic Finance Committee (4)
Mayor Logan Howlett	11	5	3	3
Deputy Mayor Carol-Reeve Fowkes	10	5	4	4
Kevin Allen	10	5	1	2
Lyndsey Sweetman	9	4	3	N/A
Yaz Mubarakai (Finished October 2015)	2	N/A	N/A	1
Steven Portelli	11	5	3	3
Lee-Anne Smith	7	3	N/A	1
Stephen Pratt	11	4	3	N/A
Bart Houwen	9	3	2	1
Philip Eva	10	5	2	1
Chamonix Terblanche (commenced October 2015)	4	3	N/A	2

#Delegated Authorities Policies and Position Statements Committee



Top: Opening of Manning Park Stairs.
Mayor Howlett with Cockburn Pipe Band

Above: Hiroshima Day

Left: Works on the Coogee Maritime
dive trail began

MAYOR'S MESSAGE

I am pleased to provide my eighth annual report message. The City continues to invest significantly in new roads, drainage, pedestrian and cycle ways, and upgrades to existing facilities to meet the increasing demand for infrastructure in our City. Outer metropolitan growth Councils like Cockburn must spend significantly more on infrastructure than established Councils to meet these emerging needs.

The City seeks collaborative partnerships for the funding of major infrastructure projects such as the much needed bridge over Kwinana Freeway between North Lake Road and Armadale Road. Last year the City received \$39.8M in grants and \$6.5M in contributions from developers to help fund community infrastructure. These partnerships reduce the burden on ratepayers.

This year the City opened the Nyungar trail at Port Coogee and the Manning Park stairs - Cockburn's answer to Jacob's Ladder. Work commenced on the Coogee Maritime Dive Trail which will be 230m in length with interpretative signage to inform and guide visitors. It is expected that the trail, like the eco shark barrier at Coogee Beach, will attract an increasing number of people to the coast.

As I write, construction of Cockburn ARC, the City's world-class regional aquatic and recreation centre is 75 per cent complete. This is the City's largest ever community project to date, made possible through a collaborative business partnership with the Fremantle Football Club and Curtin University, as well as the State and Federal Governments.

Construction of the \$3M regional playground at Bibra Lake is well under way and due to open this spring. The playground will provide a safe and adventurous environment for all ages. Befitting its location, the playground's design incorporates references to the local environment, its wildlife and the important role the locality plays in the lives of Aboriginal people.

The ongoing promotion and implementation of sustainability projects and awareness programs continues to be a high priority for the City. Partnerships with our community, businesses, not-for-profits, schools, the Cockburn Wetlands Education Centre and Native ARC represent a sound investment and one we can all be proud to have in the community.

The City continued to oppose the Perth Freight Link, including Roe 8. This is a road that has no evidentiary basis, fails to address the public interest test and seemingly leads to nowhere creating problems on our local roads. Its route will plough through sensitive wetlands to achieve a band-aid solution to a more complex matter.

In early 2016 a proposal was circulated from a small number of our community who want the City of Fremantle to take over Hamilton Hill and part of North Coogee, extending down to Port Coogee. This has resulted in a formal review by the Local Government Advisory Board and a recommendation forwarded to the Minister for Local Government and Communities in the latter half of 2016. The majority of our community has told us that they would prefer to stay with the City of Cockburn. Addressing these matters is a costly business and a poor use of resources and community time when the State Government has repeatedly said that unless the local governments involved agree then it won't happen.

That aside, our City has made great achievements in the past year with a capital works program and service delivery that reflect a modern and progressive local government.

Our community continues to benefit from the significant input of its many dedicated volunteers who contribute thousands of hours to make things happen in our City.

I thank the Elected Members, the executive group, members of staff, our volunteers and the Cockburn community for the achievements made throughout the year, the majority of which are featured in the pages of this annual report.

As many of our pioneering families have done over generations, we need to ensure that Cockburn remains a place of choice to live, work, visit and invest for an ever increasing number of people. The decisions we make today will provide opportunities for our children and grandchildren to grow, prosper and to develop into responsible adults with community at their heart.



Logan K. Howlett, JP
Mayor



Top: Community Connect South campaign secured funds for Armadale Road

Above: Coolbellup revitalisation

Right: Construction of Cockburn ARC underway



REPORT OF THE CHIEF EXECUTIVE OFFICER

As Cockburn's population passed 110,000 this year, the City reviewed its Strategic Community Plan. This plan sets the City's direction and lists our strategic aspirations for the next 10 years when our population is expected to reach 147,000 residents.

Once our strategic direction was set, we developed our Corporate Business Plan which maps the City's key priorities, projects, services and actions over the next four years; and the 2016-17 Annual Business Plan which directs staff in their day-to-day operations for the next financial year. These documents are all available on the City's website.

The ongoing population growth makes the provision of new community infrastructure a high priority. The new \$109M Cockburn ARC is our most significant example of how this need is being met. It will replace an ageing and much smaller centre, growing capacity at the same time. With growth spread across new and older suburbs, the City continues to progress its urban revitalisation projects in Phoenix (Spearwood), Hamilton Hill, Coolbellup and more recently the Lakes area, encompassing the suburbs of Bibra Lake, North Lake and South Lake. A major investment program is underway in these communities that will deliver millions of dollars in new and rejuvenated community infrastructure.

The expansion of the City's suburbs has brought thousands of new residents to Cockburn, but is also placing significant pressure on the local and regional road network. Our annual Community Scorecard survey demonstrated that traffic remains the number one priority issue for residents.

To address this, the City continues to prioritise investments in its road programs and advocates for improvements to public transport, as well as reviewing and integrating the Footpath Plan and Trails Master Plan. With the majority of traffic issues around the Cockburn Central/Armadale Road area, the cities of Cockburn and Armadale ran two highly visible campaigns under the banner of Community Connect South. The campaigns were aimed at securing \$320M for the construction of a bridge over Kwinana Freeway and the duplication of Armadale Road. The campaign

was successful in securing \$116M from the Federal Government and \$29M from the State Government for the duplication of Armadale Road. The cities will now run phase three of the campaign in the lead up to the State Election in 2017 to secure funding for the bridge.

The new parts of Cockburn continue to develop with the construction of the Aubin Grove Train Station well underway (due to open in March 2017). The Shoreline Precinct on the Cockburn Coast is ready for its first development with landscaped parklands and artworks recently unveiled.

Development of Cockburn Central into a major regional centre remains a focus for the City. Landcorp has commenced works on the residential/commercial development in Cockburn Central West of which Cockburn ARC, due to open in the first half of 2017, will be the centrepiece.

The City was notified early in 2016 that a small group of the community had put a submission to the Local Government Advisory Board for the City of Fremantle to extend its border over Hamilton Hill and North Coogee.

A sample poll of residents told the City that the majority of this community wishes to remain within the City of Cockburn. Hamilton Hill is the historic heart of Cockburn and the City has worked hard to deliver a vision and to build new communities along the Cockburn Coast. While the response to this requires time and resources, the City is confident that our residents will see the boundaries retained as they currently are.



Stephen Cain

Chief Executive Officer

DEMOGRAPHIC DATA

City of Cockburn Population Estimate - 2011–2036

Total persons	2011		2016		2036		Population change between 2011 and 2036
	No.	% of population	No.	% of population	No.	% of population	
Age group (years)							Increase since 2011
Babies and pre-schoolers (0-4)	7,062	7.4	9,276	8.3	13,048	7.6	5,986
Primary schoolers (5-11)	8,573	9	10,508	9.4	16,835	9.8	8,262
Secondary schoolers (12-17)	7,272	7.7	8,068	7.2	12,842	7.5	5,570
Tertiary education/independence (18-24)	9,563	10.1	10,433	9.3	15,077	8.8	5,514
Young workforce (25-34)	15,382	16.2	17,797	15.9	23,949	13.9	8,568
Parents and homebuilders (35-49)	21,924	23.1	25,353	22.7	37,113	21.6	15,189
Older workers and pre-retirees (50-59)	11,254	11.8	12,849	11.5	20,107	11.7	8,853
Empty nesters/retirees (60-69)	7,628	8.0	9,420	8.4	15,608	9.1	7,980
Seniors (70-84)	5,438	5.7	6,679	6.0	14,154	8.2	8,716
Elderly aged (85 and over)	940	1.0	1,403	1.3	3,027	1.8	2,087
Total people	95,036	100	111,787	100	171,760	100	76,724

Population and household forecasts, 2011–2036 August 2016. Prepared by .id. Based on 2011 census data.

Birthplace of City of Cockburn Residents in Comparison to Greater Perth 2011

City of Cockburn residents	2011		
	No.	% of CoC population	% of Greater Perth population
United Kingdom	8,001	8.9	11.4
New Zealand	2,546	2.8	3.1
South Africa	1,611	1.8	1.7
Italy	1,581	1.8	1.0
Philippines	1,335	1.5	0.8
Croatia	1,224	1.4	0.3
Portugal	1,045	1.2	0.1
Malaysia	985	1.1	1.4
India	961	1.1	1.6
China	895	1	0.9
Singapore	812	0.9	0.8
Indonesia	479	0.5	0.5
Ireland	424	0.5	0.7



Cockburn community events

MEASURING OUR PERFORMANCE

COMMUNITY SCORECARD RESULTS 2016

The City annually measures residents' perceptions of the City's services, infrastructure and facilities to gauge satisfaction levels. This year's independent survey was undertaken by Catalyse in April using a representative sample of our residents. The percentage (%) relates to the percentage of people who rate the performance as okay, good or excellent. These measurements relate back to the City's commitments which are outlined on page 25 and covered in more detail in the City's Strategic Community Plan.

Results from the Community Scorecard – 2016

Overall performance	% of population satisfied with
Sport and recreation facilities	79
Maintenance of local roads	71
Agree that the City has a good understanding of the community's needs	69
Overall satisfaction with access to housing that meets community needs	67
Satisfaction with efforts to promote and adopt sustainable practices	65
Community buildings, halls and toilets	63
General appearance of the area	62
Footpaths and cycleways	56
Development of their local area	55
Traffic management (28% of residents cite traffic as their priority issue)	47
The community	
Enjoy living in the City of Cockburn	81
Agree that the City has developed and communicated a clear vision	61
Feel included and connected to the community	60
Satisfaction with	
The City as a governing organisation	76
Customer service	74
How local history and heritage is preserved and promoted	65
The way the environment is managed	64
Safety and security	56
Mobile security patrols	55

CUSTOMER SATISFACTION

The City undertakes independent customer satisfaction surveys across a number of service units each year. The percentage of satisfied customers is reported under each service unit. These were conducted by Research Solutions.

AWARDS AND ACHIEVEMENTS

Award	
2015 Heart Foundation Recognised Healthy Workplace	Gold Standard Healthy Workplace
2015 Heart Foundation State Award for Local Government	State Winner - Councils with populations greater than 25,000 and Highly Commended in the National Award
2016 Library Board of Western Australia Award	Award for Excellence
2016 International Federation of Library Associations Green Library Award	2nd Place

Below left: The City rates customer satisfaction via annual surveys

Below right: Maurice Swanson, Chief Executive, National Heart Foundation WA, presents Deputy Mayor Reeve-Fowkes with the State award

Bottom left: Library Board of WA Award for Excellence presented to Linda Seymour and Kim Hunter

Bottom right: Success Library won an international green award





Living, visiting and working in the City of Cockburn



VISITORS, JOBS AND LABOUR

VISITORS

Number of international visitor nights to the City of Cockburn and Western Australia from 2012–2015

	City of Cockburn	Western Australia
Year	International Visitor Nights	
2014-15	551,837	28,842,363
2013-14	283,860	27,405,388
2012-13	602,969	27,919,684

Source: Tourism Western Australia. 2016 ABS statistics not available at time of writing. Domestic visitor numbers are not currently reported by Tourism Western Australia for the City of Cockburn.

Number of visitors, visitor nights, average length of stay and main reason for trip to the City of Cockburn: 2010-2015

Main reason for trip	City of Cockburn 2010-2015			
	Visitors	Visitor nights	%	Average length of stay (days)
Visiting friends and relatives	31,491	763,269	49.4	24.2
Holiday	18,428	518,720	28.9	28.1
Business	--	--	--	--
Education	3,295	419,327	5.2	127.3
Employment	5,275	445,768	8.3	84.5
Total	63,713	2,445,228	100	38.4

Source: Economy ID from Tourism Research Australia. Unpublished data from the International Visitor Survey 2015.

Note: "--" represents unavailable data or data that has been suppressed due to a sample size of 40 or less. A five year aggregate is used to minimise the figures which need to be suppressed, although sample sizes may still be too small for various categories.

JOBS AND LABOUR

Jobs and Skills in the City of Cockburn

	2015-16	2014-15
Number of jobs (full time and part time) in the City of Cockburn (not full time employees)	49,001	46,585
Percentage of residents in Cockburn who had a qualification	2011 55.6%*	

*Source: Australian Bureau of Statistics (ABS) 2011. Job estimates, post 2011, prepared by Economy ID August 2016. Based on 2011 Census data.

MEASURING OUR PERFORMANCE CONTINUED

COMMUNITY ENGAGEMENT

The City undertakes community engagement throughout the year to seek feedback on various initiatives and to inform the community of its priorities. Below are examples of engagement undertaken last year. This does not include letters written to residents about works undertaken in their local area.

Community Engagement Undertaken in 2015–16

Topic	Type of Engagement
Digital Communications	Online survey, internal workshops
Brand Story	Focus groups - internal and external
Community Development Strategic Plan	Workshops with community groups, staff, residents and reference groups
Youth Engagement – how best to engage with youth	Youth, City of Cockburn, parents, external organisations, staff, Youth Advisory Collective
Customer Satisfaction (annual)	Conducted face-to-face interviews, online, paper based and phone surveys. Participants were residents who had received a City service in the 6–12 months prior
Cultural Strategy	Workshops and a survey with art, culture and heritage groups, Elected Members and associated stakeholders
Strategic Community Plan	Online surveys and workshops with Elected Members, reference groups, the community and staff
City's Event Program Review	Desktop research, workshops with Elected Members and staff
Naming of new Aquatic & Recreation Centre	Community focus groups, online community polling, consultation with reference groups and staff
Development of new City website	Focus groups with community and staff
Children and Families Strategic Plan	Workshops, competitions, face-to-face interviews with parents, children, carers, not-for-profits, Children's Reference Group and staff
Age Friendly Community Strategic Plan	Survey, community forums and focus groups, shopping centre engagement with older residents and carers, as well as staff and service providers
Bicycle and Walking Plan	Workshops (staff and community) and an online mapping survey
Garden Waste Bin Trial	Online survey and letter
Community Scorecard (annual)	Letters, online and phone survey
Business Perceptions Survey	Phone survey
Community Connect South Campaign	Phone poll
Phase 2&3 Magnolia Gardens Structure Plan Amendment	Letter to relevant government agencies and landowners within close proximity of proposal
Simms Road Project	Online survey made available to Hamilton Hill Community Group, Simms Road business owners and landowners within 800m of Simms Road
Western Trade Coast legislation	Letter to landowners within the Kwinana Industry buffer area
Perth and Peel @ 3.5 million	Letter to landowners within the Kwinana Industry buffer area
Lakes Revitalisation Strategy	Community workshops, surveys, letters to community and relevant government agencies

Topic	Type of Engagement
Structure Plans including Rockingham Road, Cockburn Central Activity Centre, Port Coogee Variation, Old Coogee Hotel and Post Office, proposed Heritage Place, WWII Army Camp, Banjup Quarry (Calleya) amendment to Structure Plan, South Beach Village, Hammond North	Newspaper advertisements and letters to local landowners and relevant government agencies
Proposed Significant Tree, Waldorf School	Newspaper advertisement and letters
Proposed Significant Trees, Roe Highway Reserve	Newspaper advertisement, letters and emails to landowners, the wider community and Main Roads WA
Advertising of Local Planning Policies	Newspaper advertisement, website promotions and letters to landowners, Landcorp and developers
Statutory Planning Applications	Letters to landowners and website promotions



Above: Disability Reference Group

Right: Youth Advisory Collective



STATE OF SUSTAINABILITY REPORT 2015-16

The City of Cockburn's sixth annual State of Sustainability Report is a snapshot of the City's collective efforts in working towards a sustainable future for the 2015-16 financial year.

For this reporting period, the City had 79 indicators for sustainability across the organisation. There has been a significant improvement in the number of Key Performance Indicators (KPIs) achieved during 2015-16, with over 90 per cent of indicators complete or significantly progressed. Only two indicators had not been progressed, due largely to change in either internal funding allocation or human resourcing.

In general the City's programs across the environmental, social, economic and governance sustainability principles have continued to deliver great outcomes for the community and the natural environment.

Opposite is a snapshot of the City's sustainability progress.

SUSTAINABILITY HIGHLIGHTS

Reviewed the City's Residential Development Policy to incorporate enhanced sustainability provisions.

Established a Design Review Panel which will advise on sustainable building design. The panel will begin operation in 2017.

Developed the Coogee Maritime Dive Trail at the Orneo Wreck which is 25m off Coogee Beach. The trail will open early 2017.

Delivered more than 50 environmental and sustainability events including the Sustainable Living Series. Completed numerous revegetation projects and awarded a number of sustainability grants, rebates and subsidy programs.

Prepared a Draft Coastal Adaptation Plan covering the City of Cockburn coastline. The report will be used in 2016-17 for the preparation of a Coastal Management Strategy that addresses erosion and inundation threats to the City's coastline.

Mapping undertaken in October 2015 indicates that the percentage of bushland in the City in good or better condition is 82.57%.

34,351 plants were used to revegetate 1.29 hectares of degraded land. 5.55 hectares of infill planting was completed at existing revegetation sites which exceeded targets.

Tender awarded for the installation of an additional 148 kW of rooftop mounted photovoltaic (PV) systems across eight of the City's sites. Advertising and recommendation to award a contract to install an approximate 900 kW PV system on the City's new Cockburn ARC (aquatic and recreation centre) in 2016-17.



GOVERNANCE – 22 KPIs



82% complete 18% in progress 0% not achieved

Governance is the cornerstone of the City's approach to sustainability. Through this the City is able to listen to and guide its residents and ratepayers in building a sustainable future.

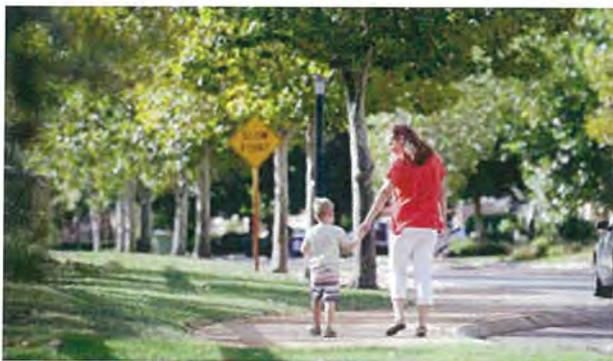


ENVIRONMENT – 17 KPIs



71% complete 24% in progress 6% not achieved

The environment is the foundation for sustainability in the City of Cockburn. Our natural areas and resources must be sustainably managed now and in the future.

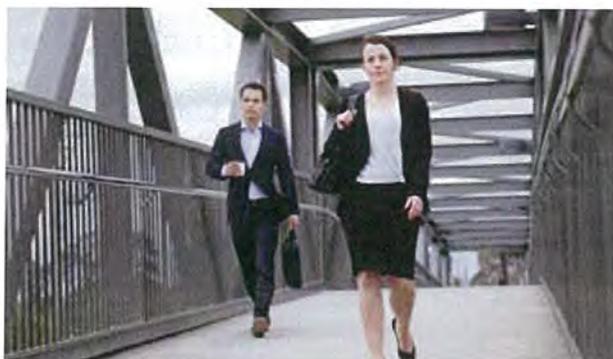


SOCIETY – 22 KPIs



77% complete 18% in progress 5% not achieved

Society is at the heart of sustainability in Cockburn. Our people – from our residents, ratepayers and businesses, to schools, visitors and employees – are the driving force behind the way we develop, now and into the future.



ECONOMY – 22 KPIs



61% complete 39% in progress 0% not achieved

A viable economy underpins the sustainable development of the City and must be resilient in the face of uncertainty and risk. The City's economy is directly integrated with its society and environment.

THE YEAR AHEAD – 2016-17

Council adopted the 2016–17 budget in June 2016.

Budget to fund major projects and services

Project	\$ Million
Cockburn ARC (Aquatic & Recreation Centre) – completion of the facility at Cockburn Central	48
Berrigan Drive – construction of a second carriageway from Kwinana Freeway to Jandakot Airport, plus traffic lights at the airport entrance	8
Cockburn Bowling and Recreation Facility – Visko Park, Yangebup	7.2
Rockingham Road – upgrade from Spearwood Avenue to Phoenix Road	4
North Coogee, Coogee, Hamilton Hill, Coolbellup, Spearwood and South Lake – revitalisation strategies and masterplans	3.2
New Bibra Lake Regional Playground – completion	3
CCTV network – increasing coverage	0.24
Playground shade strategy – faster rollout	0.14
Community assets such as parks and infrastructure – new and upgraded facilities	27.4

The City uses rates to fund a range of essential services, with the following funds (% of \$130.5M spend) allocated for 2016-17.

Funds for essential services allocated for 2016-17

Built environment	% of spend
Roads, Footpaths, Cycleways, Drains & Sumps	20
Land Development, Planning and Building Permits	5
Cockburn Bowling & Recreation Facility	3
Parks/Infrastructure & Streetscapes	3
People	% of spend
Recreation, Sport & Leisure	16
Community Development – Child Care, Youth, Family, Aged/People with Disability & Seniors	10
Governance	9
Community Safety	5
Libraries	4
Arts, Culture & Events	2
Health – People & Environment	1
Other	% of spend
Waste Collection & Disposal	20
Administration	2

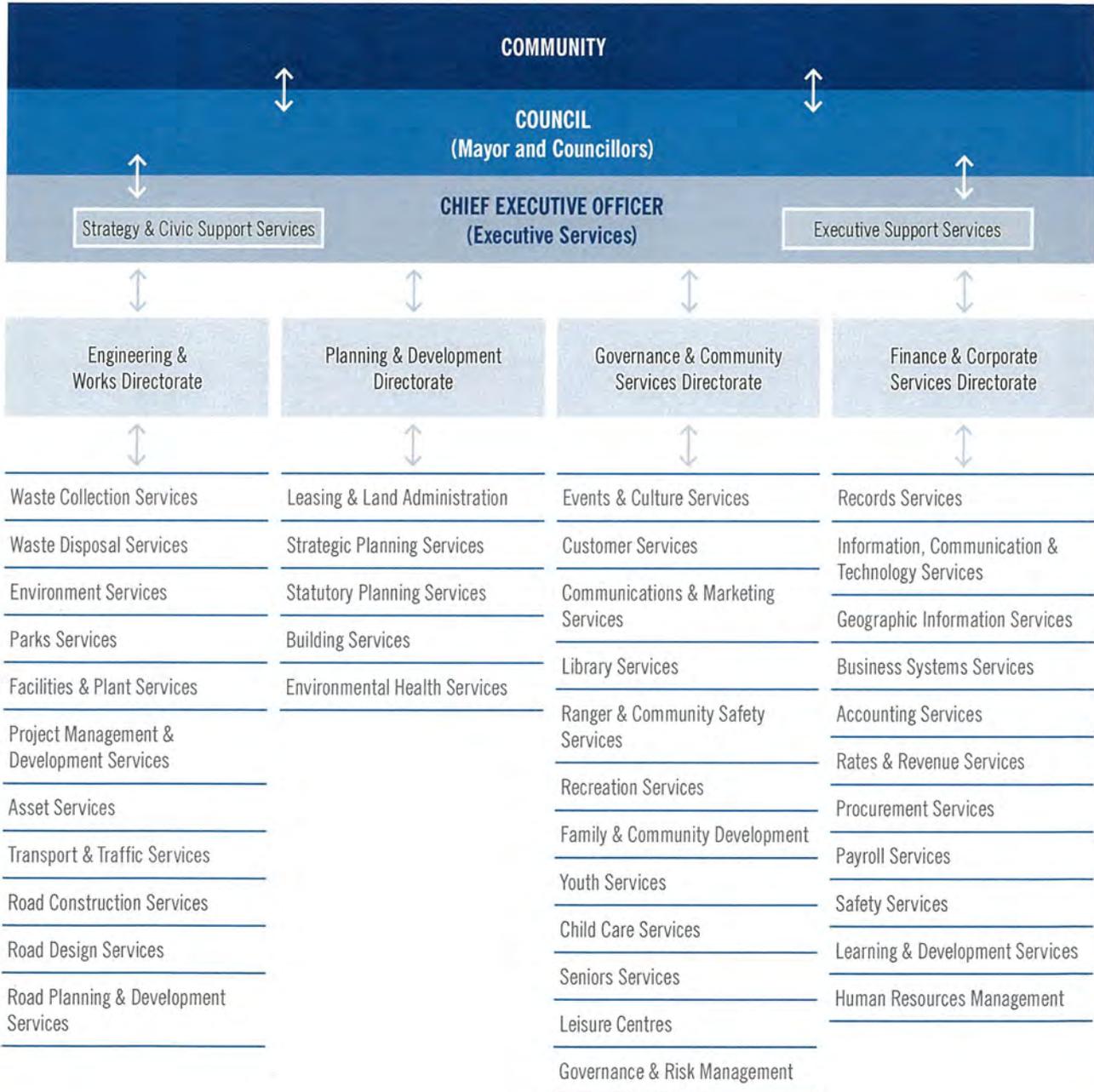


Top: Investment in roads

Above: Community events

Left: Cockburn ARC construction 50% complete, September 2016

ORGANISATIONAL STRUCTURE



REMUNERATION OF SENIOR EMPLOYEES

Annual Salary of Senior Employees

Annual Salary (\$)	No. of Employees
100,000 – 109,999	12
110,000 – 119,999	7
120,000 – 129,999	6
130,000 – 139,999	1
140,000 – 149,999	2
150,000 – 159,999	1
160,000 – 169,999	2
170,000 – 179,999	0
180,000 – 189,999	0
190,000 – 199,999	0
200,000 – 209,999	0
210,000 – 219,999	1
220,000 – 229,999	3
330,000 – 339,999	1

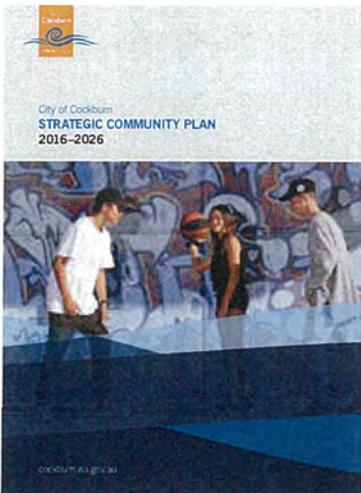




Top: *back row* – Cr Stephen Pratt, Cr Chamonix Terblanche, Mayor Logan Howlett, JP, Cr Lyndsey Sweetman, CEO Stephen Cain, Cr Philip Eva, JP. *Front row* – Cr Steven Portelli, Deputy-Mayor Carol Reeve-Fowkes, Cr Kevin Allen. *Inset* – Cr Lee-Ann Smith OAM, Cr Bart Houwen

Right: Pioneers Luncheon

Below: Strategic Community Plan



STRATEGY AND CIVIC SUPPORT

STRATEGIC COMMUNITY PLAN

At a strategic level, new plans were developed as part of the four-year review required by the Department of Local Government and Communities Integrated Planning and Reporting Framework.

Extensive community consultation from November 2015 to April 2016 resulted in the Strategic Community Plan 2016–2026. This plan sets the direction for the City over the next 10 years.

A new 10-year Long Term Financial Plan and four-year Corporate Business Plan support the City's vision for the future. The process for this planning is now led by the City's newest business unit, Strategy and Civic Support. This unit works closely with the Elected Members, Chief Executive Officer, staff and community to plan and map the City's key priorities, projects, services and actions. A detailed Annual

Business Plan for 2016–17 was also prepared and a report on the activities listed will make up a large proportion of next year's Annual Report.

The City has consolidated seven strategic themes into five (see below), effective 1 July 2016.

CIVIC SUPPORT

The Civic Support service unit provides support for civic and ceremonial events. In 2015-16 there were 11 citizenship ceremonies conducted by the City as well as civic events including the Pioneers Luncheon, Elected Member Swearing In Ceremony, Volunteers Dinner and Sister City functions.

Strategic Themes

Theme	Purpose
City Growth	Planning for the City's population growth while maintaining our strong financial position
Moving around	Facilitating safe, efficient, connected and sustainable movement around the City
Community, Lifestyle and Security	Providing safe, attractive, healthy programs and infrastructure for a diverse range of activity and people
Economic, Social and Environmental Responsibility	Enabling a sustainable future economically, socially and environmentally, including business activity, job opportunities and sustainable use of resources
Leading and Listening	Being accountable to our community and engaging through multiple communication channels

GOVERNANCE AND COMMUNITY SERVICES DIRECTORATE

Highlights

The aim of the Governance and Community Services Directorate is to improve residents' quality of life and to ensure good governance. The Directorate is responsible for providing community safety and development initiatives, events, ranger services, recreation and human services, as well as communications including the operation of the customer contact centre.

88,231	Number of jobs Cockburn Safety and Security Service (CoSafe) attended
458,306	Number of visits to South Lake Leisure Centre
12,507	Number of jobs attended by rangers
116,005	Calls to contact centre
25,100	Number of attendees at library events

Below: Council meeting



GOVERNANCE

Compliance

The City's 2015 Compliance Audit Return indicated a conformity rating of 100 per cent. The annual 1 January – 31 December Audit is a requirement of the Department of Local Government.

The City acquired an online compliance management system for statutory forms such as financial disclosures, gifts, travel contributions and delegated authority. This innovative solution helps in meeting complex compliance obligations to the highest standards.

LEGISLATIVE REVIEW

During 2015-16, the City began a periodic review of its Local Laws relating to Standing Orders in accordance with section 3.16 of the Local Government Act 1995, along with other amendments to the Consolidated Local Laws.

Under the clause 5 Statement of the Competition Principles Agreement, local governments must review their Local Laws to ensure they do not unnecessarily restrict competition unless it can be demonstrated that the benefits of the restriction outweigh the costs to the community, and the objective of the law can only be achieved through such a restriction. The City of Cockburn has completed a review of its Local Laws to ensure compliance with the National Competition Policy.

FREEDOM OF INFORMATION

The Freedom of Information Act 1992 (the FOI Act) gives members of the public the right to access documents held by local governments, subject to limitations. The City of Cockburn prepared, as required by section 96 of the FOI Act, an up-to-date information statement and made it available to the public. The City of Cockburn had 21 Freedom of Information requests in 2015-16.

PUBLIC INTEREST DISCLOSURE

The Public Interest Disclosure (PID) Act 2003 promotes accountability within state and local government agencies and organisations by facilitating the disclosure of public interest information involving misconduct, offences and misuse of public resources or risks to public health or safety. The Act aims to protect whistle-blowers who make public interest disclosures. Since the last published report, the City has had no disclosures under the PID Act.

NATIONAL COMPETITION POLICY

In 2007, all Australian governments recommitted to the Competition Principles Agreement (CPA), (11 April 1995).

The CPA is an inter-governmental agreement between the Commonwealth and State/Territory governments that sets out how governments will apply National Competition Policy Principles to public sector organisations within their jurisdiction. The National Competition Policy itself concluded in 2005-06 and has been succeeded by Australia's National Reform Agenda which is an addition to, and continuation of, the highly successful National Competition Policy reforms. The Competition Principles Agreement (as amended 13 April 2007) sets out nominated principles from the agreement that now applies to local government. The provisions of clause 5 within the CPA require local government to report annually on the implementation, application and effects of Competition Policy.

Competition Policy does not require contracting out or competitive tendering. It does not preclude local government from continuing to subsidise its significant business activities from general revenue, nor does it require privatisation of government functions. It does require local governments to identify their significant business activities and apply competitive disciplines to those businesses which compete with the private sector.

A number of the City's services are exempt from the Competition Policy, as it applies only to business activities that generate income in excess of \$0.2M from fee revenue that is directly generated from external users and an operating expenditure greater than \$2M. Activities undertaken by the City which have previously been considered for market testing, owing to the competitive nature of the service, are:

- South Lake Leisure Centre
- Domestic waste collection
- Waste disposal site

The City has resolved to retain the in-house provision of the leisure centre, domestic waste collection and waste disposal business.

COMPLAINTS OF BREACH

No official complaints have been lodged pursuant to Sec.5.121 of the Local Government Act during the year and accordingly no details are required to be entered into the complaints register established for this purpose.

RISK MANAGEMENT

Over the past 12 months the City continued to embed its Risk Management program, identifying, assessing, monitoring and reviewing risks within the internal and external environment. The following milestones were achieved:

- Development of a strategic risk register
- Acquisition of a risk management software system for monitoring and reviewing risks
- Inclusion of risk management as a standing item on Council meeting and committee reports.

LIBRARY SERVICES BUSINESS UNIT

PUBLIC LIBRARY AND INFORMATION SERVICE

City libraries aspire to be accessible, vibrant places that instil and encourage the joy of reading for pleasure, recreation and lifelong learning. They provide connection to innovative services, knowledge, ideas and works of imagination.

» *Achievements*

Customer satisfaction rating (see page 13): 97.4%

Won the 'Western Australian Library Board Award for Excellence 2016' for Success Library's partnership service delivery model

Received 2nd place in the 'IFLA International Green Library Award' for the green principles applied to Success Library's design, partnership and service delivery model

Increased annual library visits by 8% to 406,500

Increased annual attendances to library events and services by 23% to 25,100

Increased the number of annual self-service loans by 2%

Increased Facebook page likes over the year by 44%

Distributed Better Beginnings Early Literacy Kits to 2, 870 children via 25 schools and five Child Health Clinics

Hosted pram jams, storytimes and well attended holiday programs for children

Hosted many events to benefit the community and encourage lifelong learning, including author talks, iPad classes, Memory Cafe, English conversation classes and sessions on sustainable lifestyles

Introduced a new program called 'Learning English through Storytime' for children and families from culturally and linguistically diverse backgrounds

COMMUNITY SERVICES BUSINESS UNIT

RANGER AND COMMUNITY SAFETY SERVICES

Rangers and Community Safety Services work to improve the security of City residents and visitors. They do this through applying local laws and state legislation and by using a range of education, prevention and mitigation strategies.

Ranger Services

» *Achievements*

The City's rangers attended 12,507 jobs including:
2,362 parking complaints
2,298 dog related reports and animal patrols
2,397 firebreak or hazard reports

Of these –

Dogs:

672 dogs were impounded
422 were returned to their owners
246 were re-homed/rescued
4 were euthanised
43 other animals were collected

Cats:

428 cat-related reports and complaints
350 cats were impounded
23 were returned to their owners
261 were re-homed/rescued (Cat Haven)
66 were euthanised (feral or gravely ill)

Other key areas of reported concerns:

161 off-road vehicle complaints
543 litter complaints (building and general)
912 additional patrols requested
117 other animals were collected (livestock, poultry, etc).



Above: Ranger Services

Right: Library Services



COMMUNITY SAFETY SERVICES

Cockburn Community Security and Safety Service (CoSafe)

The four main types of incidents that CoSafe attended over the year include:

- Suspicious activity
- Anti-social behaviour
- Noise complaints – residential and commercial
- Ranger-related complaints, outside normal ranger operating hours

» **Achievements**

Increased the number of mobile security patrol vehicles operating 24/7 from 4 to 5

Increased the number of jobs attended by CoSafe by 17 per cent to 88,231 over the previous year

Attended 94% of call-outs within 15 minutes

Increased the total number of CCTV cameras to 179. Additional cameras were installed at the Cockburn Health and Community Facility, the City's administration building and main car park, and the Port Coogee Marina facility

Assisted police with 232 crime-related incidents captured on City CCTV cameras

Rolled out eight joint promotions in conjunction with WA Police.

Emergency Services

The City continues to provide ongoing support to a number of emergency events. In recent years there has been a notable increase in arson and the City continues to work with WA Police and Department of Fire and Emergency Services to raise awareness and encourage reporting of suspicious activities. This has resulted in key arrests involving deliberately lit fires in the Cockburn area.

» **Achievements**

Development of the state's first Local Government - Bush Fire Mitigation Plan

Implementation of the state's first Bushfire Risk Management Plan (2016–2020) developed by a local government in accordance with the guidelines set by the Office of Bushfire Risk Management

Increased the number of bushfire aware workshops to rural residents and businesses

Full mobilisation of the City firebreak and reporting systems which has increased the accuracy of the auditing and reporting of high risk properties within the City

Review of the City's Local Emergency Management Arrangements

Roll out of the Stay or Go bin cover trial in rural areas as part of the DFES motto of 'shared responsibility' when managing emergencies.

RECREATION SERVICES

Provide and facilitate a range of sport, recreation and leisure opportunities for residents of the City.

Recreation Future Planning

In 2015-16, the City embarked on a comprehensive community facilities planning process to guide development of community, sport and recreational facilities over the next 10 years. This involved a significant amount of community engagement. Council will consider the plan in early 2017.

Club Development

The City continued to provide ongoing support through its club development initiative, 'Champion Clubs' which included a number of events:

- Meet and greet functions
- Club Talk workshop
- Super Club Development workshop
- Healthy Club Checklist workshop
- Come and Try Day
- Get Connected.

» *Achievements*

Customer satisfaction rating – 2015-16
(see page 13):

Facility booking and management services: 98.1%

Management of facilities: 94.3%

Sports field hire and facility booking service: 94.7%

Contributed \$15,065 to 14 clubs for sporting equipment and minor capital works projects

728 children participated in club sport through the KidSport program which equated to \$145,686 in club fees

6,452 participants were involved in club sport throughout the City

Over 750 people participated in the 2015 Bibra Lake Fun Run

The Super Club workshop attracted a large audience

Funded 95 residents aged 18 or below to represent WA or Australia in interstate or international sporting events, equating to \$38,000 in grants.

CAPITAL WORKS

A number of capital works projects were completed including:

Cost of Major Projects – 2015-16	(\$)
Atwell Reserve Clubroom upgrade	1,000,000
Spearwood Bowling Club synthetic resurface	63,000
Wally Hagan Stadium - various upgrades	100,000
Success Regional Sports Reserve clubroom works	50,000

South Lake Leisure Centre (SLLC)

» *Achievements*

458,306 visits to the centre, which is the highest number since operations began

The Swim School had its highest ever number of summer vacation enrolments (606)

The café kiosk embraced the Healthy Canteens initiative, which aims to increase the availability of healthy food and drink options

Introduced the online sale of memberships and vouchers.

Cockburn ARC

» *Achievements*

Construction began in July 2015 and was 50% complete at the end of the financial year

Following extensive community consultation, the name of the centre was agreed and announced as Cockburn ARC.

COMMUNITY DEVELOPMENT AND SERVICES

CHILD CARE SERVICES (CCS)

This service unit administers grants and fees for the operation of the Family Day Care (FDC) and In-Home Childcare (IHC) Services. Child Care Services operate in compliance with legislation which focuses on continuing quality improvement. To support the childcare legislative inclusion of sustainability, the services work in liaison with 'Little Green Steps' who share office space within the CCS venue.

Family Day Care Service (FDC)

The City supports the selection, monitoring, resourcing and training of educators to provide quality early childhood education and care. This is in compliance with the Service Educator Membership Agreement and the National Quality Framework (NQF) legislation, Early Years Learning Framework curriculum and National Standards.

» *Achievements*

Provided 323,532 hours of childcare within the FDC service

As at 30 June 2016, the service had 60 FDC educators working under contract with the not-for-profit FDC service.

In-Home Child Care Service (IHC)

The IHC Service enables a limited number of families to receive child care within the child's family home. The Commonwealth partially funds the service to a planned cap for families who meet the strict Commonwealth criteria of inability to access mainstream child care services.

» *Achievements*

Provided 69,157 hours of childcare within IHC service

At 30 June 2016 the service operated with 35 IHC educators working in contract with the not-for-profit IHC Service.

COCKBURN COMMUNITY CARE

Administers grant and fee funded frail aged and disability support services, and programs aimed at increasing support and wellbeing. Services include personal care, day centre programs, supported transport, home help services, and home maintenance and social support. These services enable the frail aged and people with disability to remain living in the community.

Home Services (HACC)

A variety of services are provided including help with cleaning, shopping, paying bills, social support, respite, personal care, transport, and basic home and garden maintenance.

» *Achievements*

Provided 15,287 hours of client service

Provided 396 individual transport services from home.

Social Clubs (also known as Group Social Support and Centre Based Day Care)

Social clubs provide a range of activities, refreshments and outings and function as respite for carers. Programs are for seniors, younger people with disability and people with dementia. Transport is provided in specially equipped vehicles to allow easy access for people with physical disability.

» *Achievements*

Provided 14,668 hours of client service

Provided 10,080 transport services to and from the centre.

Carer Support Service

Provided services for carers (someone who provides care and support for a parent, partner, child, relative or friend with disability, or for someone who is frail, aged or has a chronic mental illness) including monthly coffee mornings, luncheons and weekend retreats, support and advocacy, and information and assistance to access respite. These services are no longer funded by HACC and ceased in December 2015.

Home Care Packages

Home Care Packages are individually funded to meet the needs of seniors with extensive and complex requirements including medication prompting. These seniors are eligible for residential care though prefer to remain in their own homes. Cockburn Community Care is funded to provide packages for up to 35 clients. All packages from 1 July 2015 must be delivered on a Consumer Directed Care basis.

» *Achievements*

Provided 4,570 hours of client service.

Kwobarup Aboriginal Club

This social club caters specifically for older Aboriginal people and runs an art program, activities and outings in a relaxed and friendly atmosphere.

» *Achievements*

Customer satisfaction rating (see page 13): 98%

Provided 14,425 hours of client service

WA NDIS (formerly WA NDIS My Way)

WA NDIS is a pilot National Disability Insurance Scheme (NDIS) funded service that provides individually funded, customised services for people with a disability. Funding for the pilot service commenced this year.

» *Achievements*

Provided 2,013 hours of client service

SENIORS SERVICES

Seniors Services administer a range of Council-funded services, programs, events and facilities aimed at providing and developing increased amenity, active ageing and leisure opportunities for senior citizens. This includes the provision of the Cockburn Seniors Centre programs, outings, events, meals and seniors community development activities including support to the ongoing management of the interim Cockburn Community Men's Shed.



Above: Family Day Care Service.

Right: Cr Chamonix Terblanche presents Meg Rodgers with her City of Cockburn, Inspirational Volunteer of the Year award



Cockburn Seniors Centre

» *Achievements*

Customer Satisfaction rating (see page 13): 100%

1,100 members – average 2,100 visits per month

16 hours per week of physical activities were undertaken including Heartmoves classes, pilates, yoga, line dancing, Zumba, table tennis, tai chi, social dancing, exergaming and belly dancing

Over 60 volunteers contributed more than 250 hours per week in the kitchen, operating the café, driving buses, welcoming members and running various programs

More than 7,000 affordable healthy meals were prepared by the centre cook and volunteers throughout the year

The funding application for the new Community Men's Shed was successful. The project will be completed in 2017

The successful trial of an exercise class for older members of the Aboriginal community

Successful trial of a range of physical activity programs for older residents located in the eastern suburbs

Health Lifestyle Expo for 55+ held in conjunction with the cities of Fremantle and Melville

Annual NAIDOC Seniors Ball hosted at the seniors centre.

FAMILY AND COMMUNITY DEVELOPMENT SERVICES

This service administers grant and Council-funded services, programs, community development and events aimed at increasing the capacity, activity and wellbeing of individuals and families.

Community Development

This service aims to build capacity in the community by working directly with the community, volunteers and not-for-profit groups. A number of services and resources are provided to not-for-profit groups to



Above and right: Cockburn Community Care



support and contribute to a community in which people feel a sense of belonging, connection and contribution.

» **Achievements**

Hosted the Celebrating Cockburn campaign which incorporated 'Neighbour Day'. Over 160 neighbours attended a range of events hosted by 13 households

200 people attended four community roadshows

Six training workshops were attended by 110 community leaders and volunteers. The aim of the workshops were to develop skills to build capacity within the community

400 people attended two Get Connected Expos that showcased community and business partnerships in 2015-16

Supported 18 community-led projects and events through the On-the-Job Support initiative

Financially supported Cockburn Residents Associations to produce and deliver 14 newsletters to their respective suburbs.

The City launched its online community engagement website during the year

The Cockburn Volunteer Resource Centre

Hosted a Cockburn networking event for 180 volunteers

438 guests attended the 2015 Inspirational Volunteer Awards which received 98 nominations

Received 66 student entries from eight schools for the Student Volunteer Visionaries initiative

Issued 1,350 Very Important Volunteer Cards and recruited 71 local businesses for the Very Important Volunteer initiative

Had interactive volunteer mascot displays at the libraries and 16 community stalls at various shopping centres during National Volunteer Week.

Support Services

Support Services include the City's grant-funded Financial Counselling and Family Support Services. Together, these services provide counselling, information, advocacy, options and referrals to people living in the City.

» **Achievements**

Financial Counsellors helped 450 individuals and families at face-to-face consultations

Family Support Services helped 995 individuals and families at face-to-face consultations, support groups, workshops and events

Initiated a strategy to link culturally and linguistically diverse communities with various City services by providing information at the monthly Citizenship Ceremonies. Around 60 to 80 people attend these ceremonies each month

30 people attended a cyber safety forum presented by the Children's e-Safety Commissioner

Ran workshops and events at the Cockburn Health and Community Facility in Success, including the Healthy Living group for Aboriginal people and the Cockburn Health and Harmony Fair during Harmony Week. The fair was attended by over 80 people.

Cockburn Early Years

A parenting program for parents of children pre-birth to eight years of age, delivered via individual home or centre-based visits, parenting classes, groups for parents and children, and family events.

» **Achievements**

Helped 725 families via home visits, parenting groups, parent/child groups, workshops and events

Facilitated the My Time program for Aboriginal parents and grandparents

Organised free holiday activities for parents and children during school holidays to help strengthen family relationships

Ran a bush dance during Family Week for families with children 0–8 years of age, attended by about 150 people.

Children's Development

This area responds to the needs of children and families in the City, and is responsible for highlighting issues and service gaps relating to children up to the age of 12.

» **Achievements**

Obtained and used feedback from over 300 children and 600 parents to develop the new Children and Families Strategy 2016-2021

709 children attended a range of free skate park coaching clinics and competitions

Froggy's Fun on the Green mobile outdoor play program reached 167 adults and 2,191 children

The Children's Reference Group ran a Children's Fiesta for around 600 people

Every week, 16 three-year-olds and their parents attend Atwell Playclub

1,500 people attended the Hello Baby event for parents of newborns

Developed a variety of materials including Cockburn Kids online parent newsletter, Hello Baby calendar, a parent resource list and a 16 page school report informing schools of relevant services.

Aboriginal Community Development

This service provides information and support to Aboriginal community groups and individuals to strengthen relationships, increase communication and encourage the development of ideas and activities. The service collaborates with the Aboriginal Reference Group and implements the Reconciliation Action Plan.

» **Achievements**

The beach at Port Coogee was named Ngarkal (Seagull) Beach, and has audio signage telling Nyungar stories

Ran a series of Reconciliation Week events including a Run for Reconciliation at Bibra Lake (around 100 people attended), a cultural walk and picnic, and a flag raising and morning tea at the City Administration building

Held a series of NAIDOC Week events including a flag raising, a lunch for 90 seniors, an event for over 100 young people and a range of cultural activities for children at the libraries

Provision of Aboriginal Cultural Competency training to 70 staff members

Provision of mentor support to Aboriginal staff at the City.

Disability Access and Inclusion

The service provides a point of contact for staff and the community. It offers information and advice, raises awareness and supports projects that enhance participation for people with disability.

The City's Disability Access and Inclusion Plan 2012-2017 provides a framework for translating the principles and objectives of the Disability Services Act (2003) into achievable initiatives.

» **Achievements**

Outcome 1: People with disability can access City of Cockburn services and events:

All services and events take into consideration accessibility requirements and the inclusion of all abilities

Additional equipment to improve access is well utilised, including accessible recreation matting (for outdoor events) and portable hearing loops



Above: Nyungar artist Sharyn Egan at Show Off Art Exhibition

Right: Hello Baby event



For the first time, Auslan interpreting was available for the City's 2015 Christmas event. There was a solid turnout from the Deaf community at the event

The City continues to provide a bin assistance scheme. Individuals unable to manage their bins can be assisted by Waste Services staff.

Outcome 2: People with disability have equal opportunity to access the buildings and other facilities at the City of Cockburn:

The City continues to upgrade accessible parking, bathroom facilities and footpaths in the City

Botany Park was upgraded with fencing and inclusive play equipment

Funding received to include a Changing Places facility (specialised bathroom for adults with disability, including a hoist, change table and space for two carers) in a toilet block at the new Bibra Lake Regional Playground

A trial using beach matting at Port Coogee Marina and laying additional concrete at North Coogee Beach were both successful in terms of improving beach accessibility

Unprecedented beach access was allowed for an individual by providing a special permit to allow beach access via a low powered vehicle

Policy changes in Statutory Planning have been made to create more accessible accommodation options for people with disability and their carers.

Outcome 3: People with disability receive information that is readily accessible from the City of Cockburn

An accredited access consultant was commissioned to assist with the new public website to achieve at least a WCAG 2.0 Level AA standard

The accessibility of all digital content is being reviewed. An access consultant has been commissioned to assist with training staff on how to create accessible documents and write in plain English.

Outcome 4: People with disability receive the same level of quality service as other people in the community from staff at the City of Cockburn

The City purchased an organisation-wide subscription to the Institute of Access Training Australia's Access Awareness E-books. These include checklists for creating accessible and inclusive facilities, programs and services

Support Services offer a home visit service for those who are frail, unwell or have mobility issues that impact their ability to visit the City's Administration building

Staff regularly attend disability awareness and inclusion and diversity training.

Outcome 5: People with disability have equal opportunity to lodge complaints to the City of Cockburn:

Complaint management procedures allow complaints to be made in any required format. The outcome of investigations are also communicated in the preferred format of the individual

Customer Service staff are trained to provide support for people making a complaint. The City's Disability Access and Inclusion Officer is available to assist when required.

Outcome 6: People with disability have equal opportunity to participate in public consultation conducted by the City of Cockburn:

Consultations are advertised across a range of mediums, including to the City's Disability Reference Group and via the network of the Disability Access and Inclusion Officer

Multiple methods of gathering information are used for surveys, evaluations and consultations, catering for all abilities and capacities

Alternative formats are available on request

Interpreters have been arranged for public consultation

The City of Cockburn employs 16 people through the supported wage system. These employees work in the City's Parks and Executive Support service teams and, due to having high support needs related to their disabilities, receive additional on-the-job support by Rocky Bay Employment Services (a Disability Employment Service provider). Many of the Supported Wage Crew live locally to Cockburn, yet have not had the opportunity to participate in public consultation. The Supported Wage Crew were invited to participate in a focus group consultation, which for many of them was their first opportunity to participate in a public consultation.

Outcome 7: People with disability have equal opportunity to obtain and maintain employment with a public authority.

Advertisement of positions encourages a diversity of applicants

Employment contracts are provided in multiple formats, including via an Auslan interpreter

Managers and supervisors received training on how to support employees with mental health issues

Staff received training on how to recognise signs of mental health issues and how to prevent it becoming a problem and affecting employment outcomes

The City continues to employ a supported wage crew.

Outcome 8: Businesses and service providers within the City of Cockburn are encouraged to improve the access and inclusion of their business for people with disability.

Advice provided to local shopping centres about disability access

Enforcement of compliance to the Building Code by private owners is helping create a more accessible community.

YOUTH SERVICES

Youth Services administer grant and Council-funded services, programs, events and facilities aimed at providing and developing increased support, activity and leisure opportunities for young people. This includes a dedicated Youth Centre which offers a variety of targeted programs and services for youth aged 10-24 years.

Youth Work

» *Achievements*

Employed two full-time and two part-time youth workers to support at risk young people aged 10–18 years and their families

Provided ongoing individual case management, information, advocacy and support, as well as group programs for young people up to the age of 18 years.

Youth Centre

» *Achievements*

Customer Satisfaction rating (see page 13): 100%

Over 20,000 visits to the centre

Provided after school and school holiday programs 51 weeks of the year

Membership to the Youth Centre reached 2,800.

Youth Development

The City provides a broad range of activities and programs that are accessible to all young people aged 10–24 years that live in the City of Cockburn.

» *Achievements*

Employed an additional Youth Development Officer to improve working relationships with local high schools, develop young leaders and attract young people currently not engaged by the City

Facilitated the City's Youth Advisory Collective ensuring the inclusion of young people's voices and opinions into the operation of the local community

Designed and installed new 'Parkfit' equipment at the rear of the Youth Centre to encourage physical activity and use of the available green space.



Above: Age-friendly City

Right: Cockburn Youth Services





Above: Cockburn ARC is named

Right: Coogee Beach Festival 2016



CORPORATE COMMUNICATIONS BUSINESS UNIT

Responsible for the delivery of communication/ marketing materials and services for the City to ensure the community is engaged, informed and using the City's vast array of services. This includes marketing, communications, public relations, events, graphic design, customer service, photography and arts and culture.

MARKETING, CUSTOMER SERVICES AND MEDIA LIAISON

Provide a range of communications/ marketing material and services to ensure the community is engaged, informed and using the City's services and programs.

» *Achievements*

Community Connect South Campaign Phase 2 – developed and executed a strategic marketing and media campaign in conjunction with the City of Armadale to secure funding to build Armadale Road

Bridge. The marketing mix employed achieved the objectives of the campaign

Campaign video on Facebook reached 195,024 people and was viewed 122,886 times

Developed and released the new signage style guide for City-wide signage. The guide outlines the new look and feel of City signage in line with the changing demographics of Cockburn

Completed the City of Cockburn Corporate Brand Story which articulates the City's unique brand position and will improve communications, decision making and realisation of the City's vision

Named the new Cockburn ARC (Aquatic & Recreation Centre) – undertook a naming campaign via digital and traditional mediums, including a Reachtel poll to decide on the name of the facility

EVENTS, ARTS, CULTURE AND HERITAGE SERVICES

Provide community events and works to preserve and promote the heritage of the district including the Azelia Ley Museum. Oversees art and cultural related projects in the City.

» *Achievements*

Undertook an events review to improve the breadth of the City's events

Delivered a suite of free community events including two première concerts featuring local acts, and national bands such as Jebediah and Mental as Anything

A representative of the Japanese Consul General and a number of local schools attended the City's Hiroshima Day event to commemorate the 31st Anniversary of Hiroshima Day

Manning Park Stairs were officially opened as part of the annual Cockburn Rotary Spring Fair

An electronic sign was installed at Memorial Hall to promote activities held at the hall

57 artists showing 160 works participated in Cockburn's art exhibition, Show Off 12. The exhibition attracted over 1,500 visitors and 28 works were sold

There were seven successful applications for cultural grants totalling \$19,900, and seven youth art scholarships totalling \$3,450

The ANZAC national RSL exhibition toured all three Cockburn libraries from March to June 2016

The ANZAC Dawn Service was attended by more than 5,000 people, and 500 at the 10am service. Over 1,500 students took part in the ANZAC Youth Parade, with the Governor of Western Australia, Her Excellency the Honourable Kerry Sanderson AC.

Azelia Ley Museum

Conservation restoration of the old toilet walls was completed and a grant was applied for to restore the coachman's quarters

A fire suppression unit has been installed on the roof of the homestead as well as new ventilation units in the wagon house

New display cabinets have been installed in the museum for restored costumes

Over 5,000 people from schools and organised tours visited the museum throughout the year. More than 9,000 people attended events in the museum grounds including the Teddy Bears Picnic and the High Tea.

CUSTOMER SERVICE

Customer Service provides information to the general public and community via telephone, email and social media. The team raise customer requests, deal with enquiries at the front counter and are involved in cashiering.

» *Achievements*

Customer satisfaction rating (see page 13):
Front Counter 100%

Contact Centre 96.2%

116,005 calls were made to the Contact Centre throughout the year

18,202 enquiries were made at the front counter

13,317 customer requests were raised over the year

10,746 transactions were processed at the front counter

ENGINEERING AND WORKS DIRECTORATE

Responsible for delivering and maintaining a safe road, cycleway and path network; developing and maintaining parks and managing the natural environment for the enjoyment of all. This directorate collects and disposes of waste from all residential properties in the City, provides and maintains buildings and other facilities on Council property for community use, and promotes and implements sustainability.

Highlights

5,427	Tonnes of waste recovered and recycled at Henderson Waste Recovery Park
68,340	Bins lifted per week by the City's trucks
5,000	Trees pruned under power lines
215	Playgrounds maintained
650	Kilometres of verges maintained



Left: The City takes great pride in its park maintenance

Below: Recyclable items such as wood for mulch are diverted from landfill



Spend on Asset Development and Operational Activities

Asset Development	\$M
Landfill site	0.23
Plant – new and replacement	3.5
Parks and environment	5.5
Roads, footpath and drainage	9.2
Developer contributed infrastructure	13.1
Buildings	60
Total	\$91.5M

Operational Activities	\$M
Plant maintenance	3
Facilities maintenance	5.7
Waste disposal	6.7
Roads, footpaths and drainage maintenance	8.3
Parks and environment maintenance	12.2
Waste collection	12.3
Total	\$48.2M

WASTE SERVICES BUSINESS UNIT

WASTE DISPOSAL SERVICES

The City operates a landfill site at the Henderson Waste Recovery Park (HWRP) to receive waste in accordance with the requirements of a Class III site under the Environmental Protection Act 1986, Part V. The service aims to maximise financial returns and provide quality customer service.

Henderson Waste Recovery Park (HWRP)

» *Achievements*

Customer Satisfaction rating: 98%

8.4% of recyclable items (5,427 tonnes) were recovered and diverted from landfill

176 tonnes of recyclable items were sold at the Recycle Shop, a decrease of 7.8% from the previous year

Incoming commercial waste tonnages fell by 18.3% from the previous year

Removed 74 tonnes of toxic household hazardous waste from the waste stream that would have been put into the landfill site

Reduced carbon dioxide emissions to under the required levels of the National Greenhouse and Energy Reporting System. 4.5M m³ of landfill gas was captured, down 4.4% from the previous year

Prepared and submitted Leachate, Asbestos and Landfill Gas Management Plans to the Department of Environment Conservation

Developed a long term financial model for landfill closure

Hosted a component of the pre-conference tour for delegates attending the Waste and Recycling Conference in Fremantle

Developed the HWRP Future Development Strategy Report

WASTE COLLECTION SERVICES

Provide a regular, reliable and safe municipal waste and recycling collection service for eligible properties within the district. Waste Collection Services ensure an environmentally acceptable manner of waste disposal.

» *Achievements*

Lifted an average of 68,340 bins per week which was a 3.12% increase from the previous year. This equates to 3.5 million bin lifts over the year via 13 waste trucks, seven recycle trucks and six composting trucks

Reduced general waste by 1.5% in municipal tonnage over the year, largely due to the downturn in the economy and the City's waste education programs. This decrease occurred despite the allowance for an extra 1,093 tonnes from an additional 1,200 new residents

Collected 2,723 tonnes of hard waste and 2,206 tonnes of green waste via the City's verge collection program. This represented an increase of 7.5% from the previous year

Recovered and recycled 28 tonnes of mattresses and 14 tonnes of E-Waste prior to collecting verge waste

Approved 67 waste management plans for developments

Undertook the Hamilton Hill garden waste trial (third bin)

Installed 12 custom-made public place recycling enclosures.

PARKS AND ENVIRONMENT BUSINESS UNIT

Design, construct, rehabilitate and maintain the City's open spaces. Manage water resources, greenhouse gas emissions, bushland and wetland areas, high quality playing fields, passive parks, foreshore areas, streetscapes and park infrastructure. The Parks and Environment business unit is responsible for facilitating sustainability throughout the organisation and the community.

PARKS SERVICE UNIT

The Parks Service unit manages the development of strategies and policies, and provides advice on park and horticultural-related matters. The unit assesses district and local structure plans and constructs and maintains parks, ovals and streetscapes on Council-owned land in accordance with agreed service levels.

Parks Operations

Perform a range of ground maintenance activities across the City and provide functional and attractive public amenities for use by residents and visitors to the City.

» *Achievements*

Maintained over 581 hectares of turf and landscape areas on sporting ovals, passive parks and community facilities

Managed and maintained the public open space, streetscapes and beach environment at Port Coogee

Managed and maintained park infrastructure valued at \$65M

Managed and maintained 215 playgrounds

Assessed and actioned 4,246 customer requests

Maintained over 116 hectares of streetscapes, including roundabouts, median islands and verges

Maintained major streetscapes, including Spearwood Avenue (Friendship Way), Beeliar Drive, Wentworth Parade, Phoenix Road, Midgegooroo Drive and Cockburn Road

Maintained over 650km of road verges

Completed annual sports oval carrying capacity report

Annual turf analysis and soil assessments

Contributed to the University of WA Turf research project.

Street Tree Management

» *Achievements*

Developed and implemented a Street Tree Master Plan

Completed 1,896 tree maintenance customer requests

Implemented online recording of contract tree works

Pruned over 5,000 trees under power lines.

Ground Water Operating Strategy

Provides strategic direction for the City's monitoring and management of groundwater abstraction in accordance with the Department of Water's licence conditions.

» *Achievements*

Managed and monitored 218 bore locations every month to inform individual water budgets for each park

Maintained 10 iron filter systems which remove iron from abstracted groundwater

Monitored the water quality of five significant locations adjacent to environmentally sensitive areas: Kurrajong Reserve, Kevin Bowman Reserve, Manning Reserve, Bibra Lake picnic area and Waterbuttons Park

Produced an annual report for the Department of Water outlining the City's abstraction per licence, water quality and impact on water draw from aquifers.

Parks Development

Designs and constructs a wide range of park infrastructure and facilitates the renewal of equipment that has reached the end of its useful life.

Achievements

Constructed and/or renewed four playgrounds including Ramsay Park, Santich Park (two) and McTaggart Reserve

Replaced irrigation systems at CY O'Connor Reserve, Glen Mia Park, Ronsard Reserve and Murdoch Chase Parklands

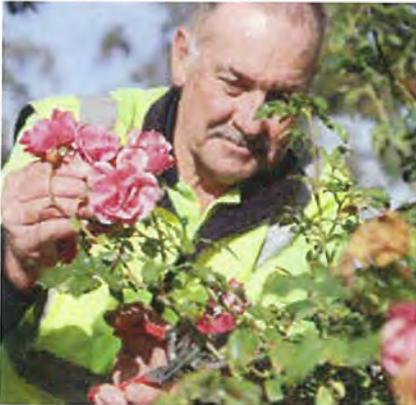
Installed seven water meters to bore head works

Installed exercise equipment at nine locations including Atwell Oval, Harmony Park, Hophush Park, Bloodwood Park, Radiata Park, Wheeler Park, Botany Park, Baker Square and the Seniors Centre in Spearwood

Provided 418 street trees

Improved streetscapes on Beeliar Drive (Kwinana Freeway/Midgegooroo Drive), the Bibra Drive and North Lake Road roundabout and medians and Spearwood Avenue (Friendship Way)

Developed Systema Park



Above and right: The City maintains over 581 hectares of turf and landscape areas on sporting ovals, passive parks and community facilities



Shade Sail Strategy

Identifies the criteria for installing shade sails and planting trees around playgrounds.

» *Achievements*

Installed shade sails at:

Meller Park
Santich Park
Watson Oval
Horse Hire Park
Chorus Park
Kurrajong Park.

Revitalisation Strategies

Facilitate the urban renewal of each precinct including the enhancement of existing public open space and streetscapes.

Phoenix Revitalisation Strategy

» *Achievements*

Improvements to MacFaull Park including a picnic shelter and BBQ.

Coolbellup Revitalisation Strategy

» *Achievements*

Landscape works along Coolbellup Avenue, including additional street tree planting and landscaping at Cordelia Avenue roundabout

Completed street tree plantings in Doherty Road, Antigonus Road and Archidamus street

Installed a bore and irrigation system at Perdita Park.

Hamilton Hill Revitalisation Strategy

» *Achievements*

Baker Square – installed a picnic shelter, seating, exercise equipment and garden bed for the planting of native shrubs by the Hamilton Hill Community group

Streetscape refurbishments to Clontarf Road and Forrest Road median

Street tree planting in Frederick and Redmond Roads

Upgraded the entry statement at the intersection of Cockburn and Rockingham Roads

Bibra Lake Management Plan

The plan guides best practice sustainable management of the Bibra Lake Reserve for maximum environmental and community benefit.

» *Achievements*

Bibra Lake Regional Playground construction is 50% complete with the official opening in November 2016.

Coogee Beach Master Plan

The plan ensures the sustainability of the pristine coastal environment and provides strategic direction for ongoing upgrades to the Coogee Beach precinct.

» *Achievements*

Completed the widening of Poore Grove and upgrades to the Cockburn Road intersection

A clearing permit was submitted to the Department of Environment Regulation for the extension of the existing car park at the Surf Life Saving Club

Completed revegetation works adjacent to Poore Grove.

Cash In-Lieu Strategy

The Strategy provides a coordinated approach to the expenditure of funds held within the City's public open space (POS) reserve accounts in accordance with the Planning and Development Act (2005). The funds can only be allocated to specified infrastructure that will ensure improved functionality and usability of a particular park.

» *Achievements*

Atwell POS

Installed exercise equipment at Atwell Oval and Harmony Park

Installed a shade sail at Kurrajong Park

Extended the Atwell Clubrooms

Aubin Grove POS

Installed exercise equipment at Radiata Park

Hamilton Hill POS

Installed exercise equipment at Wheeler Park

Jandakot POS

Installed seats and a picnic shelter at Prinsep Park

Munster POS

Installed a picnic shelter and seating at Lake Coogee Reserve

South Lake POS

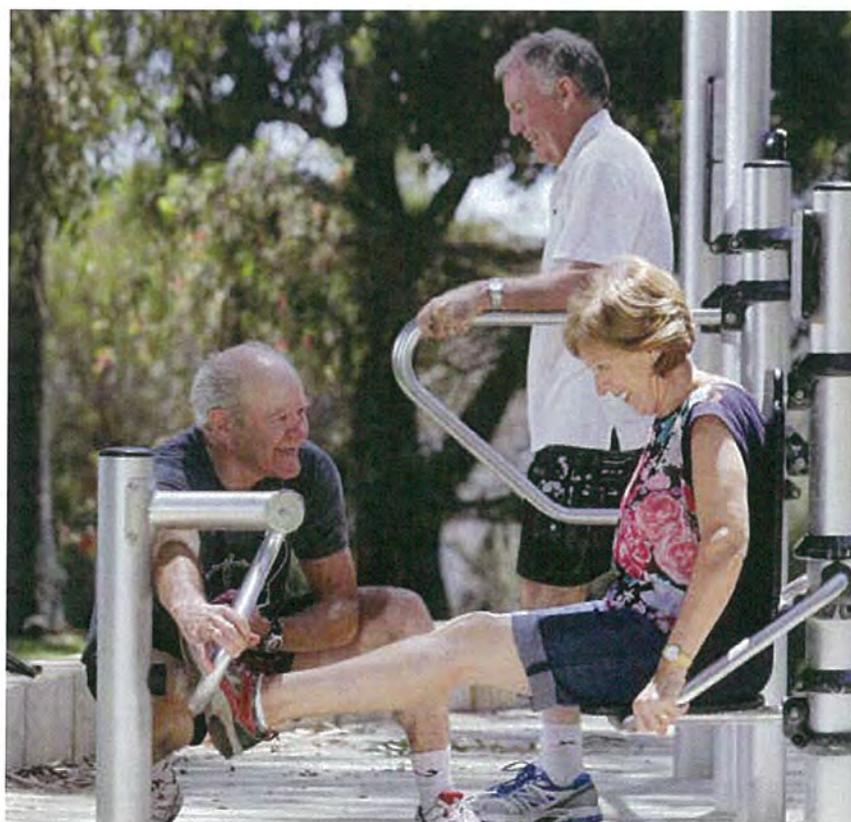
Installed exercise equipment at Hopbush Park and Bloodwood Reserve

Installed park lighting at Broadwater Reserve.



Above: Cockburn coast

Right: Exercise equipment has been installed at various parks throughout the City including at Cockburn Seniors Centre



ENVIRONMENT SERVICE UNIT

Incorporates the combined disciplines of natural area management, environmental education, climate change and sustainability, providing excellent customer service and maintaining and continuously improving environmental values and sustainable outcomes for the City.

Natural Area Management

Seeks to improve and protect the environmental values of nature reserves by undertaking rehabilitation and intensive maintenance programs. Manages over 1,100 hectares of natural areas.

» *Achievements*

Planted 34,351 plants to revegetate 1.29 hectares of degraded land, and 55.55 hectares of infill planting at existing revegetation sites

Continued the feral animal control program at a variety of reserves throughout the City

Developed a solar powered nutrient stripping basin at Yangebup Lake to pump nutrient-rich water from the lake into a living stream for treatment

Undertook dieback mapping at Rose Shanks Reserve and Bibra Lake

Undertook Veldt grass control in numerous reserves to reduce fuel loading and prevent biodiversity loss

Undertook fire control measures in a number of reserves to minimise fire risk

Mapped the condition of 412 hectares of reserves including Yangebup Lake, Lake Coogee and Denis De Young Reserve.

Capital Works Projects

Completed the construction of a 192 step stairway from the southern car park at Manning Park to the eastern lookout which has spectacular views towards the Darling Scarp and Cockburn Sound

Completed the upgrade of two lookouts at Manning Park

Continued the installation of limestone firebreaks at Manning Park, Lot 800 Gwilliam Drive, Yangebup Lake, Triandra Court and Levi Reserve

Completed the bitumen dual use path loop at Banksia Eucalypt Woodland, Aubin Grove and installed three seats

Constructed two spur trails and installed seating at Little Rush Lake

Began work on the installation of the Coogee Maritime Trail.

Grants

» *Achievements*

Received \$78,000 from Lotterywest to assist with the establishment of the Coogee Maritime Trail

Supported 20 landowners within the City of Cockburn through the Landowner Biodiversity Grant Scheme. \$35,000 was made available to maintain and protect remnant bushland and wetlands within rural residential properties.

Community Events

» *Achievements*

Held nine community and 20 school planting events

Held the annual World Environment Day Schools Festival which provided a day of environmental education for seven participating primary schools. A number of activities took place to connect students with the local, regional and international environment. The project was a partnership between the Cockburn Wetlands Education Centre, Native ARC and the Bibra Lake Scouts

Hosted a Green Army work team in collaboration with other South Metropolitan Councils. The Green Army is a hands-on, practical environmental action program that supports local environment and heritage conservation projects across Australia.

Renewable Energy / Greenhouse

» *Achievements*

Made progress towards meeting emissions reduction targets

Supported the Zero Fleet Emissions Program

Assisted with the implementation of the Solar Photovoltaic Implementation Plan (ongoing)

Offered free advisory visits for 35 households, community and childcare centres as part of the Energy Audit Program

Sustainability

» *Achievements*

Adopted the 2016-17 Sustainability Action Plan

Awarded 11 'A Better Tomorrow' sustainability grants to groups to implement sustainability projects and events within the City of Cockburn

Held a Good Business workshop

Conducted two guided indigenous walks at Rose Shanks Reserve and Yangebup Lake

Supported Sustainable House Day

Hosted a seven-week Living Smart Course and Field Trip

Conducted a Nesting Box workshop

Supported the Solar Power Basics workshop

Ran a Home Open event: 'The House that Chris Built' with Chris Ferreira

Conducted a Road Map to Prosperity Workshop – a workshop for women who want to more effectively manage their money

Conducted a tour of the Native Arc Animal Rehabilitation Centre (ARC)

Conducted a Bird Watching and ID Workshop at the Wetlands Education Centre

Conducted a Gardening Design Master Class to enhance people's skills in sustainable garden design

Conducted a Grow Your Own Bush Tucker workshop.

Water Campaign

» *Achievements*

Gained Waterwise Council re-accreditation

Began work on the Waterwise Water Action Plan

Commenced investigation into the development of a Waterwise verge subsidy scheme

Progressed towards meeting water management targets to help reduce water consumption and improve water quality in Cockburn

Delivered on-ground activities to improve water quality in Yangebup Lake and Bibra Lake

Continued a partnership with the Cockburn Wetlands Education Centre.

Environment and Waste Education

» *Achievements*

Conducted three school tours of the Henderson Waste Recovery Park

Delivered over 34 subsidised worm farms and two worm farm workshops, 20 compost bins and 36 bokashi bins as part of the Resident Worm Farm/ Compost Subsidy Scheme

Supported five schools to attend the Waste and Recycling Tours at the Regional Resource Recovery Centre in Canning Vale

Conducted 30 environmental and waste education excursions at local schools

Delivered 30 events for the Get Wild About Wetlands Holiday Program, with over 450 children attending

Delivered eight Native ARC Holiday Program Events with over 100 participants

Delivered four Cockatoo Kids Club Program events with over 70 participants and 45 new memberships

Delivered Turtle Watch Program workshops and school activity sessions

Delivered the annual Native Plant Subsidy Scheme with over 4,000 plants sold at a discounted rate

Enabled 60 students to participate in the Adopt-a-Beach School Program (Coastcare/UN Sandwatch) partnership with South Coojee Primary School and Coastcare. This involved in-class learning, on-ground action and links with a school in Kiribati, (an island in the Central Pacific) and a marine debris survey with the Tangaroa Blue Foundation

Awarded six Environmental Education Initiatives grants

Supported five community groups to undertake clean-up sites within the City as part of Clean Up Australia Day. Over 200 volunteers participated.

INFRASTRUCTURE SERVICES BUSINESS UNIT

ASSET SERVICES

Ensure that Council assets are managed in a cost effective way for optimal service delivery through a balance of creation, preservation, enhancement and disposal.

» *Achievements*

Completed a mobile computing project for Park Services which will reduce paperwork and enable officers to update customers in the field. This will be rolled out to the Road Services Business Unit

Trialled Intramaps Roam which will provide mobile and real time electronic data capture for the renewal of new and upgraded assets into the City's Asset Management Systems

Began the Earthmine data capture initiative for all roadside furniture and hard infrastructure including street lighting, bus shelters, bus stops, footpath items, school crossings, safety barriers, and speedbumps, parking signs and artwork. The project is 60% complete

Improved the revaluation reports to achieve compliance with the implementation of Fair Value Regulations for the City's infrastructure assets.

Project Management and Development Services

Provide a consistent framework and methodology for the development and implementation of all major projects within the City.

» *Achievements*

Completed the extension to the Atwell Clubrooms and associated works

Construction commenced on the new operations centre and animal facility

Acquired Water Corporation approval to extend the sewer network to service the depot and new operations centre

Completed the Bibra Lake Reserve pump station and pressure main sewer

A contractor was appointed to construct the Bibra Lake Reserve ablution facility

Completed the Seniors Centre disability parking and bowling club accessible ramp

Completed the Cockburn Community Men's Shed site rehabilitation

A contractor was appointed to construct the Bibra Lake Regional Playground, with improvements to the road frontage complete

Re-roofed and painted the steel structure to the operations vehicle/plant carport

Continued to implement a number of sustainability initiatives associated with energy use reduction and increased renewable energy uptake for the City's buildings and facilities.

Facilities and Plant Services

Manage the maintenance and repairs of all Council-owned buildings and structures, and maintain and deliver fleet and plant services for staff and the community.

» *Achievements*

Refurbished various community sporting buildings including Beeliar and Coogee Community Centres

Constructed a new toilet block in the northern part of Manning Park

Completed upgrades to Jandakot Hall and Wally Hagan Basketball Stadium

Installed solar street lighting at the Naval Base Reserve Holiday Park

Demolished the Jess Thomas Centre

Refurbished Coogee Beach foreshore amenities including portions of the jetty and completed the Coogee Beach foreshore sewerage upgrade project

Upgraded the CCTV system at the City's administration building and Coolbellup Hub

Made improvements to City buildings and facilities, including asbestos removal and accessibility upgrades

Purchased the following:

- Replacement landfill traxcavator, three replacement side loader waste collection trucks and a replacement low profile rear loader for waste services
- All-terrain vehicle for Ranger Services
- Replacement Roads and Parks Services trucks
- Replacement ride-on mowers and deck plates for Parks Services
- 29 new and replacement light vehicles.



Above: Revegetation works

Right: Upgrades to Wally Hagan Stadium



ENGINEERING BUSINESS UNIT

ROAD CONSTRUCTION SERVICES

Construct and maintain roads, drains and associated infrastructure.

» *Achievements*

Completed 84% of the construction work of a second carriageway for North Lake Road between Hammond Road and Midgegooroo Avenue

95% of construction is complete for the duplication of Beeliam Drive between Durnin Avenue and Stock Road

Completed the upgrades of Progress Drive between Gwilliam Drive and Hope Road

Completed the construction of Cockburn Road and Poore Grove intersection modifications

Completed the reconstruction of Barfield Road

Completed 6.5 kilometres of pavement resurfacing works

Completed new footpaths in Verde Drive (90% complete), Progress Drive (adjacent to Adventure World), Wentworth Parade, Rollinson Road and Albion Street

Completed new drainage works at Beckett Close adjacent to Tony Ales, Yangebup Road and Osprey Drive

Completed sump upgrades at Magnolia Gardens and Leavis Place

Completed 90% of the construction of the Black Spot project for the extension of left turn pockets at the North Lake Road/Berrigan Drive intersection.

ROAD DESIGN SERVICES

Provide design services for roads, paths and drains. Conduct development assessments and traffic management treatments under the responsibility of Council in accordance with Australian Standards and industry best practice.

» *Achievements*

Completed the design of road upgrades to Beeliam Drive, involving duplication between Stock Road and

Spearwood Avenue

Completed the design of Berrigan Drive duplication between Kwinana Freeway and Jandakot Road/Dean Road intersection, including new traffic signals and new road; Pilatus Street from Jandakot Road to Jandakot Airport boundary

Completed 50% of the design of Verde Drive extension from Solomon Road to the roundabout at the shopping complex adjacent to Spotlight

Completed 50% of the design for new traffic signals at the intersection of Gibbs Road and Lyon Road

Completed concept designs for Rockingham Road Revitalisation project

Completed 90% of the design for the Spearwood Avenue Road and Bridge duplication between Barrington Road and Yangebup Road

Completed the design of the Black Spot projects at the intersection of North Lake Road and Berrigan Drive, and Stock Road and Spearwood Avenue (cancelled due to insufficient funding)

Completed concept designs for traffic calming on Liddelow Road

ROAD PLANNING AND DEVELOPMENT SERVICES

Ensure development occurs in accordance with all relevant Australian Standards and Council's development conditions and specifications.

» *Achievements*

Completed the Banjup Quarry (Calleya Estate) southern precinct development. Civil constructions are currently underway for the northern precinct. As part of northern precinct development works, all external roads surrounding Calleya Estate e.g. Solomon Road, Jandakot Road (duplication works) and Fraser Road will be upgraded

Civil constructions at the Cockburn Coast Development are underway. Stage 1 works and Cockburn Road upgrade works are completed

Civil constructions for the Cockburn Central West development are underway. Stage 1 works are completed. Stage 2 works are underway

Development works are underway for the Vivente development bounded by Rowley Road, Barfield Road and Frankland Avenue. Stage 1 works are completed

Works are underway in the Hammond Park area bounded by Wattleup Road and Hammond Road. Stage 1 works are nearing completion for Hammond Grove estate.

TRANSPORT AND TRAFFIC SERVICES

Ensure that planning and development of the transport network within the City meets community and industry needs while minimising the impact on the environment.

» Achievements

Travel Smart projects including review of the City bike paths and off road trails as well as educational projects with schools and travel safety plans

149 traffic management plans and 230 traffic and pedestrian analyses based on requests and concerns raised

Funding applications for state and federal black spot and road rehabilitation and improvement programs

Condition and planning review of development and subdivisional applications and approvals



Above: Ongoing road upgrades

Right: Aubin Grove Train Station under construction



PLANNING AND DEVELOPMENT DIRECTORATE

Responsible for managing statutory and strategic planning for the City and overseeing heritage, urban design and sustainable development. This directorate manages building approvals, development compliance and environmental and public health services, as well as the acquisition and sale of the City's land assets.

Highlights

\$632M	Value of building works approved
498	Number of complaints about loud music
1,056	Food premise inspections
6,924	Number of pools and spas registered
\$563M	Value of development applications received



Left: Fitness classes were run across the City under the banner of its Healthy Lifestyles program

Below: City officers conducted 1,056 inspections of 694 food premises



BUILDING SERVICES BUSINESS UNIT

Ensure that buildings and structures within the City provide acceptable levels of public safety and comply with all relevant building legislation, codes, standards and regulations.

» *Achievements*

2,926 building permits issued with 97.3% determined within the statutory timeframe

Total value of building works - \$632M

Fee income \$1.22M

Average time to issue all building permits was 13 working days

The average issuing time for a building permit in 2015-16 was:

- Certified – 10 working days
- Uncertified – 16 working days

ELECTRONIC LODGEMENT SYSTEM

These applications are completed, stamped and issued electronically. The City expects this form of lodgement to increase over the coming years. The City will soon implement new software for improved processing of image documents.

» *Achievements*

Issued 873 online building permit approvals for residential/grouped dwellings (of which 78% were single dwellings).

OTHER BUILDING SERVICES APPROVALS

- Issued 150 occupancy permits
- Issued 71 demolition permits
- Issued 24 sign licences
- Issued 50 built strata title clearances.

MANDATORY PRIVATE SWIMMING POOL INSPECTIONS

The total number of registered pools and spas in 2015-16 was 6,924.

» *Achievements*

1,460 pools were checked for compliance.

Below: 1,460 swimming pools were checked for compliance



BUILDING ACT

The introduction of the new Building Act (2011) in April 2012 has continued to provide challenges for Building Services. The Act and associated building regulations are changed a number of times throughout the year by the State Government. These changes require an ongoing review of business process and information system processes. Building approvals for the previous four years are as follows:

Building approvals issued 2012 - 2016

Year Ending	Number of Permits	\$ (M) Value	\$ (M) Fee	Residential	Commercial	Industrial	Other
30/06/12	2,519	476	1.151	919	154	2	1,447
30/06/13	2,914	574	0.987	983	186	17	1,728
30/06/14	3,079	530	1.05	1,238	130	73	1,638
30/06/15	3,652	771	1.27	1,536	335	65	1,716
30/06/16	2,962	632	1.22	1,120	187	5	1,650

Customer satisfaction rating (see page 12-13): 88.6%

ENVIRONMENTAL HEALTH BUSINESS UNIT

Promotes wellbeing in the community to ensure the conduct and operation of premises and activities comply with accepted public health standards and practices. The unit works to protect the quality of the environment and improve and manage public health by implementing the City's Public Health Plan.

HEALTHY LIFESTYLES

In order to maximise resources, the establishment and maintenance of partnerships played a large role in the operation of the Healthy Lifestyle programs this year.

» Achievements

About 2,000 people pledged to put a healthy lifestyle checklist magnet on their fridge. Curtin University Health Promotion students conduct an ongoing evaluation of the program with many residents reporting healthy lifestyle changes and even weight loss as a result of this point-of-decision signage

3,000 BMI counters and healthy eating guidelines were distributed at events and through libraries

Over 55,000 hits on the beactivecockburn.com.au

healthy lifestyle website

Health promotion staff and a fitness instructor ran 18 weekly family fitness sessions at parks around the City where new exercise equipment had been installed. Flyer distribution attracted people to the classes and to the equipment outside of the fitness sessions

Cockburn Walk Trail booklet was produced

Heart Foundation Walking (HFW) groups continue to operate around the City. Dianne Black, HFW organiser for the Yangebup Striders won the National Award for best walk organiser in Australia.

Through partnerships with Cockburn Health and Community and Curtin University, the Healthy Eating Activity and Lifestyle (HEAL) program for overweight and obese people was expanded to include maintenance and psychological help. Over 80 people receive an ongoing evaluation that shows weight-loss and improved fitness and flexibility

Health screening at events

Installed exercise equipment outside the Seniors Centre.

Public Health Plan

The City's Public Health Plan provides the blueprint for City officers to implement improved public health outcomes for the community. About 90% of the actions in the Public Health Plan have been completed.

» *Achievements*

Provided health screening at community events

Installed fitness equipment in a number of parks

ENVIRONMENTAL HEALTH INITIATIVES

Food

Outcomes

- The City issued infringements to 18 food businesses for cleanliness reasons, repeated non-compliance of food safety standards and pest control. Eight \$1,000 infringements were issued to companies and 10 \$250 infringements to individuals. These infringements, issued under the Health Act 2008, totalled \$10,500
- Two Food Act prosecutions resulted in fines and costs of \$33,987
- Conducted 1,056 inspections of 694 food premises
- Approved 49 new food premises
- Approved 243 temporary food premises
- Provided 14 food safe training sessions for 125 people

Noise

The City has a unique noise environment with the presence of a freeway and other busy roads, a passenger rail line, freight rail line, aircraft from Jandakot Airport, substantial industrial areas and intense city centre areas. Development near these sources of noise must be designed to minimise noise intrusion, especially at night. The City is implementing a new Planning Policy to address this issue.

A total of 874 noise complaints were received by the City, with 607 received outside normal working hours:

Noise complaints: Types and times received

Type of Noise complaint	Work hours	Outside work hours
Air conditioning	14	0
Alarms	4	5
Birds	22	1
Construction	61	54
Hotels	1	0
Industrial	4	5
Music	82	416
Power tools	11	22
Swimming pools	8	1
Transport	21	3
Vibration	7	2
Other	32	98
Total	267	607

Five infringements were issued for noise, namely loud construction work, before 7am. A modified penalty of \$250 per offence was issued for three offences and a modified penalty of \$500 per offence was issued to two offenders, because they were second offences.

Dust

The City is rapidly developing, with dust a common cause for complaint in Cockburn in comparison to other areas in Perth. The City rigorously applies its moratorium against bulk earthworks during the summer months to minimise dust. One infringement penalty of \$500 was issued for failure to abate dust/sand from a property.

Mosquito Program

The City received five notifications for Ross River Virus (RRV) from the WA Department of Health for follow-up patient interviews during summer. 12 complaints were received from residents regarding what they perceived as abnormally high numbers of mosquitoes localised in their area. After investigation nine complaints turned out to be midge related issues.

The majority of the City's stormwater infrastructure was completely dry by early December. The following locations were RRV priority treatment areas: Success, Atwell, Aubin Grove, Hammond Park and Beeliam. They were treated three times over summer compared to twice the previous year. In total, 398 sites in 12 suburbs received larvicidal treatments throughout the mosquito breeding season.

Industrial Premises

The Industrial Premises Officer works with proprietors to achieve compliance with a range of minimum environmental management standards.

» *Achievements*

Customer satisfaction rating (see page 13): 89.8%

100 premises were visited in regard to mechanical, equipment hire and transport/laydown depots. Of these, 10 were non-compliant, with the main offence being the discharge of a Schedule 1 material into storm water soak wells and/or soil onsite or into the City's reserves

Achieved 100% compliance with the cooperation of proprietors

Received 15 complaints relating to industrial premises

No infringements were issued.

STATUTORY PLANNING BUSINESS UNIT

Provides control and management of development, land use and subdivision functions within the City to ensure standards of amenity are maintained. Statutory planning also undertakes compliance and enforcement action against non-approved development.

» *Achievements*

Customer satisfaction rating (see page 13): 81.3%

Received 1,110 development applications, a decrease of 2.2% from the previous year

Assessed 1,146 applications, a decrease of 2.6% over the previous year

680 development applications were required to be determined within 60 days and the City determined 82% of those applications within 60 days

Submitted 16 development applications for determination under the Joint Development Assessments Panel, down from 18 last year

The Western Australian Planning Commission conditionally approved 2,738 new lots following City recommendations and conditions of support, a decrease of 10.8% over the previous year

Approved 44 new Local Development Plans for small lot development, an increase from 19 the previous year

Logged and investigated 285 development compliance matters, an increase of 4.4% over the previous year

The estimated construction value of all development applications received over the year fell by 4.7% over the previous year to \$563M

STRATEGIC PLANNING BUSINESS UNIT

The Strategic Planning business unit comprises the Strategic Planning service unit and Land and Lease Administration service unit. The Strategic Planning service unit prepares structure plans, scheme amendments, formulates strategies and adopts policies which provide guidance and direction for the growth of the City.

» *Achievements*

Prepared and adopted the City's Lakes Revitalisation Strategy

Prepared and adopted the City's Cockburn Central Activity Centre Structure Plan

Developed and adopted structure plans for the Hammond Park locality, extending to the west side of the future Hammond Road extension

Prepared and adopted the City's Draft Phoenix Activity Centre Structure Plan for advertising

Undertook the City's annual update to the Local Government Inventory

Prepared and achieved adoption of the Local Planning Scheme rationalisation in light of the new 2015 Planning Regulations.

HOUSING DENSITY

The City has a wide range of residential development opportunities from traditional family sized dwellings through to grouped dwellings and apartment style dwellings.

» *Achievements*

Continued to provide a good range of housing choice which contributes to housing affordability.

PLANNING APPROACHES

The City engaged the community in all aspects of its strategic planning process.

» *Achievements*

Engaged with the community as part of the Lakes Revitalisation Strategy and Activity Centre Structure Plans.

LAND AND LEASE ADMINISTRATION

The City's Land and Lease Administration division ensures that the City's property interests and land portfolio are appropriately managed to maximise social, economic and environmental outcomes, which underpin the City's governance approach to sustainability.

» *Achievements*

Customer satisfaction rating (see page 13): 100%

Subdivided and developed land owned by the City

Finalised land sales associated with the new Beeliar Town Centre

Completed the land sale associated with the Phoenix Rise Master Plan, enabling residential development and development of a new park

Progressed four lot residential subdivisions on Goldsmith Road, Spearwood from the value adding associated with a former drainage sump

Implemented the new Leasing and Licensing Policy, Leasing Template and associated Operational Strategy

Provided input to enable the City to take over management of the Port Coogee Marina

Addressed all required land interest implications associated with the Cockburn ARC project as the City's most significant capital project.

This division is responsible for managing the City's finances including annual budgeting, financial reporting, long-term financial planning, procurement, rates/revenue, banking, treasury and taxation. The division also delivers information services, technology and business systems, as well as human resource management (including recruitment, payroll, learning/development and occupational health and safety).

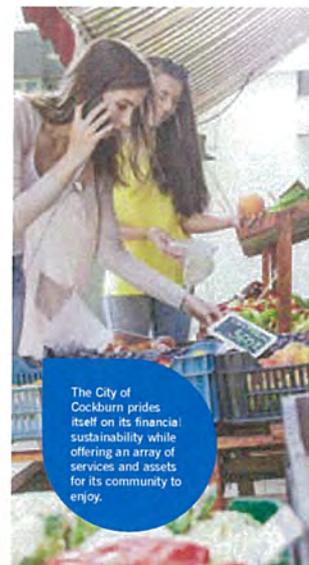
Highlights

\$129.9M	Operating Revenue
\$77.3M	Capital Expenditure
\$38.1M	Capital Income



Left: Workplace Safety officers Stephen Smith, Samantha Baron with CEO Stephen Cain

Below: 2016 rates brochure



This document is available in alternative formats upon request

FINANCIAL SERVICES BUSINESS UNIT

Internal Audit

The City's internal audit activities during the 2015-16 financial year were concentrated on the City's rates setting processes and associated rates modelling. For the first time in 2015-16, Council incorporated waste and security charges into the general rate in the dollar for improved residential property. While providing significant benefit to the City's pensioners, this strategy resulted in disproportionately higher rates increases for properties with high gross rental values (GRV).

An internal audit was utilised to validate and assess the adequacy of the 2015-16 rates modelling, as well as the basis and equity of a proposed rates concession model developed by the City to address the issue for high GRV properties. A follow up internal audit was also carried out to consider the implications for the 2016-17 rate setting process from either continuing with the incorporated general rate in the dollar, or reversing the incorporation of charges. This information was used by Council to inform its policy decision to continue with incorporation.

External Audit

The City's external auditors completed their interim review into the City's finances in June 2016. This covered a review of the accounting and internal control procedures, as well as selected transaction testing. The audit of the City's annual financial statements was completed in October 2016.

» *Achievements*

The interim audit report presented to the Audit and Strategic Finance Committee in July 2016 contained only three relatively minor audit issues with recommended control improvements. Only one of these was of a financial nature

The 2015-16 Annual Financial Statements received an unqualified audit opinion, being the sixth straight year that the audit opinion has been unqualified.

Development of Financial Systems

The Financial Services business unit has resources dedicated towards the strategic development of financial systems and processes. New projects are aimed at improving financial system performance and

the internal control environment, with a strong focus on transitioning to automated and paperless financial business processes.

» *Achievements*

Implemented an automated accounts payable invoice processing solution using optical character recognition technology. This has eliminated manual paper handling and improved validation controls, resulting in reduced resource requirements

Completed an integrated financial model within Technology One, used for the preparation of the City's 2016-26 Long Term Financial Plan, including automated financial reporting capability to meet statutory requirements

Implemented straight through processing for refunds (rates, debtors, infringements, animals, planning and building), reducing paper handling, eliminating data entry duplication, improving internal controls and increasing timeliness of processing.

Accounting Services

This unit is responsible for establishing and maintaining systems and processes that enable the identification, recording, transacting, interpreting and communication of the City's financial data, financial planning and financial performance. It is also responsible for the delivery of accounting services to meet the City's business, budgeting and statutory needs.

» *Achievements*

Refined the financial model used to book accounting provisions for post closure and rehabilitation costs for the City's landfill operation. The model will also be used to determine cash backing requirements

Undertook a feasibility study into migrating the City's Activity Based Costing (ABC) model from Excel into the Technology One enterprise resource planning system. The study concluded that Excel is the best tool for calculating and allocating ABC costs

Improved grant funding management and monitoring processes, ensuring better control and more timely reporting and acquittal.

Procurement Services

Facilitate efficient and cost effective procurement for all stakeholders through an effective centre-led procurement model, providing support services in competitive sourcing and contract management. The service works to ensure organisational compliance with statutory and internal procurement requirements.

» *Achievements*

Worked strategically with officers to facilitate key City projects including Cockburn ARC

Worked with the sector to review procurement policy and managed significant change to the procurement landscape brought about by amendments to the Local Government Functions & General regulations

Developed and began the implementation of a three-year program to improve the sustainability of procurement at the City. Social procurement is one early focus area

Achieved a significant reduction in procurement non-compliance and improved the rate of contract utilisation at the City.

Property, Rating and Revenue Services

Deliver a rates and other property-based charges issuing and collection service. Maintain the central property database for the City and all related statutory obligations. Deliver all revenue services including invoicing and collection, and co-ordinate the Electoral Roll for Council.

» *Achievements*

Levied the 2015-16 rates with incorporated waste and security charges for residential improved properties, which required significant system reconfiguration

Applied the rates concession adopted by Council for residential improved property, involving crediting nearly 15,000 properties

Introduced the eRates initiative, allowing registered ratepayers to receive their rates notices by email. A marketing plan resulted in nearly 2,000 ratepayer registrations

Developed and implemented an automated process for the importing of land valuation schedules from Landgate resulting in more efficient, regular and timely processing of interim rate adjustments.

HUMAN RESOURCES MANAGEMENT BUSINESS UNIT

Provide policy, programs and advice which shape the City's workforce to ensure it is capable of achieving business objectives now and in the future.

» *Achievements*

Implemented a Human Resources (HR) Business Partner model. This model moved recruitment responsibilities to a separate position, freeing up HR business partners to add value to their directorates through proactive input into organisational structure, strategic planning, training, advancement and placement of new and current employees

Reviewed the City of Cockburn Workforce Plan 2016-17 to 2021-22

An additional full time HR business partner was appointed and dedicated to workforce planning for the new Cockburn ARC

An additional temporary full time Safety and Injury Management Coordinator was appointed to improve safety culture and reduce incidents in the Engineering division

Implemented the Zero Harm philosophy and the three courages - the courage to report, the courage to intervene and the courage to stop work

Endorsed a Safety Management Plan that establishes goals and promotes a safety culture at the City that strives to exceed legislative requirements

Conducted a CULTYR Employee Scorecard survey that determined 80% of respondents rated the overall workplace as good or excellent. The range of strengths identified include good role clarity, interesting work assignments, engaging team members who care about safety and customer service; there is good support for employees with illness or injuries or for those experiencing issues in their personal or professional lives.

INFORMATION SERVICES BUSINESS UNIT

Information Services (IS) is the internal business unit responsible for providing, maintaining and developing the City's core services relating to information and communication technology.

Information Technology Services

Provides technology services and support that enable the delivery of the City's core information services. This includes the management of key projects that enhance and further secure the City's key information delivery to its staff, partners and community.

» *Achievements*

Implemented dual redundant internet links into the organisation with improved firewall, proxy and monitoring tools

Upgraded meeting room audio visual technology

Standardised project management methodology for all IS projects

Enhanced virtualised environment following improvements to server and storage array assignments

Successfully implemented the Port Coogee Marina office systems integration

Improved management of the City's software management systems

Improved risk management system implementation

Implementation of user focus groups for key areas around the City.

Business Systems

Provide solution development and business analysis services in support of the City's core information systems.

» *Achievements*

Supported and upgraded the Core Business Systems (Technology One - CES, Property and Rating and ECM)

Implemented the Firebreak system

Implemented the eProperty system for residents and ratepayers

Implemented the online portal for Links (South Lake Leisure Centre Online)

Enabled automatic generation of zoning statements

Implemented an Active Parks booking system for Recreation Services

Undertook performance monitoring and tracking of database systems

Implemented the new staff intranet.

Geographic Information Systems (GIS) Services

Deliver the support, maintenance and development of GIS systems and datasets that provide stakeholders with the tools to analyse, visualise and explore corporate location-based information.

» *Achievements*

Performed IntraMaps version 8 upgrade

Implemented Google Maps Integration with base and embedded maps

Implemented Google Street View integration with IntraMaps

Enabled ECM integration with IntraMaps

Enabled full text searches

Enabled web mapping service layers for mobility

Enabled live dynamic alerts on GIS from the Department of Fire and Emergency Services

Made Australian Business Register data available

Developed a time slider for viewing multiple aerials for dune analysis – coastal studies

Developed planning compliance integration between Technology One and IntraMaps

Enabled integration with Firebreak mobility and IntraMaps

Implemented a mobility solution for Assets pickups with IntraMaps Roam.

Records Services

Provide a high standard of technologically advanced records management services to support the governing functions of Council.

» **Achievements**

Implemented a new Records Management Policy and associated Recordkeeping Guidelines for Elected Members and Employees

Developed and implemented an in-house Recordkeeping Awareness Training module for staff utilising the City's online Learning Management System

Transferred Building Services archives to the City's offsite storage provider to ensure these records are stored in appropriate conditions

Reviewed and updated the ECM training program

Managed successful upgrade of the City's records management system (ECM).

Recordkeeping Compliance

Efficiency and Effectiveness of the Recordkeeping System

A review of the City of Cockburn's Recordkeeping Plan was completed and submitted to the State Records Office in February 2016.

The majority of the City's recordkeeping practices achieved a maturity rating of 3 (effective) when assessed against the minimum compliance requirements outlined in the review report.

During the review, it was identified that an amended Recordkeeping Plan is required due to the change in recordkeeping system and associated recordkeeping practices that occurred since the plan was last approved.

The amended Recordkeeping Plan will be submitted to the State Records Office by 8 April 2017 for consideration by the State Records Commission.

Recordkeeping Training Program

All new staff are required to undertake an online Records Awareness Training (RAT) course. The interactive course outlines the recordkeeping roles and responsibilities of all employees at the City of Cockburn. Participants must undertake and pass a short assessment at the completion of the course.

The RAT course was reviewed and a customised in-house course was developed.

Regular training for new and existing staff is also held on the use of the organisations electronic document and records management system called ECM.

A review of the ECM training program was undertaken and the course structure and content was improved.

A recordkeeping behavioural competency is also included in the annual performance reviews of all staff.

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FINANCIALS: TO BE SUPPLIED

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Report of the Independent Auditor on the Summary Financial Statements

To the Ratepayers of City of Cockburn

The accompanying summary financial statements prepared by City of Cockburn, which comprises the Statement of Financial Position at 30 June 2016, and the Statement of Comprehensive Income by Nature or Type, Statement of Comprehensive Income by Program, Statement of Changes in Equity and Statement of Cash Flows for the year then ended, are derived from the audited general purpose financial report of City of Cockburn for the year ended 30 June 2016.

Summary Financial Statements

The summary financial statements do not contain all the disclosures required by the Australian Accounting Standards to the extent described in the audited financial report of City of Cockburn. Reading the summary financial statements and the auditor's report thereon, therefore, is not a substitute for reading the audited financial report and the auditor's report thereon.

The financial report and the summary financial statements do not reflect the effects of events that occurred subsequent to the date of our report on that financial report.

The Audited Financial Report and Our Report Thereon

We expressed an unmodified opinion on that financial report in our report dated 18 November 2016.

Management's Responsibility for the Summary Financial Statements

Management is responsible for the preparation of the summary financial statements.

Auditor's Responsibility

Our responsibility is to express an opinion on whether the summary financial statements are consistent, in all material respects, with the audited financial report based on our procedures, which were conducted in accordance with Auditing Standard ASA 810 *Engagements to Report on Summary Financial Statements*.

Report of the Independent Auditor on the Summary Financial Statements (continued)

Opinion

In our opinion, the summary financial statements derived from the audited financial report of City of Cockburn for the year ended 30 June 2016 is consistent, in all material respects, with that audited financial report.

MACRI PARTNERS
CERTIFIED PRACTISING ACCOUNTANTS
SUITE 2, 137 BURSWOOD ROAD
BURSWOOD WA 6100

A MACRI
PARTNER

PERTH
DATED THIS DAY OF 2016.



Statement of Comprehensive Income

by Nature or Type

for the Year Ended 30 June 2016

	Actual 2015/16	Budget 2015/16	Actual 2014/15
	\$	\$	\$
OPERATING REVENUE			
Rates	91,311,030	89,031,014	65,044,331
Specified Area Rates	341,727	274,438	312,317
Fees and Charges	22,072,981	25,132,053	40,311,919
Service Charges	1,066,477	1,037,370	4,031,642
Operating Grants and Subsidies	8,057,274	9,098,273	11,843,090
Contributions, Donations and Reimbursements	1,372,307	592,253	1,301,834
Interest Earnings	5,678,901	5,385,532	5,716,510
Other revenue and Income	-	-	26,637
Total Operating Revenue	129,900,696	130,550,933	128,588,280
OPERATING EXPENDITURE			
Employee Cost	(47,084,154)	(47,543,019)	(45,115,536)
Materials and Contracts	(34,865,658)	(33,084,733)	(33,512,994)
Utilities	(4,363,875)	(4,622,148)	(4,285,795)
Interest Expenses	(85,602)	(73,336)	(123,170)
Insurances	(2,223,550)	(2,134,448)	(1,952,591)
Other Expenses	(7,976,582)	(8,933,563)	(6,383,171)
Depreciation on Non Current Assets	(23,790,540)	(26,435,368)	(23,897,844)
Amortisation on Landfill Infrastructure	-	-	(1,130,001)
Total Operating Expenditure	(120,389,960)	(122,826,616)	(116,401,102)
Increase/(Decrease)	9,510,736	7,724,318	12,187,177
NON-OPERATING ACTIVITIES			
Non-Operating Grants, Subsidies and Contributions	23,618,162	19,964,025	18,497,201
Developers Contributions Plans: Cash	9,220,108	6,741,922	-
Gifted Subdivision Assets	13,128,414	-	13,393,722
Increase/(Decrease) in Equity - Joint Venture	(2,344,579)	-	1,274,680
Increase/(Decrease) in LG House Trust	(16,582)	-	143,108
Land Ceded to the Crown	(610,366)	-	-
Profit on Sale of Assets	364,400	1,150,000	288,036
Loss on Sale of Assets	(121,241)	7,021,209	(492,329)
Impairment - Infrastructure Park Landscaping	-	-	(15,701,497)
Total Non-Operating Activities	43,238,316	34,877,156	19,432,348
NET RESULT	52,749,052	42,601,474	31,619,526
OTHER COMPREHENSIVE INCOME			
<i>Items that will not be reclassified subsequently to profit or loss</i>			
Changes on revaluation of non-current assets	7,190,450	-	36,652,247
Total Other Comprehensive Income	7,190,450	-	36,652,247
TOTAL COMPREHENSIVE INCOME	59,939,503	42,601,474	68,271,773

The Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

Statement of Comprehensive Income by program

For the year ended 30 June 2016	Actual 2015/16	Budget 2015/16	Actual 2014/15
	\$	\$	\$
REVENUES			
Revenue From Ordinary Activities			
General Purpose Funding	100,301,439	99,716,849	77,988,574
Governance	231,074	125,550	211,482
Law Order & Public Safety	962,430	799,091	4,038,394
Health	309,815	225,500	226,309
Education & Welfare	7,049,298	6,230,253	6,934,498
Community Amenities	11,875,672	15,050,847	30,471,588
Recreation & Culture	4,101,359	3,948,928	3,858,299
Transport	522,125	285,200	352,845
Economic Services	2,120,142	2,338,578	2,274,265
Other Property & Services	2,427,343	1,830,137	2,232,026
TOTAL OPERATING REVENUES	129,900,696	130,550,933	128,588,280
EXPENSES			
General Purpose Funding	(1,165,505)	(723,675)	(1,068,489)
Governance	(10,153,011)	(11,063,513)	(9,919,116)
Law Order & Public Safety	(6,004,225)	(5,455,161)	(5,326,612)
Health	(2,454,667)	(2,384,409)	(2,298,026)
Education & Welfare	(13,228,316)	(13,086,595)	(13,030,111)
Community Amenities	(30,160,766)	(34,066,623)	(29,943,002)
Recreation & Culture	(28,531,696)	(27,381,070)	(26,082,512)
Transport	(25,497,265)	(25,927,976)	(24,583,064)
Economic Services	(2,504,795)	(2,635,548)	(2,478,111)
Other Property & Services	(1,754,625)	(1,348,463)	(1,672,060)
Total Operating Expenditure	(121,454,871)	(124,073,032)	(116,401,102)
Increase/(Decrease)	8,445,825	6,477,902	12,187,177
NON-OPERATING GRANTS/CONTRIBUTIONS TOWARDS			
ASSETS: CASH			
General Purpose Funding	89,267	85,557	85,557
Governance	17,437,563	18,050,000	6,219,799
Law Order & Public Safety	117,897	-	-
Education & Welfare	23,640	-	-
Community Amenities	603,645	-	1,023,748
Recreation & Culture	199,633	400,000	48,677
Transport	5,115,016	1,363,468	2,965,410
Other Property & Services	9,251,608	6,806,922	8,154,009
	32,838,270	26,705,947	18,497,201
Gifted Subdivision Assets	13,128,414	-	13,393,722
Land Ceded to the Crown	(610,366)	-	-
Increase/(Decrease) in Equity - Joint Venture	(2,344,579)	-	1,274,680
Increase/(Decrease) in LG House Trust	(16,582)	-	143,108
PROFIT/(LOSS) ON DISPOSAL OF ASSETS			
Education & Welfare	42,300	30,000	37,722
Recreation & Culture	(90,767)	-	(492,329)
Transport	283,348	(206,540)	125,302
Other Property & Services	8,278	8,347,750	(13,547,057)
	243,160	8,171,209	(13,876,363)
NET RESULT	51,684,141	41,355,058	31,619,526
OTHER COMPREHENSIVE INCOME			
<i>Items that will not be reclassified subsequently to profit or loss</i>			
Changes on revaluation of non-current assets	15	7,190,450	-
			36,652,247
Total Other Comprehensive Income		7,190,450	36,652,247
TOTAL COMPREHENSIVE INCOME	58,874,591	41,355,058	68,271,773

The Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

Statement of Financial Position

As at 30 June 2016	Actual 2015/16	Actual 2014/15
	\$	\$
CURRENT ASSETS		
Cash and Cash Equivalents	151,554,000	129,018,060
Trade & Other Receivables	13,656,877	5,470,423
Other Assets	715,996	621,686
Inventories	41,102	18,634
Total Current Assets	<u>165,967,975</u>	<u>135,128,804</u>
NON CURRENT ASSETS		
Financial Assets - Non Current	4,819,364	4,649,839
Interests in Joint Ventures	6,093,158	8,437,737
Other Receivables	738,851	632,550
Property, Plant and Equipment	311,375,336	260,695,329
Infrastructure	736,216,337	717,267,463
Rehabilitation Assets	16,517,533	8,565,455
Total Non Current Assets	<u>1,075,760,579</u>	<u>1,000,248,374</u>
TOTAL ASSETS	<u>1,241,728,554</u>	<u>1,135,377,178</u>
CURRENT LIABILITIES		
Trade & Other Payables	23,605,924	8,063,526
Borrowings	2,593,138	1,423,320
Provisions	5,425,888	4,618,800
Total Current Liabilities	<u>31,624,950</u>	<u>14,105,646</u>
NON CURRENT LIABILITIES		
Other Payables	5,761,532	6,203,155
Borrowings	23,150,036	743,174
Provisions	18,391,990	10,399,749
Total Non Current Liabilities	<u>47,303,558</u>	<u>17,346,077</u>
TOTAL LIABILITIES	<u>78,928,508</u>	<u>31,451,723</u>
NET ASSETS	<u>1,162,800,045</u>	<u>1,103,925,454</u>
EQUITY		
Accumulated Surplus	460,767,729	428,609,779
Reserves - Cash/Investment Backed	126,599,957	107,073,767
Revaluation Surplus	575,432,360	568,241,909
TOTAL EQUITY	<u>1,162,800,045</u>	<u>1,103,925,454</u>

The Statement of Financial Position should be read in conjunction with the accompanying notes.

Statement of Changes in Equity

For the year ended 30 June 2016	Actual 2015/16	Actual 2014/15
	\$	\$
RESERVES CASH/INVESTMENT BACKED		
Balance at beginning of year	107,073,767	85,588,563
Transfer from accumulated surplus	68,342,602	50,541,657
Transfer to accumulated surplus	<u>(48,816,412)</u>	<u>(29,056,453)</u>
Balance at end of reporting period	<u>126,599,957</u>	<u>107,073,767</u>
REVALUATION SURPLUS		
Balance at beginning of year	568,241,909	531,589,662
Revaluation Increments during year	15,359,080	36,652,247
Revaluation Decrements during year	<u>(8,168,629)</u>	<u>-</u>
Balance at end of reporting period	<u>575,432,360</u>	<u>568,241,909</u>
ACCUMULATED SURPLUS		
Balance at beginning of year	428,609,779	418,475,456
Net result	51,684,141	31,619,526
Transfer from reserves	48,816,412	29,056,453
Transfer to reserves	<u>(68,342,602)</u>	<u>(50,541,657)</u>
Balance at end of reporting period	<u>460,767,729</u>	<u>428,609,779</u>
TOTAL EQUITY	<u>1,162,800,045</u>	<u>1,103,925,454</u>

The Statement of Changes in Equity should be read in conjunction with the accompanying notes.

Statement of Cash Flows

For the year ended 30 June 2016		Actual 2015/16	Budget 2015/16	Actual 2014/15
	Notes	\$	\$	\$
CASH FLOWS FROM OPERATING ACTIVITIES				
Payments				
Employee Cost		(46,236,902)	(46,947,039)	(44,802,756)
Materials and Contracts		(20,127,926)	(40,084,733)	(34,139,958)
Utilities		(4,363,875)	(4,622,148)	(4,285,795)
Interest Paid		(85,602)	(73,336)	(123,170)
Insurances		(2,223,550)	(2,134,448)	(1,952,591)
Other Expenses		(7,976,582)	(8,933,563)	(6,383,171)
GST on Payments		(10,657,073)	-	-
		(91,671,509)	(102,795,268)	(91,687,442)
Receipts				
Rates & Special Area Rates		90,889,316	89,305,452	64,484,285
Fees and Charges		16,128,057	29,121,953	40,328,331
Service Charges		1,066,477	1,037,370	4,349,053
Contributions, Donations and Reimbursements		1,372,307	592,253	1,301,834
Interest Received		5,438,875	5,385,532	5,566,816
Grants & Subsidies - Operating		8,057,274	9,598,273	11,843,090
Other Revenue/Income		-	10,100	26,637
GST on Receipts		2,973,834	-	-
GST Refunded by ATO		6,786,736	2,500,000	-
		132,712,876	137,550,933	127,900,045
NET CASH FLOWS PROVIDED BY/(USED IN) OPERATING ACTIVITIES	16a	41,041,367	34,755,666	36,212,603
CASH FLOWS FROM INVESTING ACTIVITIES				
Proceeds from Sale on Non Current Assets	20b	3,471,651	16,051,000	4,001,046
Purchase Furniture and Equipment		(6,105)	(6,000)	-
Purchase Computer Equipment		(294,621)	(503,800)	(642,552)
Purchase & Construction of Infrastructure Assets		(13,016,993)	(13,135,576)	(17,043,477)
Purchase Plant and Machinery		(3,537,490)	(4,568,000)	(3,426,802)
Purchase & Development of Land		(428,871)	(1,350,000)	(1,406,416)
Purchase & Construction of Buildings		(60,055,961)	(62,618,000)	(14,035,063)
Capital Grants, Subsidies & Contributions		32,838,270	26,705,947	18,497,201
Land Ceded to the Crown		(610,366)	-	-
NET CASH FLOWS PROVIDED BY/(USED IN) INVESTING ACTIVITIES		(41,640,486)	(39,424,429)	(14,056,063)
CASH FLOWS FROM FINANCING ACTIVITIES				
Net receipts/(refund) of bonds		(441,622)	-	3,400,863
Loan Principal Repayment		23,576,680	23,576,680	(1,373,356)
NET CASH FLOWS PROVIDED BY/(USED IN) FINANCING ACTIVITIES		23,135,058	23,576,680	2,027,507
Net Increase/(Decrease) In Cash during year		22,535,939	18,907,917	24,184,047
Cash & Cash Equivalents at Beginning of Reporting Period		129,018,060	101,348,197	104,834,013
CASH & CASH EQUIVALENTS AT END OF REPORTING PERIOD	3,16b	151,554,000	120,256,114	129,018,060

The Statement of Cash Flows should be read in conjunction with the accompanying notes.

LOCAL GOVERNMENT ACT 1995

City of Cockburn

STANDING ORDERS AMENDMENT LOCAL LAW 2016

Under the powers conferred by the *Local Government Act 1995* and all other powers enabling it, the Council of the City of Cockburn resolved on to make the following local law amendments

1. Citation

This local law may be cited as the *City of Cockburn Standing Orders Amendment Local Law 2016*.

2. Commencement

This local law comes into operation 14 days after the day of its publication in the *Government Gazette*.

3. Principal Local Law amended

The *City of Cockburn Standing Orders Local Law 2016* published in the *Government Gazette* on 22 September 2016 is referred to as the principal local law. The principal local law is amended.

4. Clause 4 amended

- (a) In subclause 4.4 (3(1), after the words ‘no bad language’; delete the words “argument or expression of opinion”.
- (b) In subclause 4.6(1) after the words ‘by a member’; delete the words “who shall acquaint himself or herself with the contents thereof and ascertain that it does not contain language disrespectful to the local government”.

Dated:.....

The Common Seal of the City of Cockburn was affixed under the authority of a resolution of Council in the presence of –

Logan K Howlett, Mayor

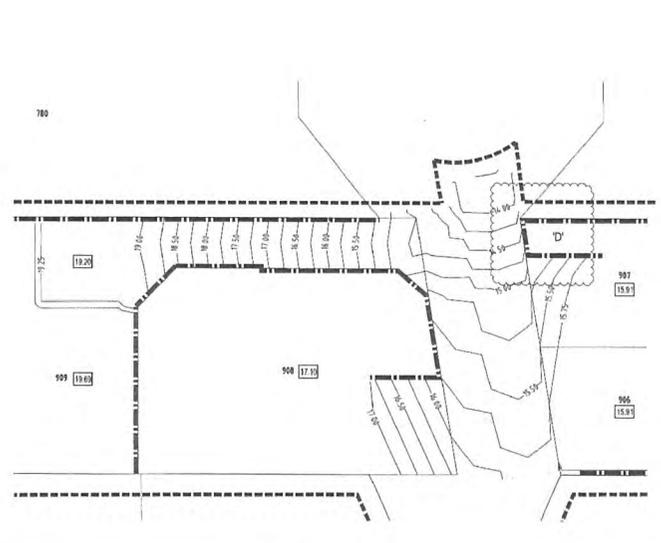
Stephen Cain, Chief Executive Officer



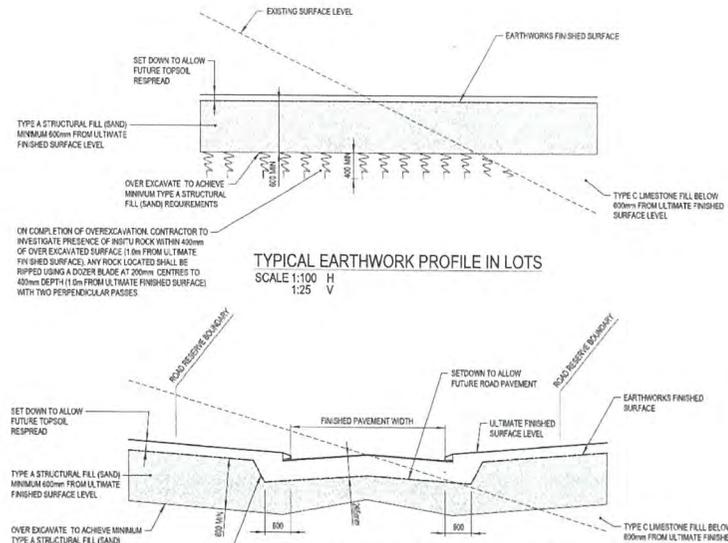
LOT 23 POTENTIAL LEVEL AMENDMENTS - WGE - 11 NOVEMBER 2016



PLAN SCALE 1:500



ENLARGEMENT SCALE 1:200



TYPICAL EARTHWORK PROFILE IN LOTS SCALE 1:100 H 1:25 V

TYPICAL EARTHWORK PROFILE IN ROAD RESERVE SCALE 1:100 H 1:25 V



LEGEND

.....	EXISTING SPOT LEVEL
-----	DESIGN CONTOURS - 0.25m INTERVAL
-----	EXISTING CONTOURS - 0.25m INTERVAL
-----	PROPOSED TOP OF PAD LEVEL
-----	FUTURE TOP OF PAD LEVEL
-----	EXISTING PAD LEVELS
-----	PROPOSED CANTILEVER WALL
-----	PROPOSED RETAINING WALL
-----	FUTURE RETAINING WALL
-----	EXISTING RETAINING WALL
-----	EXTENT OF EARTHWORKS BOUNDARY NO ACCESS PERMITTED BEYOND
-----	PROPOSED ROAD KERB
-----	EXISTING ROAD KERB
-----	FUTURE ROAD KERB
-----	EXISTING STRUCTURE
-----	EXISTING OVERHEAD POWER LINES

- NOTES
- LEVELS
 - PROPOSED LEVELS SHOWN SHALL BE ON THE FINISHED SURFACE, INCLUDING TOPSOIL WHERE SPECIFIED
 - TREE PROTECTION
 - NO EXCAVATION SHALL OCCUR WITHIN THE TREE PROTECTION ZONE (AS DEFINED BY AS4973) OF ANY TREES TO BE RETAINED UNLESS OTHERWISE NOTED
 - WHERE EXCAVATION WITHIN THE TREE PROTECTION ZONE IS SPECIFIED ON THE DRAWING, THE CONTRACTOR MUST UTILISE MODIFIED WORK PRACTICES AS SPECIFIED IN AS4973
 - DILAPIDATION SURVEYS
 - THE CONTRACTOR SHALL COMPLETE A DILAPIDATION SURVEY ON LOTS 22, 158, 160, 161, 162, 163, 688, 782, 783 AND 784 AT A MINIMUM. THE CONTRACTOR MAY INCLUDE ADDITIONAL LOTS FOR DILAPIDATION SURVEYS AT THEIR DISCRETION. ALL DILAPIDATION SURVEYS SHALL BE INCLUDED IN THE LAMP 'LUMP' TENDER PRICE. ALL DILAPIDATION SURVEYS SHALL BE COMPLETED PRIOR TO MOBILISATION
 - THE CONTRACTOR SHALL CONFIRM THE CONDITION OF THE ADJACENT ROAD NETWORK WITH THE CITY OF COOGBURN AND SUPPORT WITH PHOTOGRAPHIC EVIDENCE PRIOR TO MOBILISATION
 - CLEARING
 - THE CONTRACTOR MUST CLEAR VEGETATION AND DEBRIS FROM WITHIN THE SITE BOUNDARY IN ACCORDANCE WITH THE SPECIFICATION EXCEPT FOR VEGETATION TO BE RETAINED AS NOTED
 - VEGETATION TO BE RETAINED MUST BE PROTECTED IN ACCORDANCE WITH THE SPECIFICATION. ALL EXCESS MATERIAL MUST BE DISPOSED OFFSITE
 - TOPSOIL
 - TOPSOIL MUST BE STRIPPED FROM THE SITE AS SPECIFIED
 - PRIOR TO TOPSOIL RESPIREAD THE CONTRACTOR SHALL PROVIDE AS-CONSTRUCTED SURVEY OF ALL LOTS
 - TOPSOIL MUST BE SCREENED AND RESPIREAD TO LOTS AND VERGES
 - TOPSOIL MUST BE RE-USED IN ORDER OF PRIORITY AS FOLLOWS
 - RESPIREAD ON LOTS
 - RESPIREAD ON VERGES
 - EXCESS TOPSOIL MUST BE DISPOSED OFFSITE
 - GENERAL EARTHWORKS
 - THE CONTRACTOR MUST CUT, PROOF ROLL AND FILL THE SITE IN ACCORDANCE WITH THE SPECIFICATION
 - FOR DESIGN EARTHWORKS WITHIN ROAD RESERVES, REFER TO ROAD LONGSECTION DRAWINGS. VERGE GRADES MUST BE 2% UNLESS NOTED OTHERWISE
 - ALL BATTERS MUST BE 1:1 UNLESS NOTED OTHERWISE
 - THE CONTRACTOR SHALL TEST FIT TO 600mm BELOW CUT SURFACE IN LOTS TO CONFIRM THE PRESENCE OF ROCK. WHERE ROCK IS ENCOUNTERED THE CONTRACTOR SHALL ADVISE THE SUPERINTENDENT IMMEDIATELY FOR INSTRUCTION
 - EARTHWORKS IN LIMESTONE
 - METHOD FOR LIMESTONE TREATMENT FOR REUSE AS TYPE C - GENERAL FILL, LIMESTONE MUST TAKE PRECEDENCE OVER ALL OTHER REQUIREMENTS
 - TRENCH EXCAVATION AND BACKFILL MUST BE IN ACCORDANCE WITH THE SPECIFICATION AND MUST TAKE PRECEDENCE OVER ALL OTHER REQUIREMENTS
 - LOTS, VERGES, ROAD PAVEMENT AND PUBLIC OPEN SPACE MUST HAVE MATERIAL PROFILES IN ACCORDANCE WITH TYPICAL EARTHWORKS PROFILE IN LIMESTONE, DETAILS A-D, AND THE SPECIFICATION. THE CONTRACTOR MUST OVER EXCAVATE LIMESTONE TO ACHIEVE SPECIFIED MATERIAL PROFILES WHERE NECESSARY
 - EXCESS LIMESTONE MUST BE DISPOSED OFFSITE
 - MODIFIED WORK PRACTICES
 - THE CONTRACTOR MUST UTILISE MODIFIED WORK PRACTICES WHERE NECESSARY
 - IN THE VICINITY OF LIVE UNDERGROUND SERVICES IN ACCORDANCE WITH AUTHORITY STANDARDS
 - IN THE VICINITY OF OVERHEAD POWER LINES IN ACCORDANCE WITH AUTHORITY STANDARDS
 - IN THE VICINITY OF EXISTING STRUCTURES IN ACCORDANCE WITH GEOTECHNICAL REPORT
 - IN THE VICINITY OF TREES TO BE RETAINED IN ACCORDANCE WITH AS4973
 - GEOTECHNICAL VERIFICATION
 - THE CONTRACTOR MUST ENGAGE A GEOTECHNICAL ENGINEER TO PERFORM THE FOLLOWING TASKS
 - INSPECT AND PROVIDE VERIFICATION OF ADEQUATE TOPSOIL STRIPPING
 - INSPECT AND PROVIDE VERIFICATION OF ADEQUATE PROOF ROLLING UPON COMPLETION OF TOPSOIL STRIPPING
 - INSPECT AND PROVIDE VERIFICATION OF ADEQUATE PROOF ROLLING UPON COMPLETION OF CUT SURFACES WHERE NO FILL IS TO BE INSTALLED
 - INSPECT AND PROVIDE VERIFICATION THAT EARTHWORKS HAVE BEEN PERFORMED IN ACCORDANCE WITH THE WORD AND INTENT OF THE CONTRACT DOCUMENTS UPON COMPLETION OF EARTHWORKS
 - DEVOLVE A METHOD SPECIFICATION FOR TREATMENT OF ANY LIMESTONE INTENDED FOR RE-USE ON SITE AND INSPECT AND PROVIDE VERIFICATION OF IMPLEMENTATION OF THE METHOD. THE CONTRACTOR MUST OBTAIN APPROVAL FROM THE SUPERINTENDENT FOR THE PROPOSED METHOD SPECIFICATION PRIOR TO COMMENCING THE RELEVANT WORKS ON SITE
 - ALL GEOTECHNICAL VERIFICATION MUST BE SUBMITTED TO AND APPROVED BY THE SUPERINTENDENT PRIOR TO COMMENCEMENT OF ANY SUBSEQUENT WORKS UNLESS INSTRUCTED OTHERWISE BY THE SUPERINTENDENT IN WRITING
 - DUST CONTROL AND STABILISATION DURING THE CONTRACT PERIOD
 - THE CONTRACTOR MUST STAIN USE EXPOSED AREAS WITH DUSTEX (OR SIMILAR APPROVED) AT THE COMPLETION OF EACH WORK WEEK. APPLICATION RATES MUST BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS
 - STOOPLES CAPABLE OF GENERATING DUST MUST BE KEPT TO A MAXIMUM OF 1.5m HEIGHT, UNLESS ADDITIONAL STABILISATION IS APPROVED BY THE SUPERINTENDENT AND IMPLEMENTED
 - DUST FINISHING MUST BE EXECUTED AND WINDY WIND AROUND THE PERIMETER OF THE SITE FOR THE DURATION OF WORKS ON SITE. FINAL STABILISATION OCCURS WHENEVER OCCURS LATES
 - THE CONTRACTOR MUST SUBMIT A DUST MANAGEMENT PLAN TO THE LOCAL AUTHORITY AND GAIN APPROVAL PRIOR TO COMMENCEMENT OF GROUND DISTURBING ACTIVITIES
 - FIRM STABILISATION
 - THE FINISHED SURFACE, INCLUDING ANY AREAS OUTSIDE OF THE SITE AREA EXPOSED BY THE CONTRACTOR DURING THE WORKS, MUST BE STABILISED BY APPLICATION OF SEEDS AND DYED HYDROMULCH AS SPECIFIED

REV	DESCRIPTION	DATE	BY	CHK	APP
D	RETAINING WALL REBUILT LOT 23	13/11	KL	KL	KL
C	TYPICAL EARTHWORKS AMENDMENTS	13/11	KL	KL	KL
B	ACCESS BAY EARTHWORKS AMENDMENTS AMENDED	13/11	KL	KL	KL
A	REVISED FOR TENDER ISSUE	13/11	KL	KL	KL
0	ORIGINAL	13/11	KL	KL	KL

WOOD & GURVE ENGINEERS

Wood & Gurve Engineers Pty Ltd
A.C.N. 117 966 009
Wood & Gurve
201 Adelaide Tce, Perth
Perth Western Australia 6000
Phone: +61 8 9222 7039
Fax: +61 8 9222 7040
Web: www.woodandgurve.com.au

MELBOURNE
SYDNEY
BIRKENHEAD
ALBANY
BUSELTON

CLIENT: **GOLDBARREL CORPORATION PTY LTD C/O TERRANOVIS**
PROJECT: **LOT 23 HAMILTON ROAD, COOGEE**
TITLE: **EARTHWORKS PLAN**

TENDER ISSUE

SECTION: CIVIL SERVICES	VERIFIED: M. CATLIN	29/06/2016	SCALE: A1 @ 1:500
DESIGNED: S. TESLJA	APPROVED FOR TENDER: J. ZELONES	13/07/2016	DATUM: A.H.D.
DRAWN: K. LI	APPROVED FOR CONSTRUCTION:		WAPC: 152300

PROJECT No: **28755-PER-C** DRAWING No: **E1** REVISION: **D**



PLAN SCALE 1:500

- NOTES
- RETAINING WALL SETOUT DRAWING TO BE READ IN CONJUNCTION WITH DRAWINGS 28755-PER-C-01, E3, E4 AND STD-WGE/STD1.
 - CONTRACTOR SHALL ALLOW TO CONSTRUCT ADDITIONAL LIMESTONE WALL BLOCKS BELOW DESIGN FOOTING LEVELS TO ALLOW POWER CABLE HAULING THROUGH PRELAD POWER CONDUIT WHERE WALL BENDS ARE LARGER THAN 45 DEGREES OR WHERE CABLE JOINTING WILL OCCUR. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE POWER DRAWING TO ENSURE SUCH CIRCUMSTANCES ARE CONSIDERED AND PRICED WITHIN THE LUMP SUM TENDER VALUE.
 - CONTRACTOR SHALL CONFIRM FINISHED VERGE LEVEL BEFORE COMMENCING RETAINING WALL CONSTRUCTION ADJACENT TO VERGES.
 - CONTRACTOR SHALL UNDERTAKE POTHOLING INVESTIGATION ADJACENT EXISTING RETAINING WALLS TO CONFIRM WALL DEPTHS AND TO ENSURE THAT EXISTING WALLS WILL NOT BE UNDERMINED DURING CONSTRUCTION. FINDINGS OF POTHOLING INVESTIGATION, INCLUDING SURVEY LEVELS, ARE TO BE FORWARDED TO THE SUPERINTENDENT PRIOR TO CONSTRUCTION OF PROPOSED RETAINING WALLS.
 - FACE BLOCKS SHALL BE RECONSTITUTED LIMESTONE AND SELECTED ON SITE TO ENSURE THAT ONLY CLEAN SQUARE EDGES FREE FROM MAJOR CHIPS ARE VISIBLE IN TOP COURSE AND FACEWORK. RECONSTITUTED CONCRETE BLOCKS MAY BE USED FOR PACKING BLOCKS. RUBBLE SHALL NOT BE USED TO FILL VOIDS.
 - LIMESTONE BLOCKS SHALL HAVE A MINIMUM DRY DENSITY OF 1500 kg/m³.
 - ORIENTATION OF LIMESTONE BLOCKS TO BE LAID IN ACCORDANCE WITH DRAWING STD-WGE/STD1.
 - CONSTRUCTION JOINTS IN LONG RUNS OF WALLS TO BE AT 40-50m CENTRES OR AS DENOTED AS C.J. CONTRACTOR TO LOCATE JOINTS AT LOT BOUNDARIES. LAY 1m WIDE STRIP OF GEOFABRIC CENTRAL TO AND FOR FULL HEIGHT OF SACK FACE OF WALL JOINT. PROVIDE CLOSED CELL BACKING FOO, MASTIC SEALANT AND VISUAL MORTAR PACKING TO FRONT EXPOSED FACE OF JOINT. PROVIDE GALVANIZED STEEL EXPANSION TIES OR SIMILAR APPROVED AT JOINT LOCATION FOR EACH COURSE.
 - ALL LIMESTONE BLOCKS TO BE TUNGSTEN CUT & PALLETISED.
 - ALL LIMESTONE BLOCKS TO BE FULLY BONDED WITH CREME MORTAR CLASS M4, (MINIMUM 13.5:4.5 CEMENT, LIME, SAND RATIO).
 - MORTAR JOINTS TO BE 20mm WIDE. ALL FACE MORTAR JOINTS TO BE POINTED AND FINISHED FLUSH WITH A RULED JOINT. TOP COURSE OF WALL TO HAVE FLUSH JOINTS ON TOP SURFACE ONLY.
 - ALL FINISHING JOINTING SHALL BE COMPLETED OVER THE TOP BLOCK AND DOWN REAR FACE TO THE SECOND COURSE, BELOW THE SAND LEVELS AND INCLUDE BEING TAKEN DOWN THE FRONT FACE TO THE BASE OF THE FOOTING BLOCK.
 - FOOTING SUBGRADE TO BE COMPACTED TO 95% MDDO BEFORE LAYING LIMESTONE BLOCK.
 - COMPACT GROUND IN FRONT OF WALL PRIOR TO BACKFILL AND COMPACTION.
 - WALL TO BE FULLY PROPPED PRIOR TO BACKFILL AND COMPACTION.
 - COMPACTED SAND BACKFILL TO WALLS IN 300mm LAYERS TO NOT LESS THAN 95% MDDO TO AS1289.5.2.1.
 - ALL BACKFILL TO BE TYPE A - STRUCTURAL FILL.
 - CONTRACTOR TO PROVIDE CONSTRUCTION JOINT CONNECTION WHERE ABUTTING OR CONNECTING TO AN EXISTING WALL.
 - ALL RETAINING WALL STUBS EXTENDING INTO FUTURE LOTS ARE TO BE 5m LONG, UNLESS OTHERWISE SHOWN.
 - NON-SACRIFICIAL ANTI-GRAFFITI COATING SHALL BE APPLIED TO ALL EXPOSED WALL SURFACES. ALL FACES OF PIERS ARE TO RECEIVE THE ANTI-GRAFFITI COATING. CONTRACTOR SHALL PROVIDE CERTIFICATION THAT COATING HAS BEEN APPLIED AND ISSUE CLEANING SPECIFICATION TO SUPERINTENDANT FOR LODGEMENT WITH COUNCIL PRIOR TO PRACTICAL COMPLETION.
 - THE CONTRACTOR SHALL PROVIDE STRUCTURAL CERTIFICATION THAT ALL MASS LIMESTONE RETAINING WALLS, PIERS, FENCING, GATES AND MASONRY WALLS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH DESIGN REQUIREMENTS. CERTIFICATION SHALL BE BY AN INDEPENDENT PRACTISING STRUCTURAL ENGINEER DIRECTLY ENGAGED AND PAID BY THE CONTRACTOR. ALL COSTS SHALL BE ALLOWED IN CONTRACTORS LUMP SUM TENDER VALUE.

- LEGEND:
- 15.91 PROPOSED PAD LEVEL
 - 13.32 EXISTING PAD LEVEL
 - 12.54 ANTICIPATED EXISTING PAD LEVEL TO BE CONFIRMED BY THE CONTRACTOR WITHIN ONE WEEK OF CONTRACT AWARD
 - RET 5 RETAINING WALL LONGSECTIONS REFERENCE NAME. (REFER TO RETAINING WALL LONGSECTIONS)
 - Sc PROPOSED RETAINING WALL REFER TO 28755-PER-C-E3 AND STD-WGE/STD1 FOR COURSING AND DETAILS
 - PROPOSED CANTILEVER WALL
 - - - FUTURE RETAINING WALL
 - - - EXISTING RETAINING WALL
 - SITE BOUNDARY
 - (S) START OF RETAINING WALL LONGSECTION
 - (E) END OF RETAINING WALL LONGSECTION
 - CJ CONSTRUCTION JOINT



REV.	DESCRIPTION	DRAWN	VER	APPROVED
E	RETAINING WALL ADJUSTED LOT 807			
D	RET 3 AMENDED RET 1 & 2 WALL AND CONSTRUCTION JOINTS ADDED. LOT 908 EARTHWORKS AMENDED.	KLI	JCZ	JCZ 29/09/16
C	RETAINING WALL 3 AMENDED AND NOTES AMENDED AS CLOUDED	YSH	MMC	JCZ 27/07/16
B	REVISED FOR TENDER ISSUE	YSH	MMC	JCZ 13/07/16
A	ORIGINAL ISSUE	SAT	MMC	JCZ 29/09/16

WOOD & GRIEVE ENGINEERS
 Wood & Grieve Engineers Ltd
 A/C/N 137 998 689
 Ground Floor
 224 Adelaide Terrace, Perth
 Western Australia 6000
 Phone: +61 8 6232 7000
 Fax: +61 8 6232 7100
 Email: wge@wge.com.au
 Web: www.wge.com.au

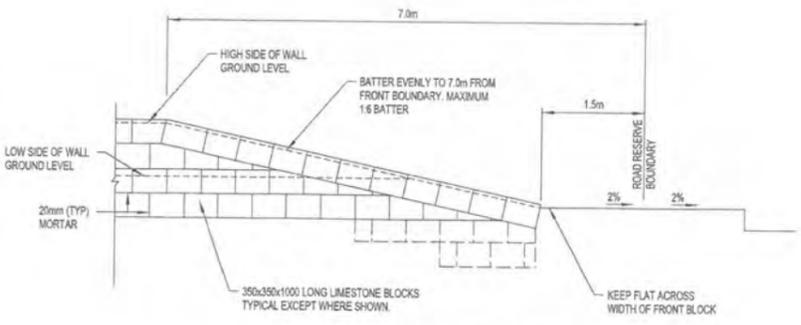
PERTH
 MELBOURNE
 SYDNEY
 BRISBANE
 ALBANY
 BUSSELTON

CLIENT:
GOLDBARREL CORPORATION PTY LTD C/O TERRANOVIS
 PROJECT:
LOT 23 HAMILTON ROAD, COOGEE
 TITLE:
RETAINING WALL LAYOUT PLAN

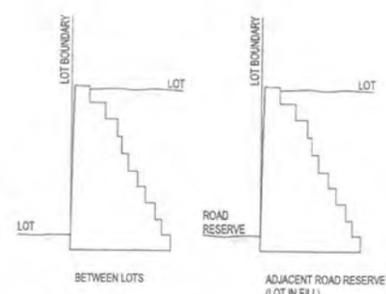
TENDER ISSUE

SECTION: CIVIL SERVICES	VERIFIED: M. CATLIN	28/06/2016	SCALE: A1 @ 1:500
DESIGNED: S. TESLJA	APPROVED FOR TENDER: J. ZELONES	13/07/2016	DATUM: A.H.D.
DRAWN: S. TESLJA	APPROVED FOR CONSTRUCTION:		WAPC: 152830

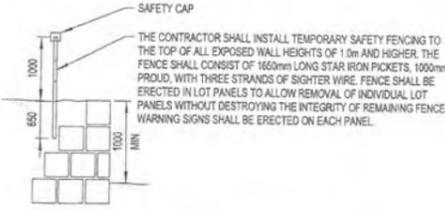
PROJECT No. **28755-PER-C** DRAWING No. **E2** REVISION **E**



TYPICAL WALL COURSING DETAIL (FOR WALLS GREATER THAN 2 VISIBLE COURSES) SCALE 1:50

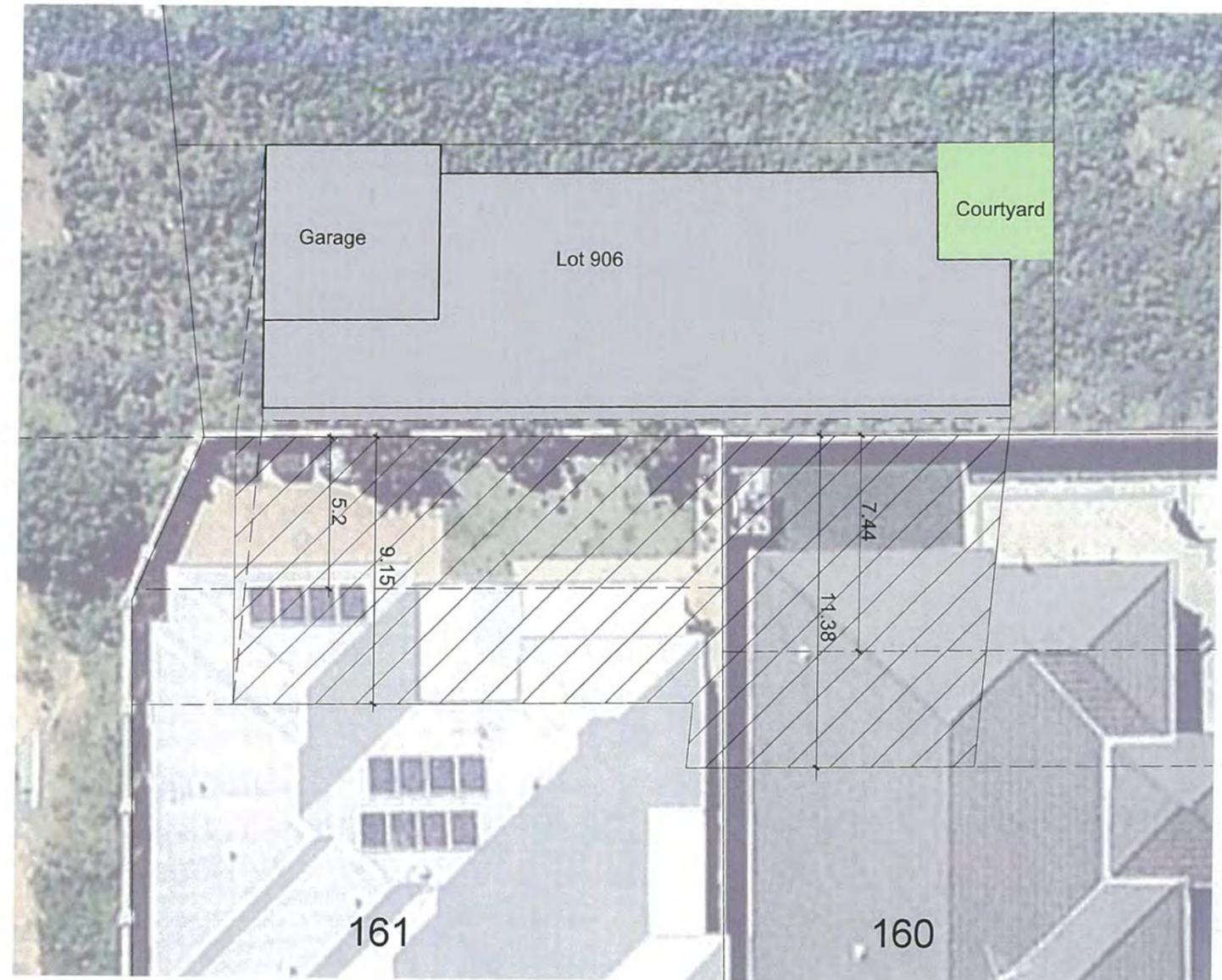
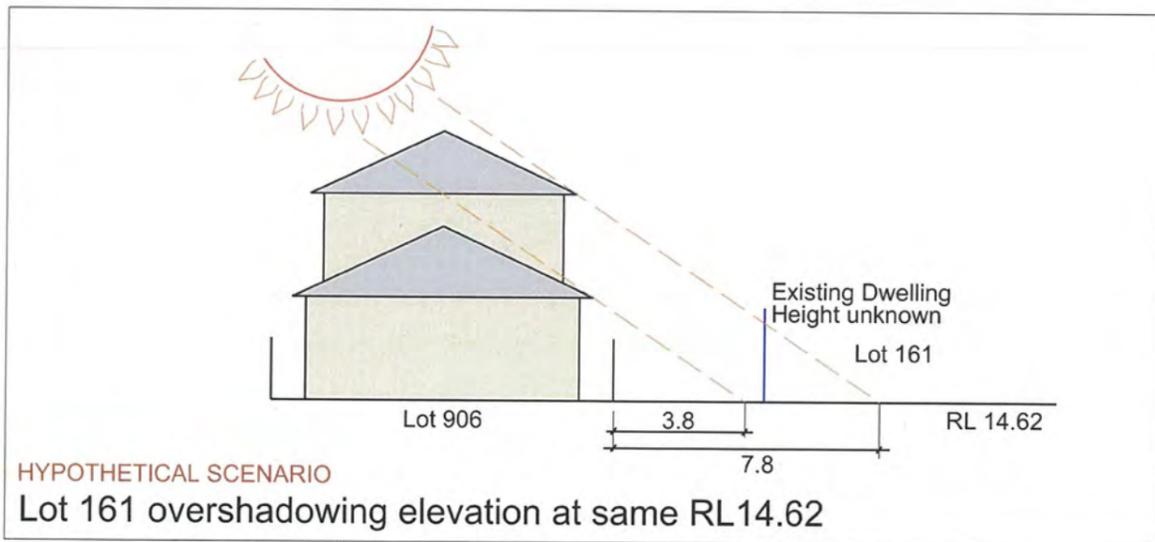
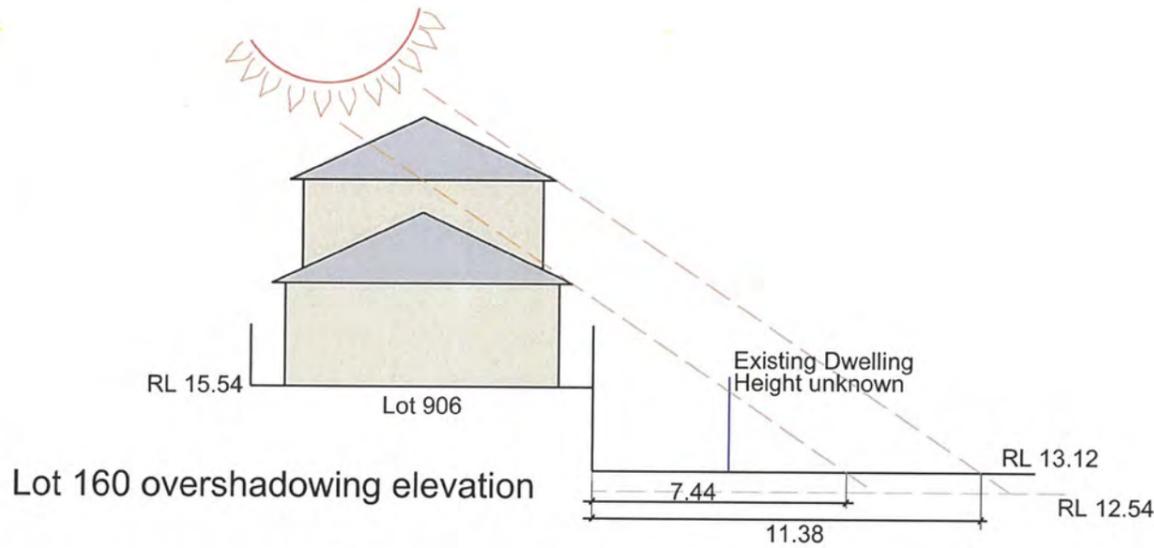
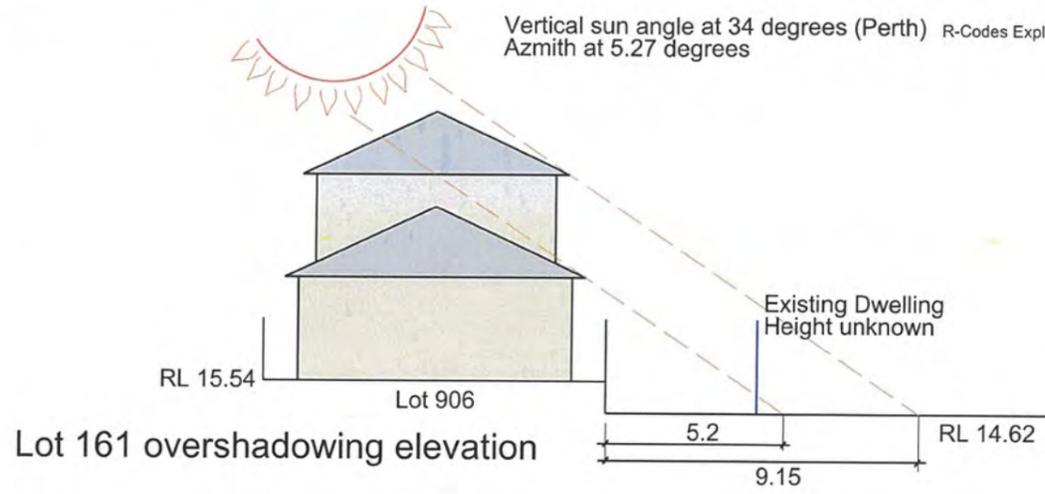


LOCATION OF LOT BOUNDARY N.T.S.



TEMPORARY RETAINING WALL FENCES FOR WALLS GREATER THAN 2 VISIBLE COURSES. (DIAGRAMMATIC)

Vertical sun angle at 34 degrees (Perth) R-Codes Explanatory Section (p.67)
Azimuth at 5.27 degrees



- PLAN NOTES**
1. Assessment of the shadow cast by a building at midday 21 June as shown in R-Codes Figure 11a.
 2. Assume Lot 906 future dwelling roof pitch 25 degrees with 400mm eaves.
 3. Single storey dwelling height to maximum 3.0m as per R-Codes Table 3.
 4. Double storey dwelling height to maximum 6.0m as per R-Codes Table 3.
 5. Single storey (Lot 906) boundary setback shown as 1.0m.
 6. Double storey dwelling (Lot 906) boundary setback shown as 1.5m.

Neighbourhood Overshadowing

Lot 161 total area	625 sqm
Lot 906 shadow cast (single storey)	85 sqm (14%)
(double storey)	156 sqm (25%)
Lot 160 total area	647 sqm
Lot 906 shadow cast (single storey)	71 sqm (11%)
(double storey)	106 sqm (16%)

R-Code (Clause 5.4.2 (C2.1) maximum shadow cast 35% of neighbouring lot site area

Plan No. : 20830-1
Revision : REV.2
Scale : 1:200@A3



OVERSHADOWING DIAGRAM
SUBDIVISION WAPC 152830
LOT 23 HAMILTON ROAD
COOGEE

DATE DRAWN: 22/11/2016
DRAWN BY: CdeL
CHECKED BY: JP
FILE: 150501_overshadowing.dgn
V DATUM: AHD
H DATUM: MGA94 (50)



Summary of Objections – Lot 23, No. 225 Hamilton Road, Coogee – Subdivision Retaining Walls (DA16/0578)

Owners of Nos 4 & 6 Cedron Rise, Coogee

- *Nos. 4 & 6 Cedron Rise have private recreation areas, northern aspects and main living areas facing North;*
- *We object to not only the height of the proposed retaining walls, but also the height of the sand pad, which as proposed, will sit 1.28m above 6 Cedron Rise's block height and 3.37m above 4 Cedron Rise's block height and their northern aspects;*
- *This will create a large bulky dwelling, detracting from the attractiveness of the neighbouring properties, affecting the outlook of neighbours, not in-keeping with the natural streetscape and creating a "closed in feeling".*
- *We submit that the proposal does not comply with the R-Codes in the following areas:*
 - *Overshadowing;*
 - *Solar Penetration;*
 - *Overlooking;*
 - *Privacy;*
 - *Overall building height from the natural ground level;*
 - *Streetscape; &*
 - *Building Wall heights.*
- *Have found the 2 blocks for sale on internet as 2 storey developments which would extenuate the issues further;*
- *Suggest developer/RE agents make any potential buyers of this land aware of the objections outlined in the formal response in case of any future potential litigation actions;*
- *We would like to provide a proposal for an alternative design for the 2 lots:*
 - *Consolation to be undertaken between the objective parties, landowners, developers and Council to ascertain a design for the lots which provide an agreeable solution;*
 - *To amalgamate the 2 lots into 1 with a 20m frontage;*
 - *Planning to allow only a single storey dwelling to be built on the lot;*
 - *Dwelling designed to enable the garage location to be on the northern area of the block, i.e the lowest part of the run off from the road/verge of DaSilva Place;*
 - *Set the dwelling back from DaSilva Place, and cut-in if necessary to allow the sand pad height to be in-keeping with the natural slope of the land;*
 - *Dwelling designed with a stepped down pad along its west/east length, to reduce impact on Nos. 4 & 6 Cedron Rise's northern aspects;*
 - *Retaining walls built on the western side of the block to allow the pad height to be dropped, by applying the above suggestions, will dramatically reduce the cost of the proposed retaining wall heights and depths, plus the large costs of back filling to provide for the flat block proposal, as it is currently proposed.*

Owners of 10 Da Silva Place, Coogee

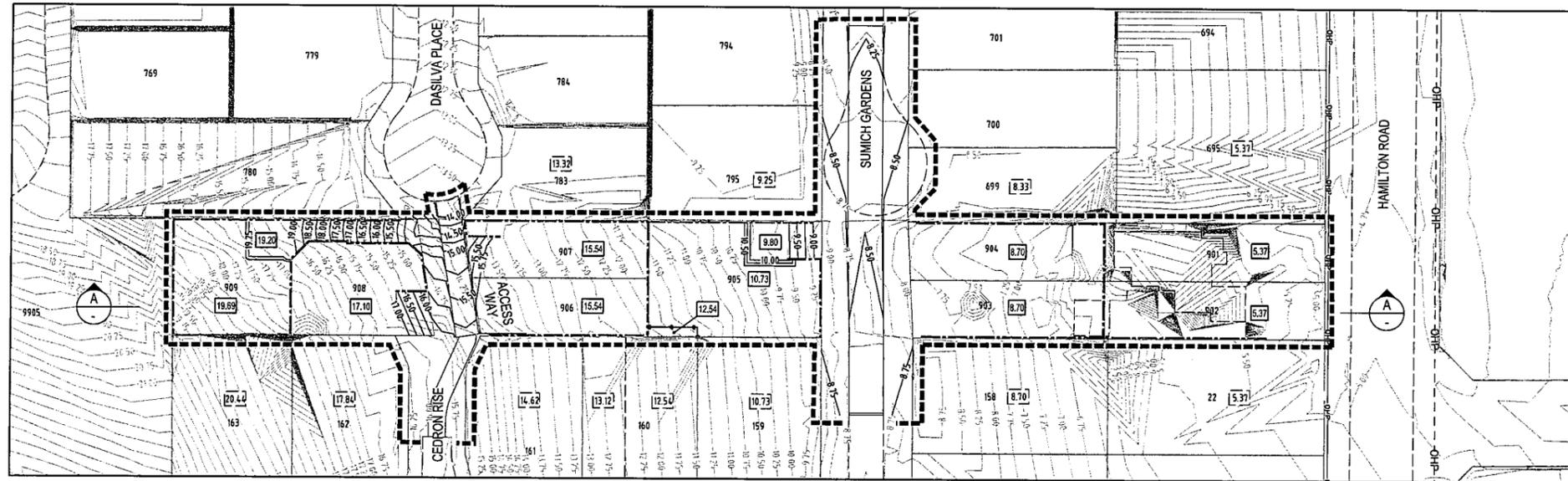
- *If approved it will create:*
 - *Loss of natural light;*
 - *Overlooking;*
 - *Interruption of the orderly step up of existing houses in Da Silva Place;*
 - *An objectionable façade;*
 - *Locked-in effect for adjacent houses;*
 - *Blocking of northern winter sun;*
 - *Non conformation with building/planning codes;*
- *The problem has been created by owners of lot 23, holding out until the land to the North was developed. Those owners could solve problem by:*
 - *Changing the plan of lots 906 & 907;*
 - *By accessing Da Silva Place at the northern most point;*
 - *Retaining Da Silva Place where necessary up towards Cedron Rise (for drainage)*
 - *Having 1 large lot in place of 2. This would give 3 out of 8 lots over 388m²;*
 - *Or, off the access in, (adjacent to lot 99) split the land in 2 with the boundary between running north-south.*

Owners of 11 Da Silva Place, Coogee

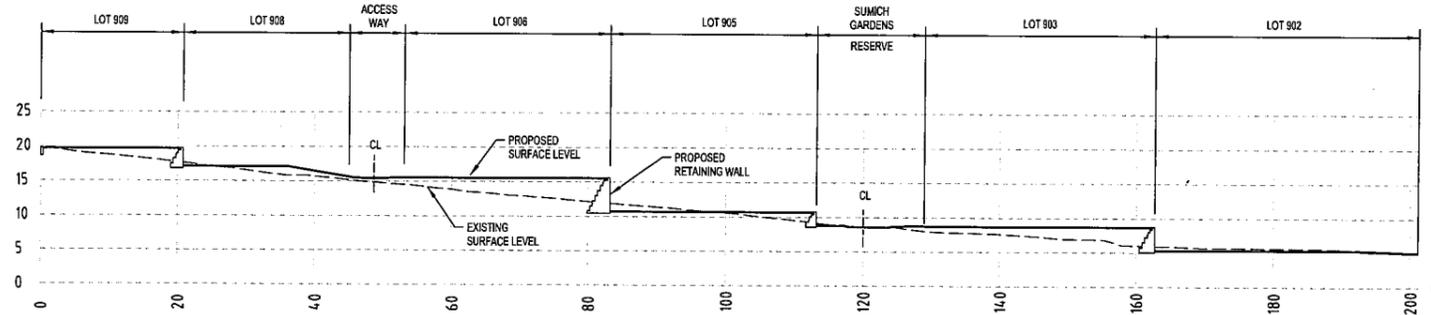
- *Will result in:*
 - *Dominance of my home;*
 - *Overlooking;*
 - *Ugly Street appearance;*
 - *Loss of sea breeze and light to my home;*
 - *Will spoil street and upset neighbouring properties;*
 - *Reduced values of surrounding homes.*

Owners of 25 Da Silva Place, Coogee

- *Support non-compliance provided the developer removes the existing retaining wall and fence between lots 905 & 795 once new fence and wall is completed;*
- *Leaving existing wall and fence in place once the new one parallel to this is built will create a void and haven for rubbish, vermin and snakes. It will also affect the athletics of the area which is promoted as a quality development.*



PLAN
SCALE 1:500



SECTION
SCALE 1:500
A-A

REV.	DESCRIPTION	DRAWN	VER	APPROVED
A	ORIGINAL ISSUE			



Wood & Grieve Engineers Ltd
A.C.N. 137 999 609
Ground Floor
255 Adelaide Ter, Perth
Western Australia 6000
Phone: +61 8 9222 7000
Fax: +61 8 9222 7100
Email: wge@wge.com.au
Web: www.wge.com.au

PERTH
MELBOURNE
SYDNEY
BRISBANE
ALBANY
BUSSELTON

CLIENT:
GOLDBARREL CORPORATION PTY LTD C/O TERRANOVIS
PROJECT:
LOT 23 HAMILTON ROAD, COOGEE
TITLE:
SITE PLAN & CROSS SECTION - PROPOSED AMENDED LEVELS

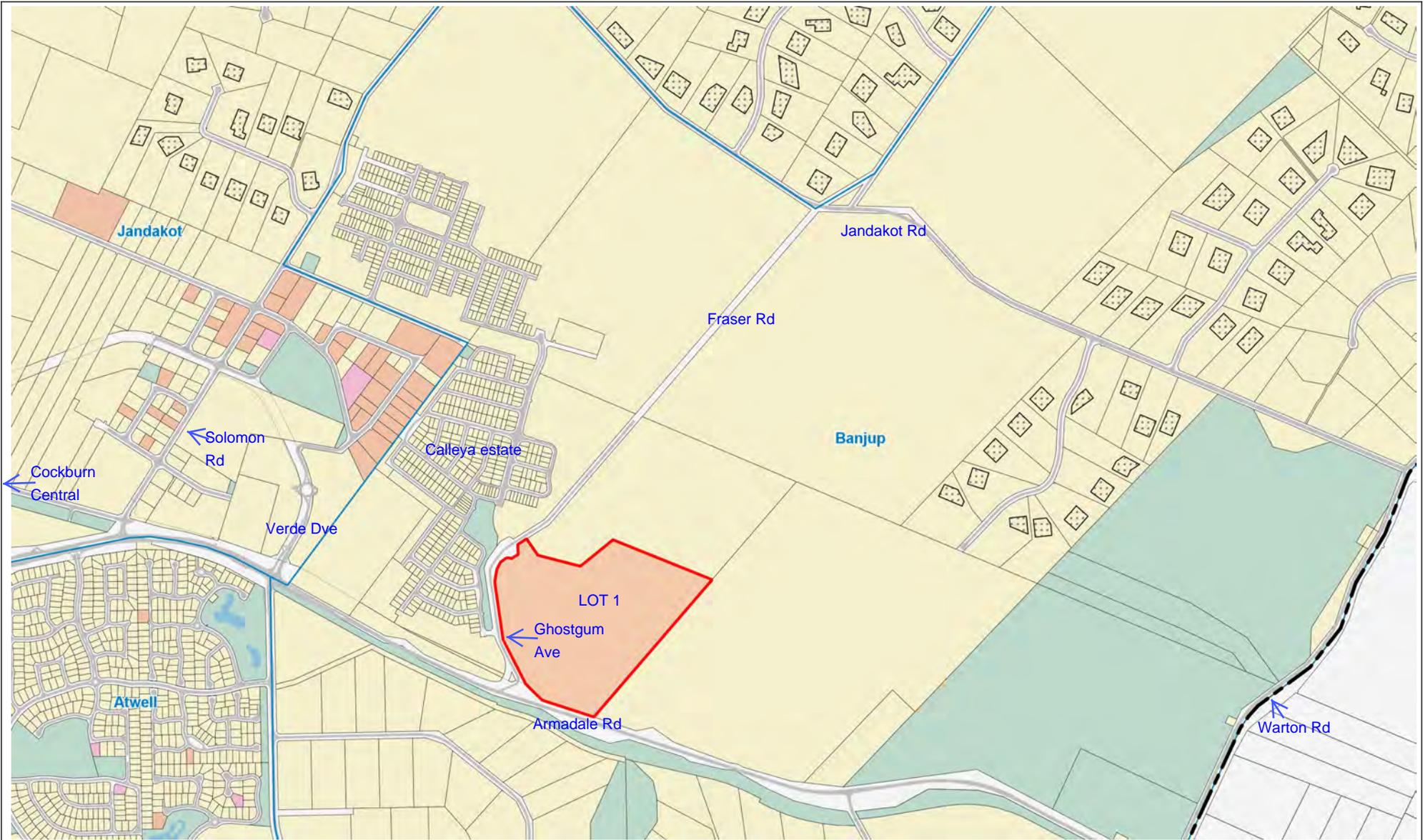
PRELIMINARY

SECTION: CIVIL SERVICES	VERIFIED:	SCALE: A1 @ 1:500
DESIGNED: J. ZELONES	APPROVED FOR TENDER:	DATUM: A.H.D.
DRAWN: L. GLOGOVAC	APPROVED FOR CONSTRUCTION:	WAPC: 152830

PROJECT No. 28755-PER-C	DRAWING No. SK1	REVISION A
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P:\28755\CIVIL DRAWINGS\C SKETCH SK1.DGN





City of Cockburn
G.I.S Services Department

Locality Plan - Lot 1 Ghostgum Ave
(formerly Lot 821 Armadale Rd), Banjup

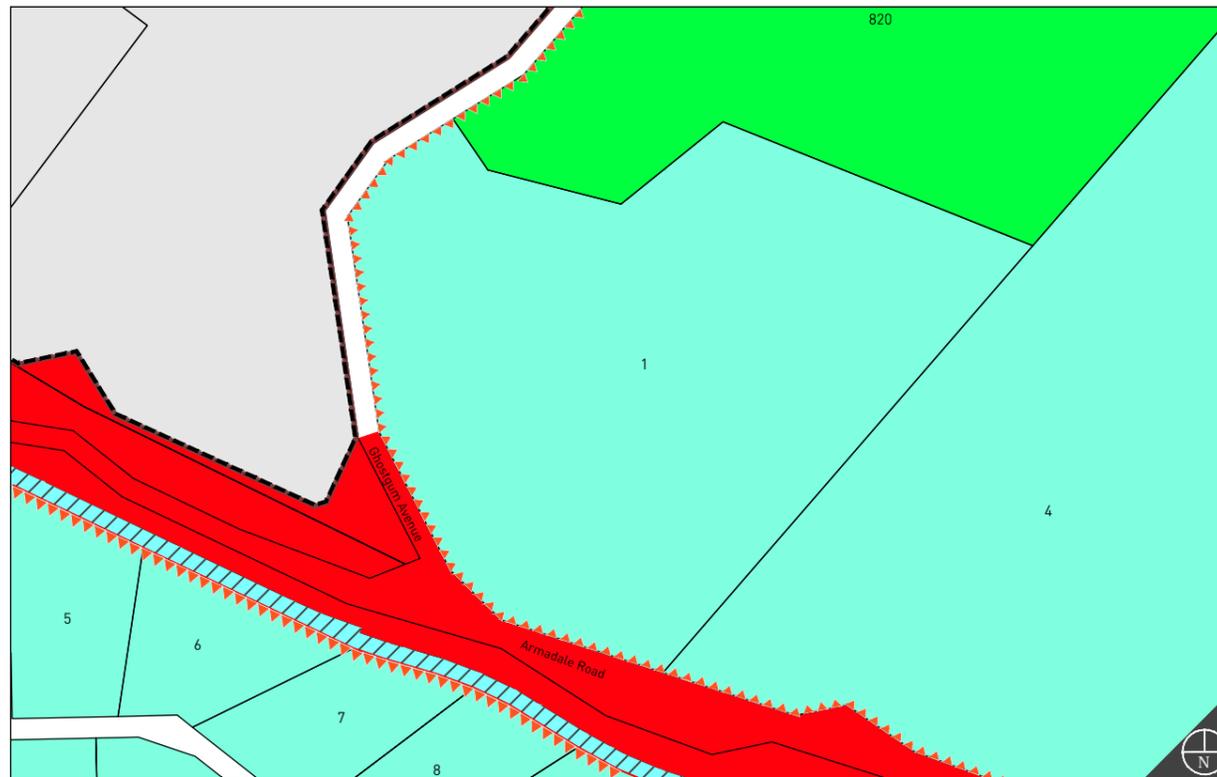
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20/07/2016

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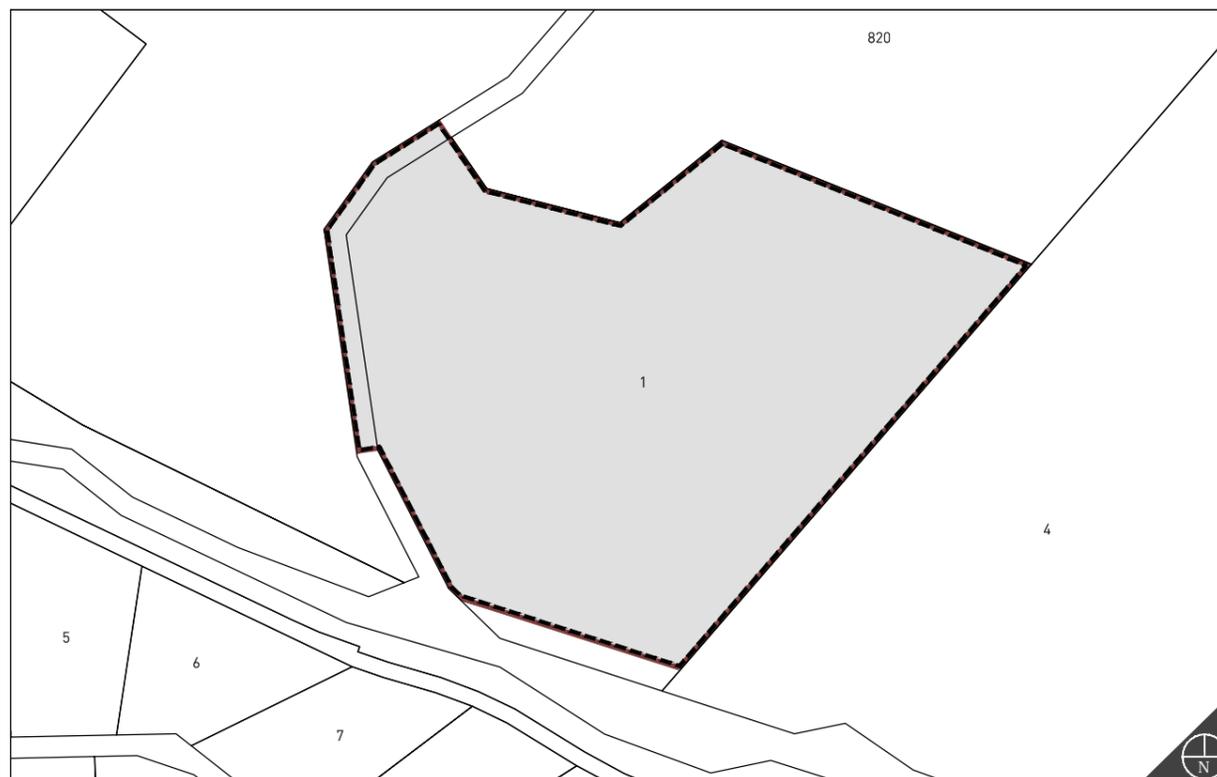
DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.



City of Cockburn - Town Planning Scheme No. 3 Scheme Amendment 117



Existing Zoning



Proposed Zoning



0 100 200 Metres

SCHEDULE OF SUBMISSIONS
PROPOSED SCHEME AMENDMENT 117- REZONING LOT 1 GHOSTGUM AVENUE TREEBY

NO	NAME/ADDRESSES	SUBMISSION	RECOMMENDATION
1	Bush Forever 140 William Street PERTH WA 6000	<p>Thank you for sending the proposed Town Planning Scheme amendment to Policy Development and Review for comment with regard to Bush Forever.</p> <p>The purpose of this amendment is to rezone Lot 1 Ghostgum Avenue Treeby from 'Resource' Zone to 'Development' Zone and include the subject site in 'Development Area No. 37'. The amendment is consistent with the 'Urban' zoning assigned to the site as a consequence of MRS Amendment 1289/57 gazetted on 20 May 2016.</p> <p>The subject site is adjacent to Bush Forever area 390 - Fraser Road Bushland, Banjup. The proposed amendment is unlikely to adversely impact the adjacent Bush Forever area. However, to ensure the integrity of the Bush Forever area is upheld, it is recommended at subsequent planning stages:</p> <ul style="list-style-type: none"> • A hard road edge is provided between the development area and Bush Forever area 390; • Any Bush Fire mitigation requirements are undertaken in the subject lot, not in the Bush Forever area; • Drainage is to be contained on site and not directed towards the Bush Forever area; and • As per EPA advice on the MRS amendment, the remnant vegetation along the south western and southern boundaries will be retained as well as the area of remnant vegetation on the eastern side of the site, containing the rare orchid <i>Caladenia huegii</i>. <p>Please note this is Policy Development and Reviews response with regard to Bush Forever only and does not reflect comments of other branches of the Department of Planning or a formal position of the Western Australian Planning Commission, which may need to be consulted on this proposal.</p>	<p>Noted</p> <p>Noted – these are all matters which are required to be dealt with at the structure planning stage, in line with the WA Planning Commission's Structure Plan Framework</p> <p>Noted</p>

NO	NAME/ADDRESSES	SUBMISSION	RECOMMENDATION
			No changes have been made (or are requested by the submitter) to the proposed amendment based on this submission.
2	Department of Water 107 Breakwater Parade MANDURAH WA 6210	<p>The Department of Water (DoW) has reviewed the proposal and has the following advice.</p> <p>Jandakot Public Drinking Water Source Area The land subject to this proposal is located within the Jandakot Public Drinking Water Source Area (PDWSA). The Jandakot PDWSA is managed in accordance with the Western Australian Planning Commission's Statement of Planning Policy No 2.3 Jandakot groundwater protection policy (SPP 2.3) and the DoW's Water Quality Protection Note 25 (WQPN 25) Land use compatibility tables for public drinking water source areas (Dow, 2016).</p> <p>The DoW assigns priority areas within PDWSAs to guide land use decisions. The Jandakot PDWSA is mapped as either being Priority 1, 2 or 3 area. In specific instances, some areas that were previously P1 or P2 and have been changed to P3 as a result of strategic-level planning assessments undertaken by the Western Australian Planning Commission (WAPC), and subsequent planning scheme amendments, such as from rural to urban.</p> <p>In this instance, as a result of the WAPC's decision to change the MRS zoning from resource to urban, the priority classification will be amended from its current P2 area to P3 area. The DoW recommends additional requirements to protect drinking water quality and public health. This means that some land uses that are normally considered acceptable in P3 areas are not considered appropriate. Please see the attached Table 3 from the WQPN 25 for a list of land uses considered appropriate for the site subject to this proposed amendment.</p> <p>Better Urban Water Management Consistent with Better Urban Water Management (BUWM) (WAPC, 2008) and policy measures outlined in State Planning Policy 2.9: Water Resources, the future Local Structure Plan (LSP) is to be supported by an approved Local Water Management Strategy prior to finalising and supporting the LSP. The LWMS is to align with recommendations and best management practices outlined in the approved Lot 821 Armadale Road, Banjup District Water Management Strategy (Hyd2o Hydrology, 2013).</p>	<p>Noted – City officers had understood this would be the case given the progression of the change in Metropolitan Region Scheme zoning.</p> <p>Noted – this is a matter which is required to be dealt with at the structure planning stage, in line with the WA Planning Commission's Structure Plan Framework</p> <p>No changes have been made (or are requested by the submitter) to the proposed amendment based on this submission.</p>

NO	NAME/ADDRESSES	SUBMISSION	RECOMMENDATION
		<p>Attached Table 3 – Compatibility of land uses and activities in areas changed from P1/P2 to P3</p>	
3	<p>Telstra , Networks & Operations Locked Bag 2525 PERTH WA 6001</p>	<p>Thank you for the above advice. At present, Telstra Corporation Limited has no objection. The subdivision to the west of Ghostgum Avenue is serviced by NBNSCo. Telstra is not informed of where NBN infrastructure is installed.</p> <p>Should you require any more information regarding Telstra's new infrastructure policy, please read below or contact me.</p> <p>Latest Telecommunications Policy The Federal Government has deemed developers are now responsible for telecommunications infrastructure on all developments, i.e. conduits, pits and the cost of the cable installation by Telstra or other carrier. Telstra can provide a quote for the pit and pipe and/or cable. This is explained on the Telstra Smart Community website below. The owner/developer will have to submit an application before construction is due to start to Telstra (less than 100 lots or living units) or NBN Co. (for greater than 100 lots or living units in a 3 year period).</p> <p>Applications to Telstra can be made on the Telstra Smart Community website: http://www.telstra.com.au/smart-community</p> <p>More information regarding NBN Co. can be found on their website http://www.nbnco.com.au/develop-or-plan-with-the-nbn.html</p> <p>Please dial 1100 (Dial before You Dig) for location of existing services.</p> <p>Federal Government Telecommunications Infrastructure in New Developments Policy May 2015 https://www.communications.gov.au/policy/policy-listing/telecommunications-new-developments</p> <p>STATE PLANNING POLICY 5.2 Telecommunications Infrastructure August 2015 http://www.planning.wa.gov.au/dop_pub_pdf/Telecommunications_Infrastructure.pdf</p>	<p>Noted</p> <p>No changes have been made (or are requested by the submitter) to the proposed amendment based on this submission.</p>

NO	NAME/ADDRESSES	SUBMISSION	RECOMMENDATION
		<p>Communications Alliance - G645:2011 Fibre Ready Pit and Pipe Specification for Real Estate Development Projects http://www.commsalliance.com.au/Documents/all/guidelines/g645</p>	
4	<p>Main Roads Don Aiken Centre, Waterloo Crescent EAST PERTH WA</p>	<p>Thank you for your correspondence dated 6 October 2016 requesting Main Roads comments on the above proposal.</p> <p>The proposed scheme amendment is acceptable to Main Roads.</p>	<p>Noted</p> <p>No changes have been made (or are requested by the submitter) to the proposed amendment based on this submission.</p>
5	<p>Department of Aboriginal Affairs 151 Royal Street East Perth WA 6004</p>	<p>I can confirm that there are no sites under the Aboriginal Heritage Act, 1972 (AHA) as currently mapped on the Register of Aboriginal Sites (the Register) within the Amendment area. There is one place on the Department of Aboriginal Affairs (DAA) database where a decision under section 5 of the AHA is yet to be made:</p> <p><i>DAA 4108 Readymix Sandpit 1</i></p> <p>Although it appears that DAA 4108 Readymix Sandpit 1 is within Lot 1 on Plan 407384, information in the site file indicates that it is actually located to the immediate west of Fraser Road. Information regarding the place is available in the DAA site file as the access to this place is open. Knowledge of the landscape coupled with information contained in the site file may assist any parties engaged in works in the Amendment area to identify the specific location of the site. An appointment to view this information digitally may be made by contacting DAA on (08) 6551 7950 or at HeritageEnquiries@daa.wa.gov.au.</p> <p>There are also no reports held at the Department of Aboriginal Sites (DAA) of any heritage surveys conducted within the Amendment area. There may be Sites present to which the AHA applies that are yet to be identified and are therefore not in DAA records, and these Sites are still afforded protection under the AHA.</p> <p>It is recommended that proponents are advised to familiarize themselves with the State's Cultural Heritage Due Diligence Guidelines (the Guidelines). These</p>	<p>Noted</p> <p>Noted – this is useful information for the landowner. A copy of this submission will be forwarded to the applicant for their information.</p> <p>No changes have been made (or are requested by the submitter) to the proposed amendment based on this submission.</p>

NO	NAME/ADDRESSES	SUBMISSION	RECOMMENDATION
		<p>have been developed to assist proponents identify any risks to Aboriginal heritage and to mitigate risk where heritage sites may be present. The Guidelines are available electronically at: http://www.daa.wa.gov.au/globalassets/pdf-files/ddg</p>	
6	<p>WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849</p>	<p>We wish to confirm that ATCO Gas Australia (ATCO Gas) has High Pressure gas and Medium Low Pressure Gas Mains, and residential gas lines and infrastructure within the vicinity of the land the subject of the proposed Amendment. Please note our IBIS system describes Ghostgum Lane as Fraser Road.</p> <p>We have no objection to the proposed Amendment being approved however we do request contact by any proponent during their preliminary design stage, prior to any design being finalised.</p> <p>This is to ensure the existing gas infrastructure in Fraser Road is identified early and any gas pipeline third party impacts are identified and designed to ensure our ongoing operations and compliance with our design code for the ATCO Gas assets. (Plan included)</p>	<p>Noted – this portion of the road was recently renamed.</p> <p>Noted – a copy of this submission</p> <p>No changes have been made (or are requested by the submitter) to the proposed amendment based on this submission.</p>
7	<p>Department of Transport GPO Box C102 PERTH WA 6839</p>	<p>The Department of Transport (DoT) has no comment to provide.</p> <p>We have forwarded a copy of the letter to Main Roads so they may respond directly to you with any comments.</p>	<p>Noted</p> <p>Noted – Main Roads were also sent a referral by the City of Cockburn. Their submission is included above (noting the amendment is acceptable to Main Roads WA).</p> <p>No changes have been made (or are requested by the submitter) to the proposed amendment based on this submission.</p>
8	<p>Creative Planning + Design PO Box 7655 Cloisters Square PERTH WA 6850 (on behalf of Stockland)</p>	<p>This submission on proposed Scheme Amendment No. 117 to the City of Cockburn Town Planning Scheme No. 3 (TPS3) is made on behalf of Stockland WA Development Pty Ltd, developer of the Calleya estate, Treeby.</p> <p>First, we would like to express our support for the proposed Scheme Amendment No.117 to include Lot 1 Ghostgum Avenue, and portion of Ghostgum Avenue within the 'Development' zone and 'Development Area No.37'.</p> <p>Having secured the rezoning of the Calleya Estate to the 'Development' zone under TPS3 in 2013, we have an intimate understanding of the rezoning</p>	<p>Noted – this is important point as Calleya estate is located within Development Area 37 ('DA37'), which is directly affected by this proposal.</p> <p>Noted</p> <p>Noted – this landowner was the original proponent to introduce DA37 to the City's Town Planning Scheme No. 3 ('TPS3'). They have gone through the MRS and TPS rezonings, structure</p>

NO	NAME/ADDRESSES	SUBMISSION	RECOMMENDATION
		<p>process required to facilitate urban development, and importantly the plethora of opportunities and constraints required to be addressed in this immediate locality.</p> <p>Lot 1 Ghostgum Avenue, Treeby presents very similar site conditions to the Calleya Estate, specifically the presence of <i>Caladenia huegelii</i>, a species listed as Endangered under the Environmental Protection and Biodiversity Conservation Act 1999 and Critically Endangered under the Wildlife Conservation Act 1950. It is with this specific experience on the Calleya Estate that we make the following informed comment on the referral made by the Environmental Protection Authority (EPA) on proposed Scheme Amendment No.117.</p> <p>We have reviewed the referral made by the EPA under Section 48(1)(a) of the Environmental Protection Act 1986, and note the presence of <i>Caladenia huegelii</i> within remnant native vegetation along the south western boundary of Lot 1. We agree with the EPA's recommendation that conservation of this remnant vegetation should be addressed at the future detailed planning stages, i.e. structure planning and subdivision. However, we strongly implore that conservation of remnant vegetation should be limited to known localities of <i>Caladenia huegelii</i> only, based on specific flora and vegetation investigations.</p> <p>It is not considered appropriate to identify broad areas of remnant vegetation for conservation until such detailed investigations have taken place as part of the future planning processes, nor should they be widely imposed on an existing Development Area - particularly where no acknowledgement of existing detailed assessments exists (including the Banjup Quarry Local Structure Planning area and subsequent environmental approvals). The EPA comments should be taken with consideration of the Lot 1 Ghostgum Avenue assessment, rather than the Development Area boundaries.</p>	<p>planning, subdivisions and now development has been occurring on site in recent years.</p> <p>Noted. Likewise this was pointed out in the City's referral of the scheme amendment to the EPA with the confirmation it was a matter that could be dealt with through the WA Planning Commissions' Structure Planning Framework.</p> <p>Noted and strongly agree – this would be consistent with the approach set out in the WA Planning Commissions' Structure Planning Framework.</p> <p>Noted and strongly agree – this would be consistent with the approach set out in the WA Planning Commissions' Structure Planning Framework.</p> <p>No changes have been made (or are requested by the submitter) to the proposed amendment based on this submission.</p>
9	Banjup Residents Group (Inc)	We understand that the Department of Housing wishes to build several hundred houses on part of the old Banjup Quarry that is now to the east of Ghostgum Avenue and north of Armadale Road.	Noted, this may be the ultimate intent. However the purpose of this proposal is simply to bring the City's Town Planning Scheme No. 3 zoning into line with the Metropolitan Region Scheme zone.

NO	NAME/ADDRESSES	SUBMISSION	RECOMMENDATION
	<p>207 Liddelow Road Banjup Western Australia 6164</p>	<p>Banjup residents accept that the WA Planning Commission has decided that the land be rezoned from Resource to Urban and therefore that the houses will be built in the fullness of time. However, Banjup residents counsel caution in the timing of the build.</p> <p>Experience has shown that the building of the 2,000 homes in the adjacent Calleya development has exacerbated the already difficult traffic problems along Jandakot Road, Armadale Road, and the approach to the freeway interchange.</p> <p>You will recall that in our submission of April 2013 and again in September 2015 Banjup Residents counselled against that development commencing until appropriate transport infrastructure had been constructed. We said in April 2013:</p> <p><i>Physical development of the Quarry should not proceed before agencies such as Main Roads WA, Transperth, and the City of Cockburn have all funded and commenced construction of appropriate and adequate infrastructure for the surrounding area, including the Freeway interchange, upgrading of Armadale and Jandakot Roads, increased parking at the railway station, and frequent shuttle bus services to the railway station during rush hours.</i></p> <p>We went on to say in September 2015:</p> <p><i>We note that nothing was done to upgrade Jandakot Road and that</i></p>	<p>Noted, this decision of the WAPC comes with the obligation for the City to amend its scheme to align with the Urban zone. To delay this action would bring the City of Cockburn into non-compliance with the Planning and Development Act 2005. The zoning itself however does not enable building to commence straight away. The landowner would need to undertake a structure plan which has not yet commenced.</p> <p>Roads upgrades to Jandakot and Solomon Roads and a path along Armadale Road are already secured via a legal agreement. Their provision is required within 3 months after the creation of the 900th residential lot, or by the 31 December 2017, whichever is earlier. The City of Cockburn has recently written to affected landowners to acquire land required for the upgrades to proceed. Armadale Road upgrading is a State Government (Main Roads) matter which the City, together with the adjacent City of Armadale, has successfully lobbied to be upgraded.</p> <p>It is noted the September 2015 submission was in relation to a structure plan which is not the same as a scheme amendment proposal, which will come later. The following response was provided previously and is still considered appropriate:</p> <p><i>It is unreasonable to expect road upgrades to be delivered well ahead of the development which (in part) warrants the upgrade.</i></p> <p><i>As noted above, Armadale Road upgrades are the responsibility of the State Government (Main Roads). It is completely inappropriate to link approval of this plan to the potential future actions of a State Government department (or any other party). Such a requirement would likely be deemed an invalid and unreasonable requirement on the developer.</i></p> <p>Likewise, the above remains the City's position. There is legislation the City is required to comply with; the Planning and</p>

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		<p><i>lip service was paid to upgrading Armadale Road at its intersection with Fraser Road. Narrowing Armadale Road down to one lane from Tapper Road going east and then widening it again at Fraser Road and then narrowing it again all within 1,000 metres is just plain cynical by all parties – developers, state government, and local government.</i></p> <p><i>We urge the City of Cockburn to link any approval of the 2015 structure plan to Stockland's funding NOW of widening Armadale Road from Tapper Road and of Jandakot Road from Fraser Road to Boeing Way. Those roadworks should be completed before any earthworks in connection with the 2015 structure plan commence.</i></p> <p>This remains our position. We urge the City of Cockburn NOT to approve the construction of any more homes in the Banjup Quarry area until the transport infrastructure is properly in place. If this means delaying the approval of the Scheme Amendment No. 117 To Town Planning Scheme No 3, then so be it.</p>	<p>Development Act 2005, specifically Section 124(2) which reads:</p> <p><i>If a region planning scheme is inconsistent with a local planning scheme, the local government of the district in which the land directly affected is situated is to, not later than 90 days after the day on which the region planning scheme has effect, resolve to prepare –</i></p> <p>(a) <i>A local planning scheme which is consistent with the region planning scheme; or</i></p> <p>(b) <i>An amendment to the local planning scheme which renders the local planning scheme consistent with the region planning scheme,</i></p> <p><i>and which does not contain or removes, as the case requires, any provision which would be likely to impede the implementation of the region planning scheme.</i></p> <p>Should the City not comply with the above, then the Minister for Planning is able to direct the City to do so.</p> <p>This submitter has asked for the amendment to be delayed. No changes have been made (or are requested by the submitter) to the proposed amendment based on this submission. City officers do not recommend delaying this amendment as this is contrary to the City's obligations under the Planning and Development Act 2005 (as well as timeframes prescribed in the Planning and Development (Local Planning Schemes) Regulations 2015 to ensure timely processing of scheme amendments.</p>
10	Rowe Group (on behalf of Department of Housing) Level 3, 369 Newcastle St Northbridge WA 6003	<p>We refer to the EPA's 27 September 2016 advice (provided under Section 48A(1)(a) of the Environmental Protection Act 1986) which was forwarded to the City of Cockburn with respect to Scheme Amendment No. 117 to the City's Town Planning Scheme No. 3 ('TPS 3').</p> <p>It is noted the EPA determined that Scheme Amendment No. 117 should not be assessed under Part IV Division 3 of the Environmental Protection Act 1986 however subsequent advice and recommendations have been provided.</p>	<p>Noted (this is also the subject of Submission 8).</p> <p>Noted</p>

NO	NAME/ADDRESSES	SUBMISSION	RECOMMENDATION
		<p>In short, the EPA has recommended the following:</p> <p><i>The EPA recommends the City of Cockburn Town Planning Scheme 3 Schedule 11 Development Area 37 (DA 37) text provisions be modified to include the requirement for future structure plans to retain the remnant native vegetation corridor within Lot 1 Ghostgum Avenue, for conservation purposes.</i></p> <p><i>The EPA concludes that the amendment can be managed to meet the EPA's environmental objectives, through the preparation of future local planning scheme provisions for structure plans to manage and protect Caladenia huegelii and its habitat.'</i></p> <p>As the City is aware, Scheme Amendment No. 117 was initiated to ensure Lot 1 Ghostgum Avenue, Treeby (the 'subject site') is appropriately zoned (i.e. 'Development' Zone) under TPS 3 for urban development and is consistent with the 'Urban' zoning assigned to the site as a consequence of MRS Amendment 1289/57, gazetted 20 May 2016. As part of the supporting documentation for MRS Amendment 1289/57, environmental investigations were undertaken by PGV Environmental (on behalf of the Housing Authority).</p> <p>Attached is a copy of PGV Environmental's response to the EPA's 27 September 2016 advice. From an environmental perspective, significant work has been undertaken to identify any vegetation worthy of retention. Attachment 1 to the PGV Environmental correspondence confirms the vegetation types, vegetation conditions and areas containing conservation significant vegetation (including the location of the Caladenia huegelii ('Grand Spider Orchid')) at the subject site. Please refer to 'Attachment 1' for a copy of PGV Environmental Dept's correspondence which contains further environmental details and associated mapping.</p> <p>PGV Environmental has monitored the orchids intermittently since the initial mapping was undertaken in 2011 and fencing has been installed to protect the remnant vegetation at the subject site (including the Grand Spider Orchid).</p> <p>From a town planning perspective, as Amendment No. 117 proposes to</p>	<p>Noted</p> <p>Noted, this is correct, there are other landowners affected by DA37, including Stockland who have already undertaken structure planning and have successfully demonstrated how the structure planning process can ensure this important environmental aspect</p>

NO	NAME/ADDRESSES	SUBMISSION	RECOMMENDATION
		<p>rezone the subject site to 'Development' Zone and include the subject site as part of Development Area No. 37 - Banjup Quarry Redevelopment ('DA37'), the provisions of TPS 3 and the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 (the 'Regulations') apply. Such provisions will ensure the consideration of the remnant vegetation is appropriately undertaken via the structure planning process. It is important to note that DA37 extends well beyond the subject site and encompasses landholdings to the north and west of the site.</p> <p>Part 6 (Special Control Areas) of TPS 3 requires a structure plan to be prepared for land zoned 'Development' (and in the case of the subject site for DA37) prior to the City recommending subdivision or approving development. Appropriate safeguards and processes are in place via the Regulations to ensure the structure planning process considers (amongst other factors) <i>the key attributes and constraints of the area covered by the [structure] plan including the natural environment, landform and the topography of the area...</i> In this regard we specifically refer to Schedule 2 (Deemed Provisions for Local Planning Schemes) Regulation 15 (When Structure Plan May Be Prepared) and Regulation 16 (Preparation of Structure Plan).</p> <p>The EPA's request to amend the text for DA37 in Schedule 11 of TPS 3 is considered unnecessary for the following reasons:</p> <ul style="list-style-type: none"> - Environmental considerations and investigations have already occurred as part of MRS Amendment 1289/57, which has resulted in the identification and protection of remnant vegetation present at the subject site; - Appropriate safeguards and processes are in place via the Regulations to ensure the structure planning process considers the retention of remnant vegetation at the subject site; - The required structure planning process will ensure environmental outcomes are achieved prior to the residential subdivision of the subject site; and - DA37 applies to land surrounding the subject site (i.e. not just the subject site itself) meaning there may be implications to the remaining landholdings the subject of DA37 if specific provisions are included relative to vegetation retention. <p>We trust the above clarifies our position on the EPA's referral advice and is</p>	<p>is appropriately protected.</p> <p>As above.</p> <p>Noted</p> <p>Agree – also see Submission 8 response</p> <p>Agree – also see Submission 8 response</p> <p>Noted – all submissions will be provided to the WA Planning Commission to inform their consideration and ultimate recommendation to the Minister for Planning on this amendment.</p> <p>No changes have been made (or are requested by the submitter) to the proposed amendment based on this submission.</p>

NO	NAME/ADDRESSES	SUBMISSION	RECOMMENDATION
		of assistance to the City of Cockburn.	
11	Water Corporation PO Box 100 LEEDERVILLE WA 6902	<p>The subject area is within the Jandakot Underground Water Pollution Control Area (UWPCA), a P2 water resource area, which is normally not urbanised. The Department of Water should approve the change from P2 to P3 before any amendment is considered.</p> <p><u>Water</u> Reticulated water of a sufficient capacity to serve the proposal is currently not available. Conceptual planning indicates the proposed new development will require headworks size water mains to be constructed. The headworks mains may be required to be constructed as part of the subdivision process of this or other proposed developments in the surrounding area. A DN500 or DN375 from the DN760 south of Armadale Road may be required. A control valve is also required to be relocated. A route for the headworks mains will also be required, up to 20 metres wide. The route should be in the form of a road reserve.</p> <p>The subject area falls within the P2 UWPCA. Developers within a P2 UWPCA need to fulfil their legal responsibilities including that covering land use planning, environmental, health and building permit matters. The Department of Water is responsible for managing and protecting Western Australia's water resources. It is therefore recommended that this proposal is referred to the Department of Water for assessment in accordance to the Land Use Compatibility in Public Drinking Water Source Areas publication if it has not been already.</p> <p><u>Wastewater</u> Reticulated sewerage is not immediately available to serve the subject area. All sewer main extensions required for the subject area should be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.</p> <p><u>Drainage</u> The subject area falls just outside of a Southern Lakes drainage catchment that is located to the south of Armadale Road and west of Fraser Road. The Water Corporation would not recommend that the subject area is connected into the drains south of Armadale Road. Before the developer considers connecting into the Water Corporations drainage system they should contact the Water Corporation first to discuss.</p>	<p>Noted</p> <p>Noted – this proposal is only for rezoning, however this submission can be forwarded to the landowner for their information.</p> <p>Noted</p> <p>Noted</p> <p>Noted – this proposal is only for rezoning, however this submission can be forwarded to the landowner for their information.</p>

NO	NAME/ADDRESSES	SUBMISSION	RECOMMENDATION
		<p><u>General Comments</u> The implementation of Water Corporation planning for the provision of the infrastructure to service the area is dependent on the timing of development within the area. Developers should liaise with the Water Corporation at the preliminary planning stage of any development to determine the Corporation's current servicing and land requirements.</p> <p>The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation. A contribution for Water and Sewerage headworks may also be required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost for works.</p> <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, the Water Corporation should be contacted to confirm if the information is still valid.</p>	<p>Noted</p> <p>Noted</p> <p>Noted – this proposal is only for rezoning, however this submission can be forwarded to the landowner for their information.</p> <p>No changes have been made (or are requested by the submitter) to the proposed amendment based on this submission.</p>
12	<p>Department of Fire and Emergency Services (DFES)</p> <p>GPO Box P1174</p> <p>PERTH WA 6844</p>	<p>The Department of Fire and Emergency Services (DFES) provide the following comments with regard to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)</i> and the <i>Guidelines for Planning in Bushfire Prone Areas (Guidelines)</i>:</p> <p><u>Considerations for the Determining Authority</u></p> <p>1. Policy Measures</p> <p>I. Policy Measure 6.3 of SPP 3.7 applies, and states: Any strategic planning proposal to which policy measure 6.2 applies is to be accompanied by the following information prepared in accordance with the Guidelines:</p> <p>a) (i) the results of a BHL assessment determining the applicable hazard level(s) across the subject land, in accordance with the methodology set out in the Guidelines. BHL assessments should be prepared by an accredited Bushfire Planning Practitioner; or</p>	<p>Noted.</p> <p>The City acknowledges that the recently gazetted State Planning Policy 3.7 Planning in Bushfire Prone Areas ('SPP3.7') would consider this a 'strategic planning proposal' which would require the level of hazard to be assessed and demonstration provided the hazard was able to be dealt with in later planning stages.</p> <p>It is noted that a 'strategic planning proposal' includes both rezoning under the Metropolitan Region Scheme ('MRS') and the local planning scheme. It also includes structure plans.</p> <p>It is noted that SPP3.7 neglects to discuss the situation where a development moves through the various layers of 'strategic planning proposals' that in some instances (such as from MRS to TPS rezoning) there is no further information which would inform a</p>

NO	NAME/ADDRESSES	SUBMISSION	RECOMMENDATION
		<p>(ii) where the lot layout of the proposal is known, a BAL Contour Map to determine the indicative acceptable BAL ratings across the subject site, in accordance with the Guidelines. The BAL Contour Map should be prepared by an accredited Bushfire Planning Practitioner; and</p> <p>b) the identification of any bushfire hazard issues arising from the relevant assessment; and</p> <p>c) clear demonstration that compliance with the bushfire protection criteria in the Guidelines can be achieved in subsequent planning stages.</p> <p>This information can be provided in the form of a Bushfire Management Plan (BMP) or an amended Bushfire Management Plan where one has previously been endorsed.</p> <p>The proposed scheme amendment represents an intensification of land use and therefore requires the application of Policy Measure 6.3 of SPP 3.7. A BHL assessment and accompanying BMP addressing the bushfire protection criteria will be required to ensure compliance of the above policy measure.</p> <p><u>Recommendation</u> DFES advice is to seek a BHL assessment and accompanying BMP for the proposal in line with the above points. The BMP needs to ensure it demonstrates to the fullest extent possible how the bushfire protection criteria will be addressed at future planning stages.</p>	<p>proposal than at the last stage. With the TPS rezoning, there is no additional information available (no plan has been designed) in its simplest form it would involve matching a TPS zone to the new MRS zone applicable. In this case, it also includes the designation of a Development Area which comes with scheme text to require a structure plan. There is nothing further that could be gleaned by doing another bushfire hazard assessment. One was produced when the MRS amendment was considered. The following is an extract from the amendment report (and the link to the full report is also shown). A copy of that bushfire assessment can be appended to the TPS amendment before it is referred to the WAPC:</p> <p><i>Draft State Planning Policy 3.7 - Planning for Bushfire Risk Management (draft SPP 3.7) forms the foundation for land-use planning to address bushfire risk management in Western Australia. It is used to inform and guide decision-makers, referral authorities and proponents to achieve acceptable fire protection outcomes on planning proposals in bushfire-prone areas.</i></p> <p><i>This policy contains objectives and policy measures, as well as reference to the bushfire protection criteria contained in the associated draft Planning for Bushfire Risk Management Guidelines. The objectives outline the general aims and purpose of the policy on which the policy measures and bushfire protection criteria are based. The objectives apply to all landuse and development proposals, while the policy measures apply as relevant to the type of proposal and stage of the development process.</i></p> <p><i>A Bush Fire Hazard Assessment has been prepared for the amendment area in accordance with the requirements of the draft SPP 3.7, and is supported by the Department of Fire and Emergency Services.</i></p> <p>https://www.planning.wa.gov.au/dop_pub_pdf/armadale_road_report.pdf</p>

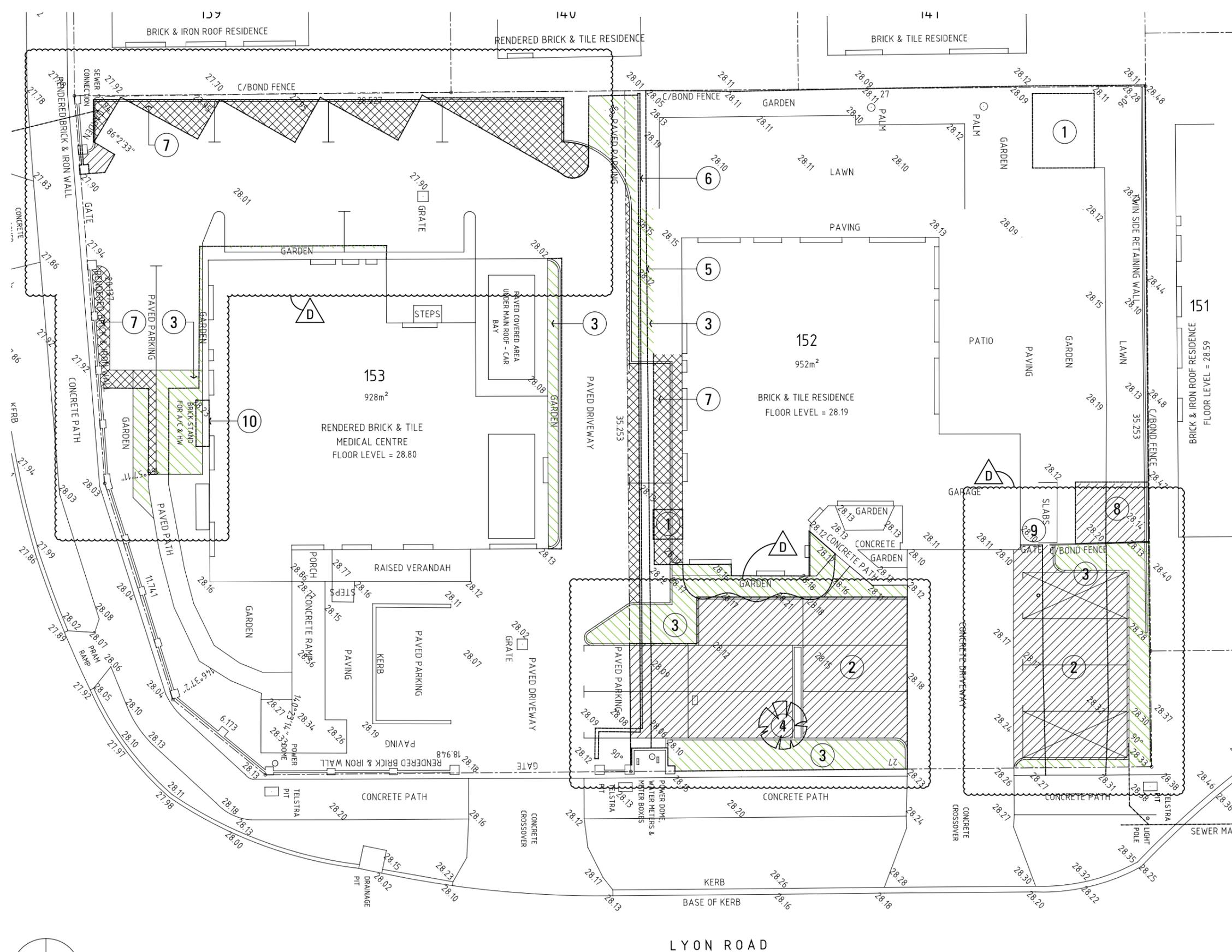
Location Plan



Local Planning Scheme No .3 - Structure Plans

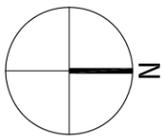


Aerial Photo (June 2016)



- ### GENERAL NOTES
- ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO CONSTRUCTION/FABRICATION. DO NOT SCALE FROM DRAWING.
 - THE ARCHITECT IS TO BE NOTIFIED OF ANY DISCREPANCIES, ERRORS OR OMISSIONS BEFORE WORK COMMENCES.
- ### GENERAL DEMOLITION NOTES
- FOR EXTENT OF FLOOR AND FINISHES TO BE REMOVED - COORD. W/ OWNER & NEW WORKS DWGS.
 - FOR EXTENT OF CEILING AND FINISHES TO BE REMOVED - COORD. W/ OWNER & NEW WORKS DWGS.
- ### KEYED SITE DEMOLITION NOTES
- EXIST. SHED & FLOOR TO BE REMOVED, RETAINED AND RELOCATED. COORDINATE NEW LOCATION WITH OWNER
 - EXTENT OF EXIST. GROUND SURFACE TO BE CLEARED FOR NEW PAVED CARPARK BAYS HATCHED. COORDINATE WITH PROPOSAL DRAWINGS.
 - EXTENT OF EXIST. GROUND SURFACE TO BE CLEARED FOR NEW LANDSCAPING - SOFTSCAPE AND HARDSCAPE. COORDINATE WITH LANDSCAPE DRAWINGS
 - EXIST. TREE TO BE REMOVED, RETAINED AND RELOCATED. COORDINATE NEW LOCATION WITH OWNER.
 - EXIST. COLORBOND FENCE & FOOTING TO BE REMOVED
 - EXIST. LIMESTONE KERB TO BE REMOVED
 - EXTENT OF EXIST. PAVING TO BE ADJUSTED FOR NEW CARPARK BAYS HATCHED. COORDINATE WITH PROPOSAL DRAWINGS.
 - EXTENT OF EXIST. GROUND SURFACE TO BE CLEARED FOR NEW BIN STORAGE ENCLOSURE HATCHED. COORDINATE WITH PROPOSAL DRAWINGS.
 - REMOVE EXISTING GATE. REPLACE WITH DOUBLE GATES AS SHOWN IN PROPOSED DRAWINGS
 - EXIST. A/C AND HOT WATER UNIT ON BRICK STAND TO BE RELOCATED AS SHOWN

01 SITE DEMOLITION PLAN
SCALE 1:200



ATTACH 2

YONG HUR ARCHITECT
2A Ashburton Tce, Fremantle WA 6160 e yong.hur@inet.net.au

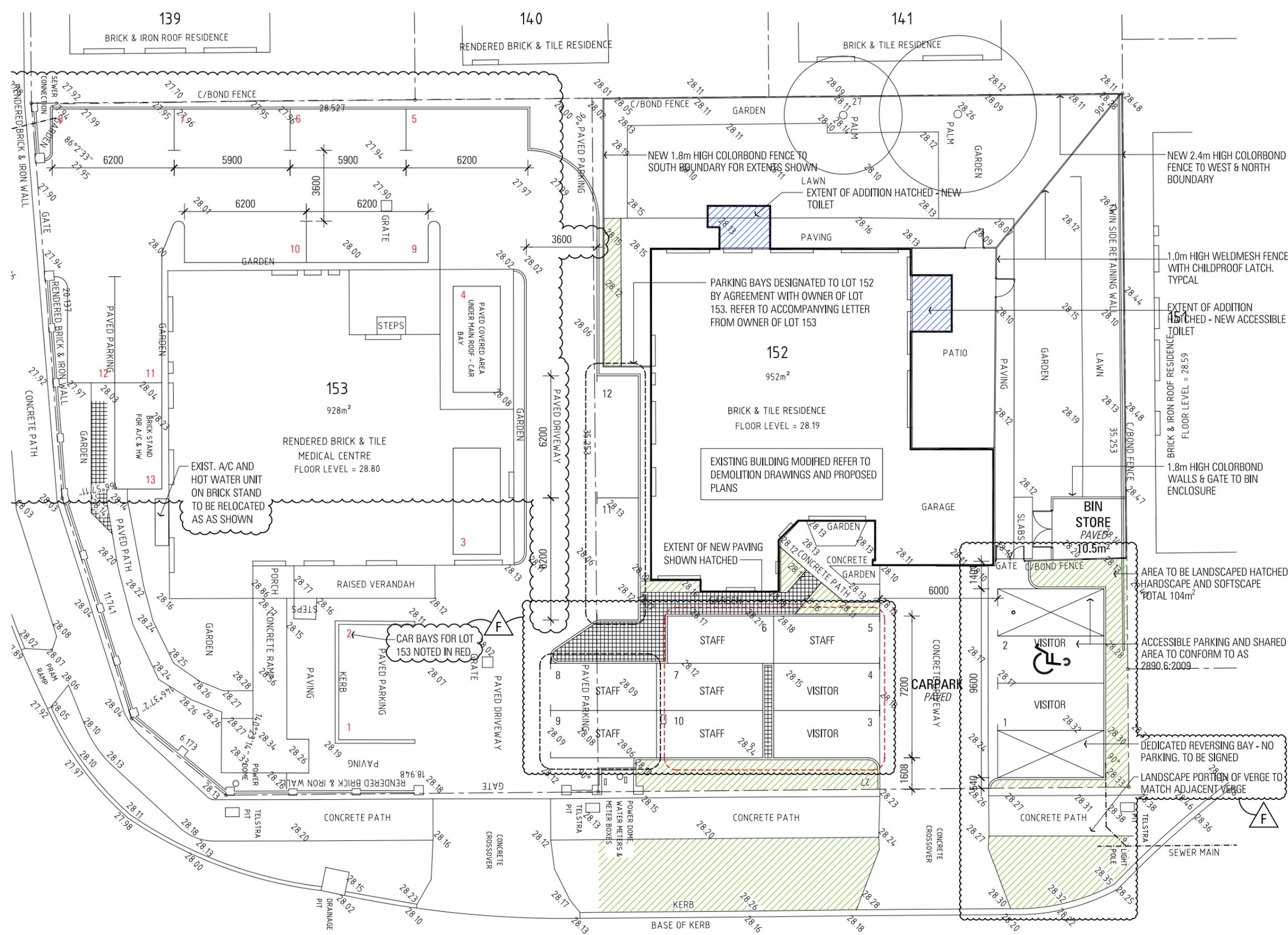
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REV	DATE	DESCRIPTION	DWN
D	23.11.2016	REVISED AS CLOUDED - PLANNING APPLICATION	YH
C	30.08.2016	PLANNING APPLICATION	YH
B	08.08.2016	REVISED AS SHOWN	YH
A	27.07.2016	ISSUED FOR COMMENT	YH

PROJECT TITLE / CLIENT
PROPOSED DAY CARE CENTRE
LOT 152 LYON RD, AUBIN GROVE

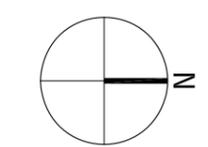
DRAWING TITLE
SITE DEMOLITION PLAN

DRAWN	OS	DATE	24.11.2016	DWG No.	
CHECKED	(YH)	SCALE	1:200		
				A1.01	D



- ### GENERAL NOTES
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 - THE ARCHITECT IS TO BE NOTIFIED OF ANY DISCREPANCIES, ERRORS OR OMISSIONS BEFORE WORK COMMENCES.
- ### PLANNING NOTES/ INFORMATION
- CURRENT SITE USE: RESIDENTIAL
 PROPOSED USE: CHILD CARE CENTRE
 NUMBER OF CHILDREN CARED FOR IN CHILD CARE CENTRE: 40
 APPLICABLE CITY OF COCKBURN PLANNING POLICY: LPP 3.1
 SITE AREA: 952 m² (48 m² BELOW MINIMUM REQUIREMENT UNDER LPP 3.1; 4.8% VARIANCE)
 SITE FRONTAGE: 27m
 BUILDING FOOTPRINT: 246 m²
 SITE COVERAGE: 25.8%
 SITE LANDSCAPE FRONTAGE: THE VERGE IS BEING USE TO FORM PART OF THE SITE LANDSCAPING REQUIRED.
 SITE LANDSCAPE AREA: 100m²
 LANDSCAPE SITE COVERAGE: 10.5%

- STAFF CAR PARKING: 8 BAYS FOR 8 STAFF PROVIDED. 6 BAYS ARE IN TANDEM ARRANGEMENT
 OTHER CAR PARKING: 4 BAYS TO SUIT 40 CHILDREN
 TOTAL CAR PARKING BAYS PROVIDED: 12 BAYS
 BIN STORAGE AREA: 10.5m² (3.0m x 3.5m)



01 SITE PLAN
SCALE 1:200

Attach 3

YONG HUR ARCHITECT
2A Ashburton Tce, Fremantle WA 6160 e yong.hur@inet.net.au

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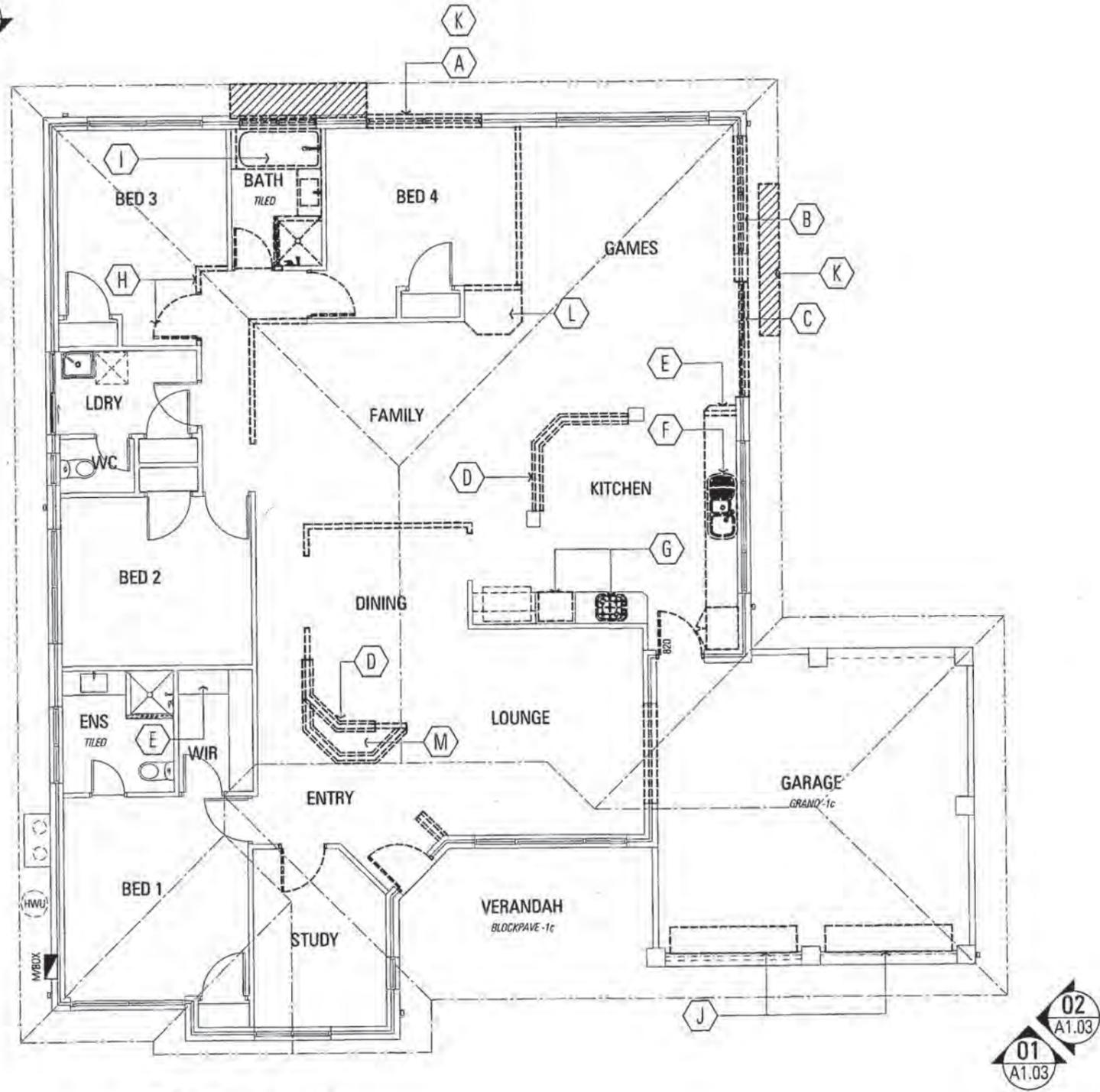
REV	DATE	DESCRIPTION	DWN
F	23.11.2016	REVISED AS CLOUDED - PLANNING APPLICATION	YH
E	05.10.2016	CITY OF COCKBURN REQUEST	YH
D	30.08.2016	PLANNING APPLICATION	YH
C	30.08.2016	PLANNING APPLICATION	YH
B	08.08.2016	REVISIONS AS SHOWN	YH
A	27.07.2016	ISSUED FOR COMMENTS	YH

PROJECT TITLE / CLIENT
PROPOSED DAYCARE CENTRE
LOT 152 LYON RD, AUBIN GROVE

DRAWING TITLE
SITE PLAN

DRAWN	OS	DATE	DWG No.
CHECKED	(YH)	24.11.2016	A1.04
		SCALE 1:200	F
		CAD FILED4 - site rev f.dwg	

03
A1.03



01 DEMOLITION PLAN
SCALE 1:100

02
A1.03
01
A1.03

GENERAL NOTES

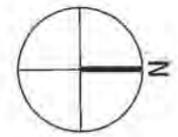
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2. THE ARCHITECT IS TO BE NOTIFIED OF ANY DISCREPANCIES, ERRORS OR OMISSIONS BEFORE WORK COMMENCES.

GENERAL DEMOLITION NOTES

1. FOR EXTENT OF FLOOR AND FINISHES TO BE REMOVED - COORD. W/ OWNER & NEW WORKS DWGS.
2. FOR EXTENT OF CEILING AND FINISHES TO BE REMOVED - COORD. W/ OWNER & NEW WORKS DWGS.

KEYED BUILDING DEMOLITION NOTES

- A REMOVE EXIST. WINDOW & FRAME. REMOVE BRICKWALL TO FLOOR LEVEL TO MAKE WAY FOR NEW WORKS
- B REMOVE PORTION OF EXISTING WINDOW & FRAME. TO MAKE WAY FOR STUD INFILL WALL. COORD. WITH NEW WORKS
- C EXIST. SLIDING DOOR & FRAME TO BE REMOVED. PATCH EXPOSED SURFACES IN COORD. WITH NEW WORKS.
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- F REMOVE, RETAIN AND REUSE EXIST. SINK. COORD. W/ NEW WORKS.
- G REMOVE EXIST. HOTPLATE & WALL OVEN WITH NEW. SUPPLY BY OWNER. INSTALL BY CONTRACTOR
- H REMOVE EXIST. WALLS & DOORS TO EXTENTS INDICATED. COORD. W/ NEW WORKS
- I REMOVE EXIST. BATHROOM FIXTURES & FITTINGS. CAP OFF SERVICES & COORD. W/ NEW WORKS
- J REMOVE EXIST. ROLLER DOOR & TRACKS. MAKE GOOD/ PATCH EXPOSED SURFACES & COORD. W/ NEW WORKS
- K EXTENT OF EXIST. ROOF TO BE REMOVED FOR NEW ACCESSIBLE TOILET SHOWN HATCHED. MAKE GOOD/ PATCH EXPOSED SURFACES & COORD. W/ NEW WORKS
- L REMOVE EXIST. HEARTH. MAKE GOOD/ PATCH EXPOSED SURFACES & COORD. W/ NEW WORKS
- M REMOVE EXIST. PLANTER. MAKE GOOD/ PATCH EXPOSED SURFACES & COORD. W/ NEW WORKS



Attach 4

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REV	DATE	DESCRIPTION	OWN	REV	DATE	DESCRIPTION	OWN
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B	08.08.2016	REVISED AS SHOWN	YH				
A	28.07.2016	ISSUED FOR COMMENT	YH				

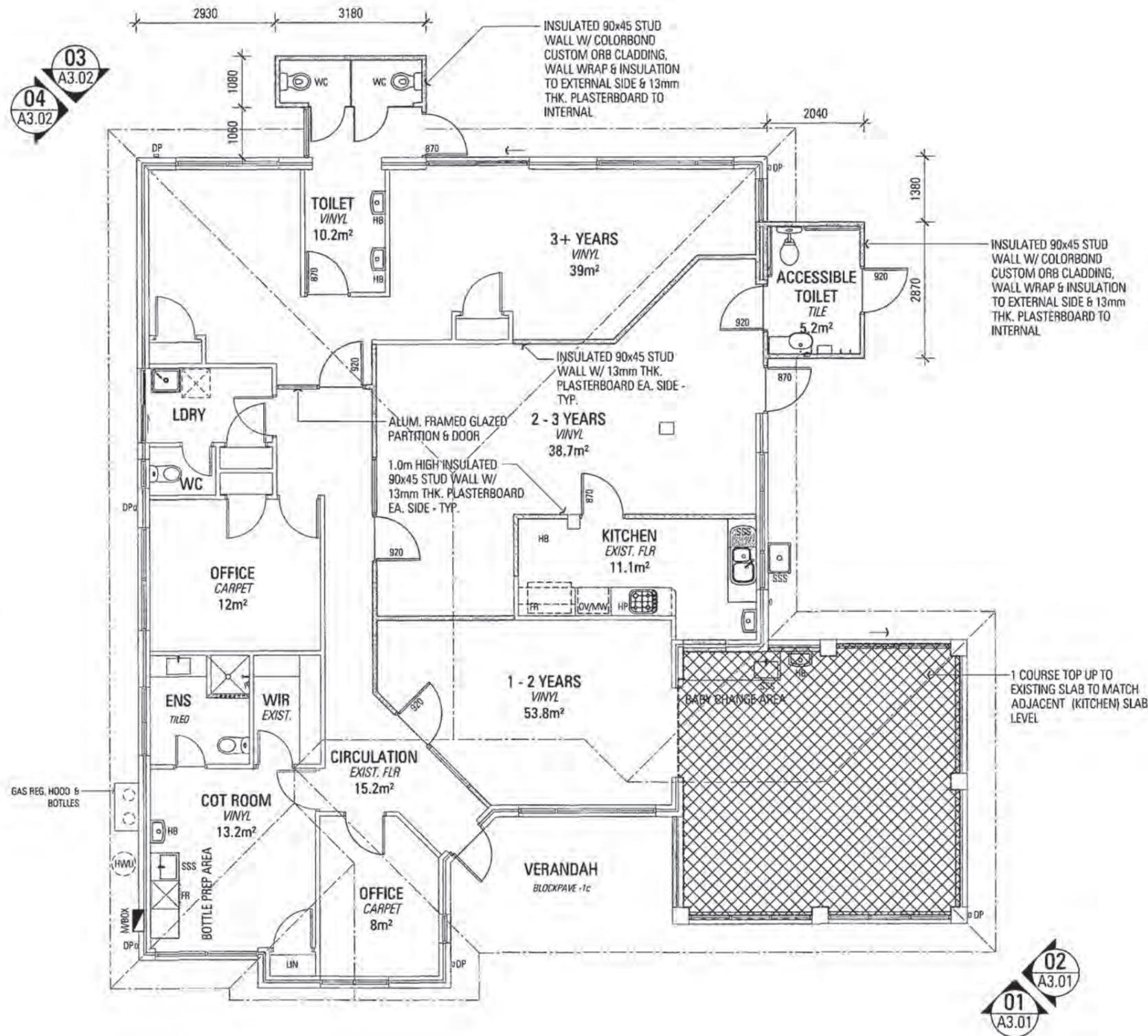
PROJECT TITLE / CLIENT
PROPOSED DAY CARE CENTRE
LOT 152 LYON RD, AUBIN GROVE

DRAWING TITLE
DEMOLITION PLAN

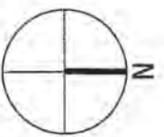
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		CADFILE	- site demo.dwg	A1.02	C

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01 FLOOR PLAN
SCALE 1:100



Attach 5

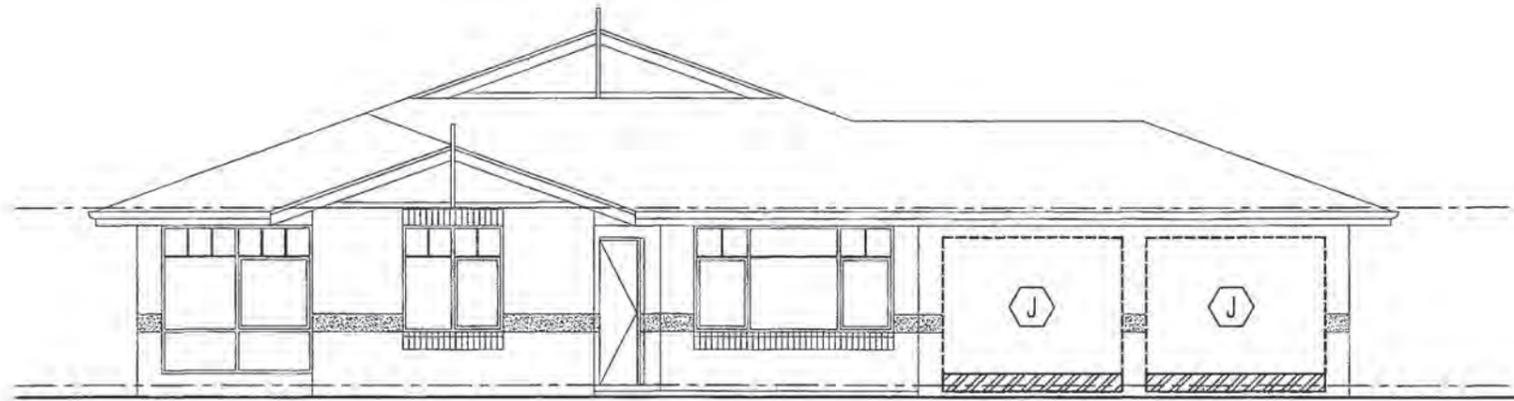
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B	08.08.2016	ISSUED FOR APPROVAL	YH				
A	28.07.2016	ISSUED FOR COMMENT	YH				

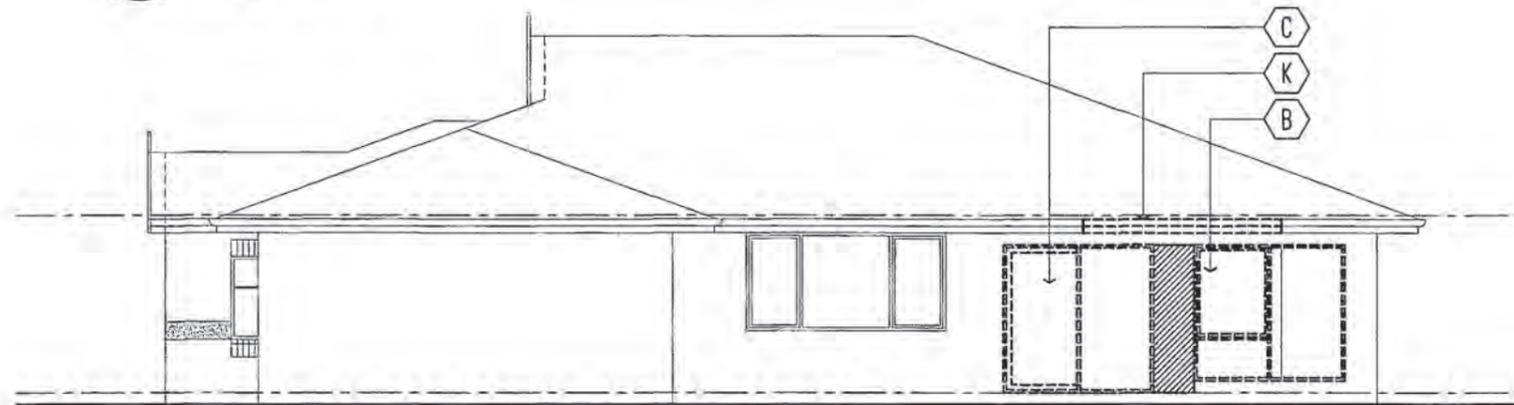
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PROPOSED DAY CARE CENTRE
LOT 152 LYON RD, AUBIN GROVE

DRAWING TITLE
FLOOR PLAN

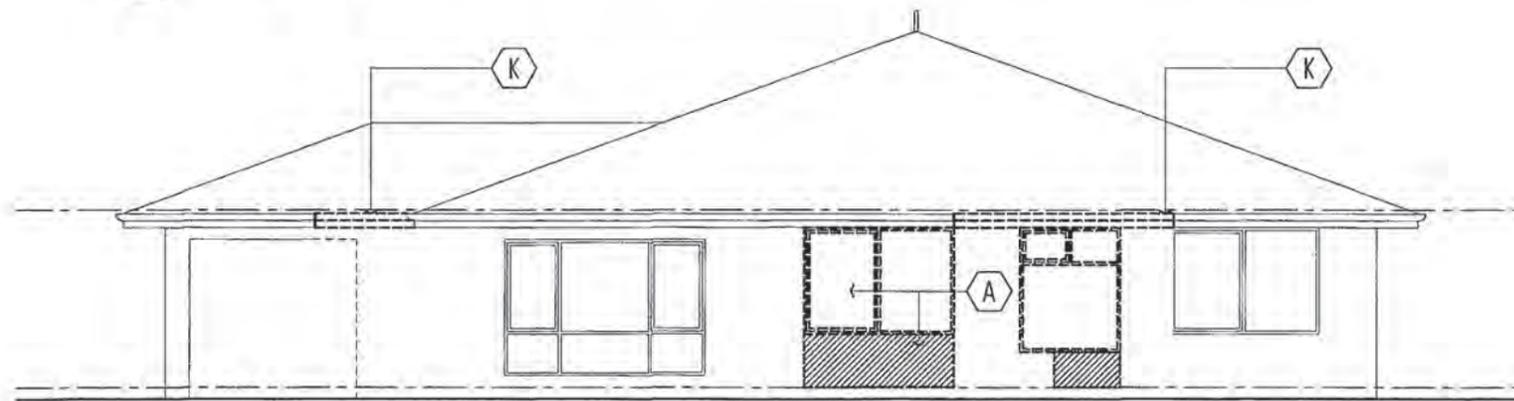
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CHECKED	(YH)	SCALE	1:100		
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01 WEST ELEVATION
SCALE 1:100



02 NORTH ELEVATION
SCALE 1:100



03 EAST ELEVATION
SCALE 1:100

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				A	28.07.2016	ISSUED FOR COMMENT	YH

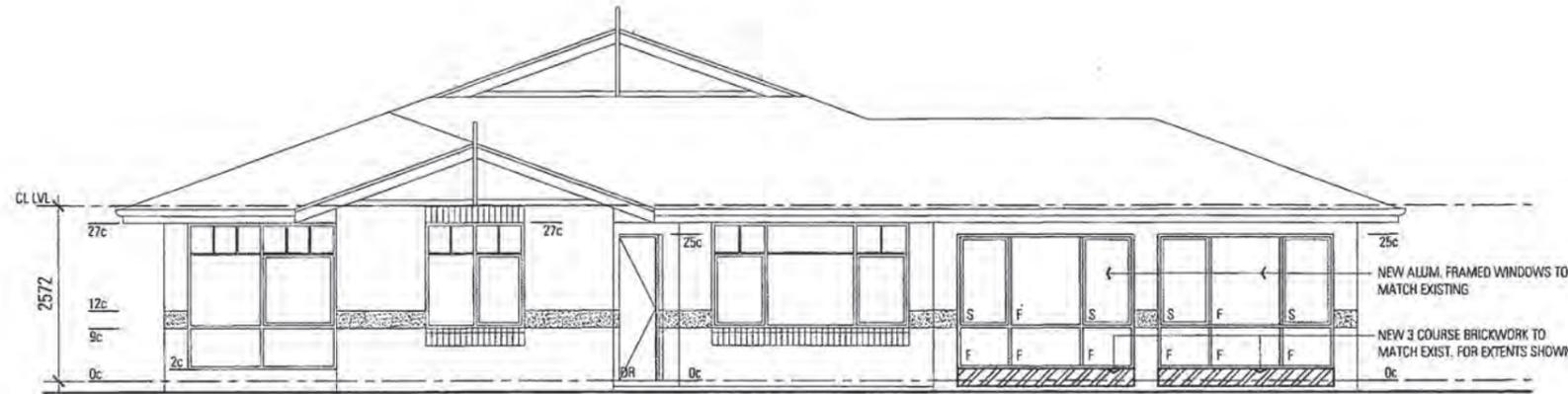
PROJECT TITLE / CLIENT
PROPOSED DAY CARE CENTRE
LOT 152 LYON RD, AUBIN GROVE

DRAWING TITLE
DEMOLITION ELEVATIONS

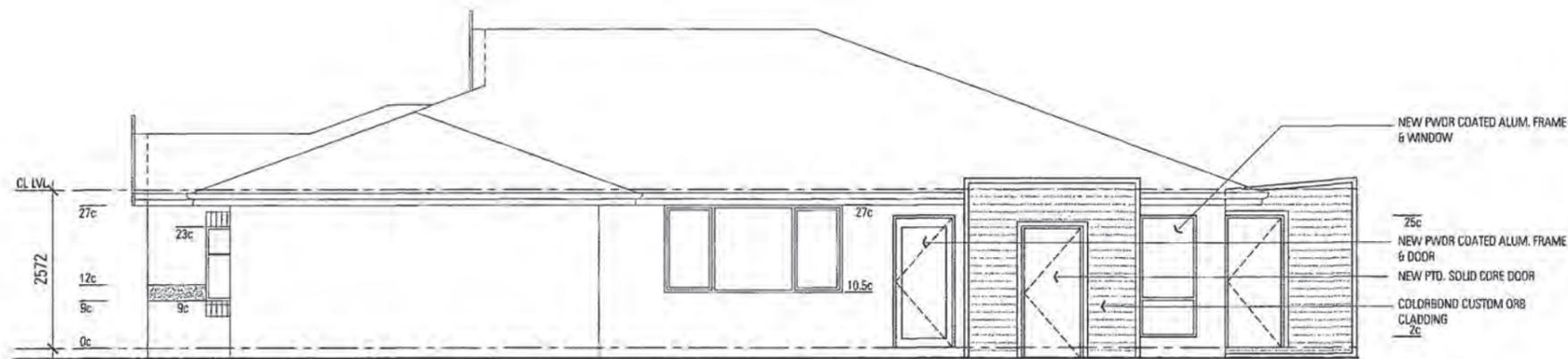
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01 WEST ELEVATION
SCALE 1:100



02 NORTH ELEVATION
SCALE 1:100

Attach 7

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				B	08.08.2016	REVISED AS SHOWN	YH
				A	28.07.2016	ISSUED FOR COMMENT	YH

PROJECT TITLE / CLIENT
PROPOSED DAY CARE CENTRE
LOT 152 LYON RD, AUBIN GROVE

DRAWING TITLE
ELEVATIONS

DRAWN
CHECKED

OS
(YH)

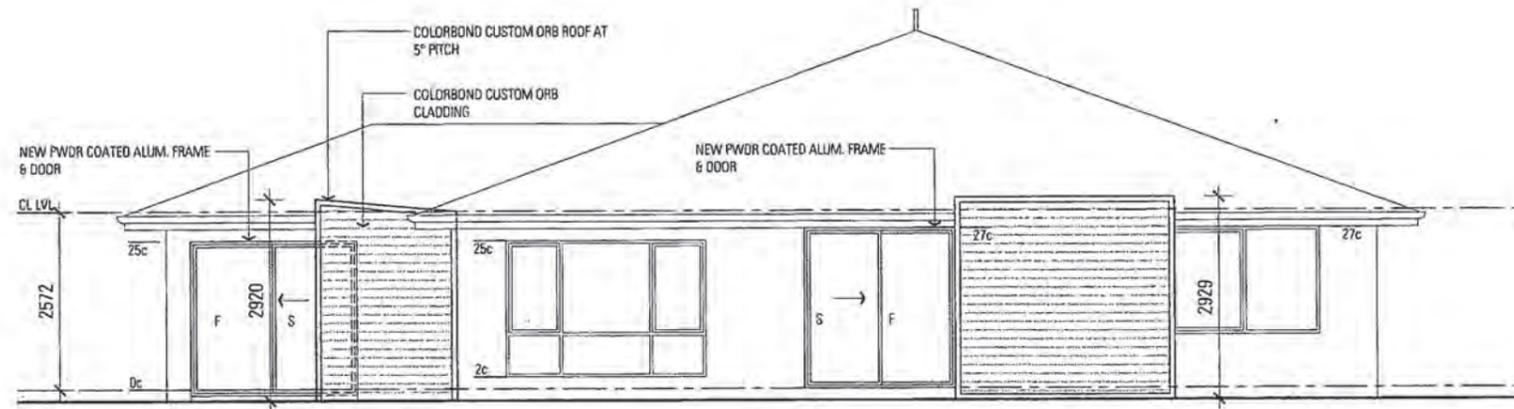
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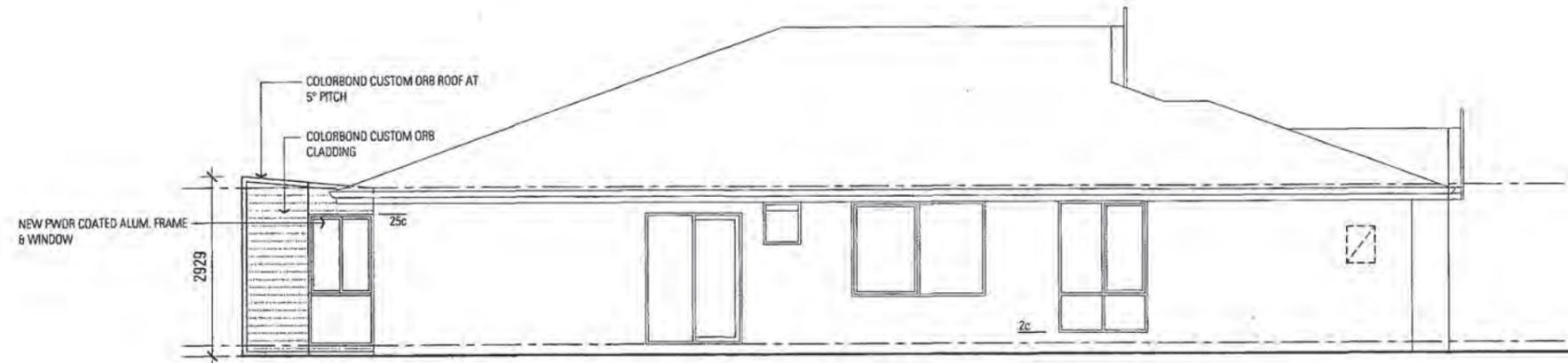
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GENERAL NOTES

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03 EAST ELEVATION
SCALE 1:100



04 SOUTH ELEVATION
SCALE 1:100

Attach 8

YONG HUR ARCHITECT
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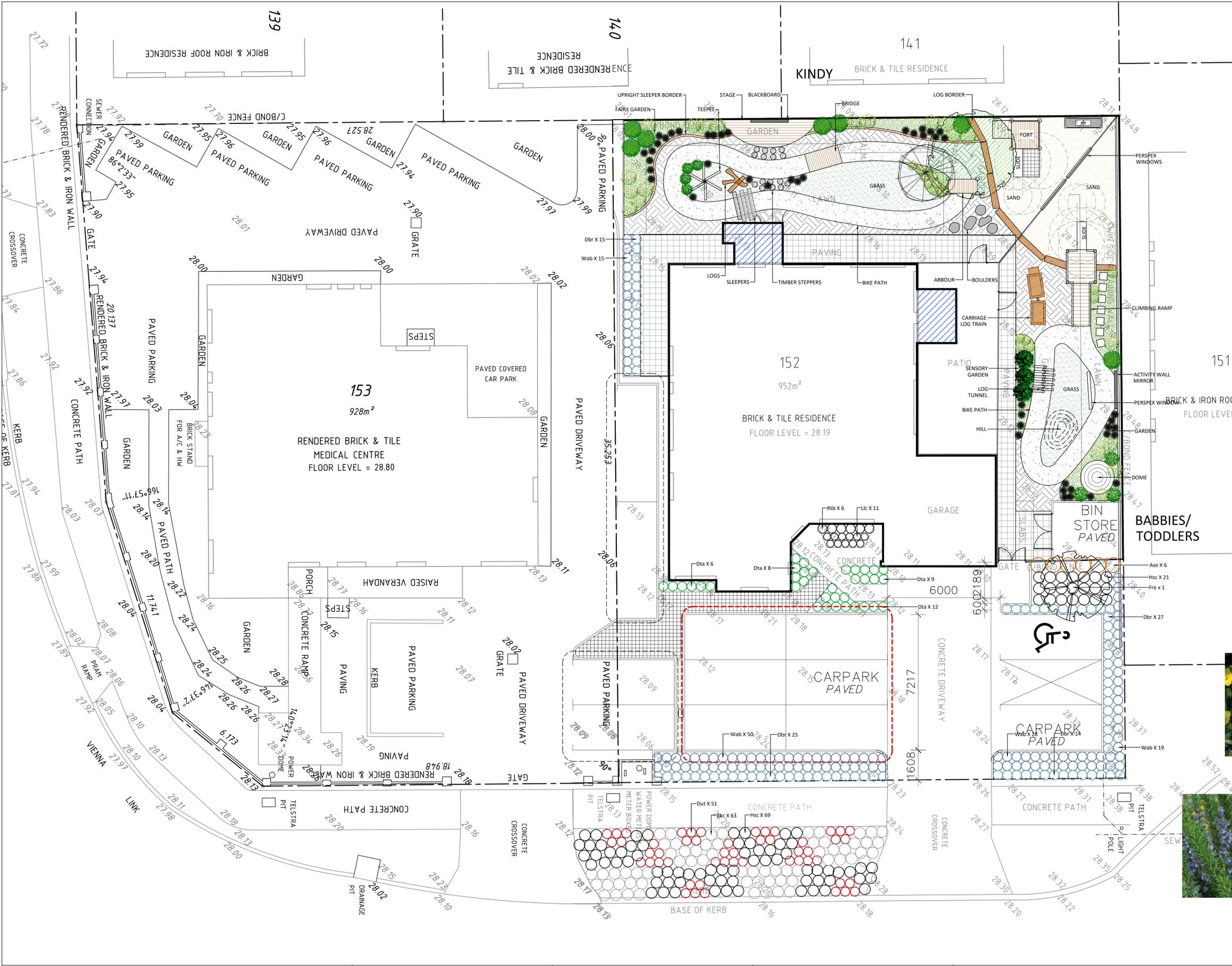
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B	08.08.2016	REVISED AS SHOWN	YH
A	28.07.2016	ISSUED FOR COMMENT	YH

PROJECT TITLE / CLIENT
PROPOSED DAY CARE CENTRE
LOT 152 LYON RD, AUBIN GROVE

DRAWING TITLE
ELEVATIONS

DRAWN	OS	DATE	30.08.2016	DWG No.	
CHECKED	(YH)	SCALE	1:100		
		CAD FILE	- elevations.dwg	A3.02	C



PLANT SCHEDULE				
	SPECIES	SPACINGS	SIZE	QTS
TREES				
Fre	FRAXINUS REYWOODII	AS SHOWN	100LT	1
SHRUBS				
Ase	ADENANTHOS SERICEUS	800MM	5L	6
Dbr	DIANELLA 'BREEZE'	500MM	5L	81
Dta	DIANELLA 'TASRED'	500MM	5L	35
Dut	DIANELLA 'UTOPIA'	500MM	5L	51
Ekc	EREMOPHILA 'KALBARRI CARPET'	600MM	5L	63
Hsc	HIBBERTIA SCANDENS	600MM	5L	90
Llc	LOMANDRA 'LITTLE CON'	400MM	5L	11
Rtb	ROSMARINUS 'TUSCAN BLUE'	500MM	5L	6
Wab	WESTRINGIA 'AUSSIE BOX'	500MM	5L	112



FRAXINUS REYWOODII ADENANTHOS SERICEUS



DIANELLA 'BREEZE' DIANELLA 'TASRED'



DIANELLA 'UTOPIA' EREMOPHILA 'KALBARRI CARPET'



HIBBERTIA SCANDENS LOMANDRA 'LITTLE CON'



ROSMARINUS 'TUSCAN BLUE' WESTRINGIA 'AUSSIE BOX'



P.O. Box 774
 e-mail: admin@childscapes.com.au
 web: childscapes.com.au

PROJECT
 PROPOSED DAYCARE CENTRE,
 LOT 152 LYON RD, AUBIN GROVE

DRAWING
 PLANTING PLAN

ISSUE
 FOR APPROVAL

REVISIONS			
No	DATE	DRAWN	DETAILS
0	14/10/16	AD	CONCEPT- ISSUED FOR FEEDBACK
1	17/10/16	AD	CONCEPT- ISSUED FOR FEEDBACK

CLIENT
 -

DRAWING NO	SCALE	SHEET	REVISION
L-02	1:100	A1	1

DRAWN	DATE
AD	17/10/16

Attach 10



City of Cockburn
G.I.S Services Department

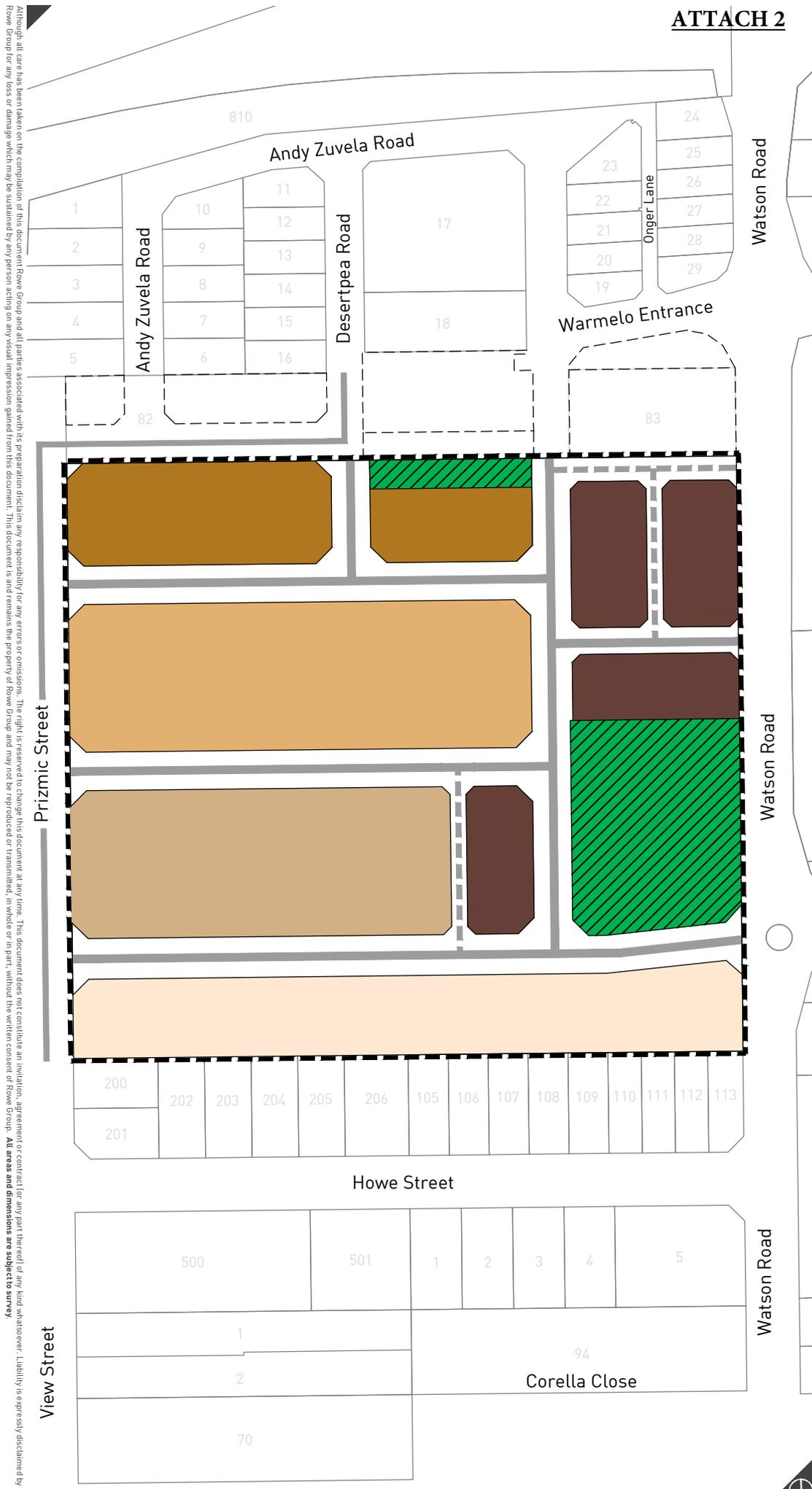
Location Plan – Lots 75-81 Prizmic Street and Lots 84-90 Watson Road, Beelihar

PRINTED ON:
6/10/2016

SCALE = 1:5100

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- LEGEND**
- Local Structure Plan Boundary
 - Existing Lot Numbers
 - Existing Boundaries
- RESIDENTIAL**
- Residential - R30
 - Residential - R35
 - Residential - R40
 - Residential - R60
 - Residential - R80
- PARKS, RECREATION & CONSERVATION**
- Public Open Space
- TRANSPORT**
- Access Street - Local Road
 - Access Street - Laneway
- OTHER**
- Local Structure 4C Plan

0 50 Metres

REVISIONS

Rev	Date	Drawn
G	2016.08.10	W. Clements
H	2016.09.01	M. Sullivan
I	2016.09.02	M. Sullivan
J	2016.10.07	M. Sullivan



w: www.rowegroup.com.au
e: info@rowegroup.com.au
p: 08 9221 1991

Date Drawn: 2015.08.06
Job Ref: 8350
Scale: 1:2,000 @ A4
Client: Aigle Royal Developments
Designer: R. Cumming
Drawn: M. Sullivan
Projection: MGA50 GDA94

Plan ID: 8350-LSP-02-J
Cadastral supplied by Water Corporation of WA

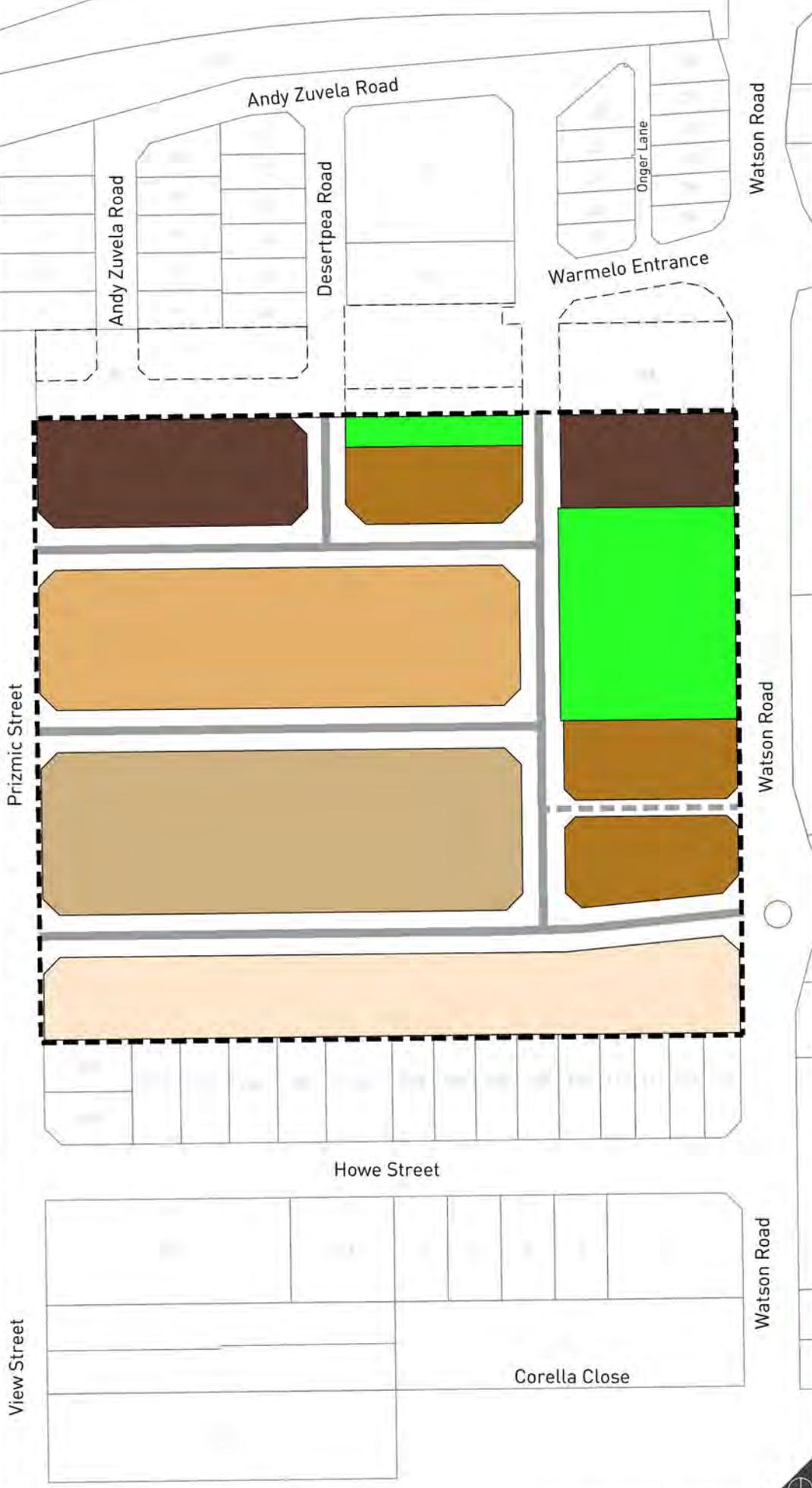
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Local Structure Plan

Lots 75 to 81 Prizmic Street and Lots 84 to 90 Watson Road, Beeliear



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- LEGEND**
- Subject Site
 - Existing Lot Numbers
 - Existing Boundaries
- RESIDENTIAL**
- Residential - R30
 - Residential - R35
 - Residential - R40
 - Residential - R60
 - Residential - R80
- PARKS, RECREATION & CONSERVATION**
- Public Open Space
- TRANSPORT**
- Access Street - Local Road
 - Access Street - Laneway
- OTHER**
- Local Structure 4C Plan



REVISIONS

Rev	Date	Drawn
A	2015.08.06	M. Sullivan
B	2015.08.18	W. Clements
C	2015.08.25	M. Sullivan
D	2015.09.25	W. Clements



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 Job Ref: 8350
 Scale: 1:2,000 @ A4
 Client: Aigle Royal Developments
 Designer: R. Cumming
 Drawn: M. Sullivan
 Projection: MGA50 GDA94
 Plan ID: 8350-LSP-02-D
 Cadastre supplied by Water Corporation of WA

Local Structure Plan

Lots 75 to 81 Prizmic Street and
 Lots 84 to 90 Watson Road, Beeliar
 Plan 1

SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN – LOTS 75-81 PRIZMIC STREET AND LOTS 84-90 WATSON ROAD, BEELIAR

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Landowner	<p>Object</p> <p>More housing can create more traffic congestion in the area especially if the situation is getting worse by day.</p>	<p>Not supported. The subject land is zoned "Development" under the City of Cockburn Town Planning Scheme No. 3 and is thus intended for development in accordance with a proposed Structure Plan.</p> <p>The proposed local road network provides permeability through the site and a number of connections to the existing road network, disbursing traffic and allowing future residents and visitors to easily access major roads in the vicinity of the Structure Plan area.</p>
2	Landowner	<p>Support</p>	<p>Noted.</p>
3	<p>Department of Environment Regulation Locked Bag 33 Cloisters Square WA 6850</p>	<p>I refer to your letter dated 17 October 2016 to the Department of Environment Regulation (DER) regarding a proposed Structure Plan prepared for the development of Lots 75 to 81 Prizmic Street and Lots 84 to 90 Watson Road, Beeliar. DER has reviewed the available information and provides the following comments.</p> <p>Lots 75 to 81 Prizmic Street and Lots 84 to 90 Watson Road, Beeliar are currently zoned "development" under the City of Cockburn's Town Planning Scheme No. 3.</p> <p>Based on information available, Lots 77 to 81 Prizmic Street (the site) was used as a quarry, market garden and land where unauthorised disposal of waste (such as timbers, tyres and iron) had occurred. Market gardens are land uses that have the potential to cause contamination, as specified in the guideline 'Assessment and management of contaminated sites' (DER, 2014).</p> <p>The site was classified under section 13 of the <i>Contaminated Sites Act 2003</i> (CS Act) as <i>possibly contaminated - investigation required</i> on 25 August 2016. The classification was based on a site inspection carried out by the City of Cockburn in August 2016, which found fragments of</p>	<p>Noted. The development approval for earthworks at the site (DA16/0710) includes conditions requiring geotechnical investigations and remediation of the site if necessary and thus any contamination will be appropriately dealt with prior to residential development occurring.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>suspected asbestos-containing material present within surface soils.</p> <p>DER considers this proposal to be an interim step in the planning process and as such does not recommend that any contamination conditions be imposed at this stage. However, as the site has been used as a potentially contaminating activity and is proposed to be developed for a more sensitive land use, DER recommends that contamination conditions be placed on any future Western Australian Planning Commission and/or Local Government Authority subdivision/development applications in order to ensure that the site is suitable for the proposed residential use.</p> <p>As potential contamination issues can be addressed at the subdivision stage of the development, DER advises that it has no objection to the proposed Structure Plan for Lots 75 to 81 Prizmic Street and Lots 84 to 90 Watson Road, Beeliar.</p>	

Attachment 1 - Applicant's Structure Plan



LEGEND

REGION SCHEME RESERVES

- Parks & Recreation
- Land to be set aside as a separate lot for WAPC acquisition for Metropolitan Region Scheme 'Other Regional Road' Reserve

LOCAL PLANNING SCHEME ZONES

- Residential R30
- Residential R40
- Residential R60

OTHER

- Structure Plan Boundary

Plan 1: Local Structure Plan Map

Lot 51 & Pt Lot 22 Mayor Road, Munster



Project Manager: DL Date: 11 Feb 2016
 Drawn: GW Scale: 1:1,000 @ A3
 Checked: GA Drawing No. 715-399 SP-01A



Level 7, 182 St Georges Terrace
 Perth Western Australia 6000
 Telephone +61 08 9289 8300
 Facsimile +61 08 9321 4786
 www.tpgwa.com.au

The Planning Group WA Pty Ltd
 ABN 36 097 273 222







GNA 8/2016

0 20m
Scale

STRUCTURE PLAN

LOTS 22 & 51 MAYOR ROAD, MUNSTER

SCHEDULE OF SUBMISSIONS
PROPOSED MODIFICATIONS TO STRUCTURE PLAN – LOT 22 AND LOT 51 MAYOR ROAD, MUNSTER

NO.	NAME/ADDRESS	SUBMISSION	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. This email should not be considered to be an approval or non-objection to your works.	No further correspondence received. Assumed no objection.
2	Water Corporation PO Box 100 LEEDERVILLE WA 6902	The Corporation has no concerns with the proposed changes to the structure plan. The servicing advice contained in the Corporation's previous letter dated 6 July 2016 is still relevant.	Noted. The previous submission by the Water Corporation was forwarded to the applicant to address appropriately. This has been addressed in recommendation (1)47 of the Council Report.
3	Department of Transport GPO Box C102 PERTH WA 6839	I refer to your letter dated 21 October 2016 regarding the above application. The Department of Transport has no comment to provide. We have forwarded a copy of the letter to Department of Planning so they may respond directly to you with any comments.	Noted.
4	WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849	ATCO Gas has Medium Pressure (DN100PVC 4.2MP 70kPa) gas mains and infrastructure within the Mayor Road Munster road reserve and DN155PVC 4.2MP 70kPa within the Rockingham Road road reserve. ATCO Gas does not have any objection to lodge with the City of Cockburn after considering the readvertised modified Structure Plan and maps provided in the correspondence dated 21 October 2016. ATCO Gas will not be returning a completed Submission Form objecting to the proposed structure plan. ATCO Gas appreciates the ongoing consultation with the City of Cockburn. Please see the revised attached Figure for your record.	Noted. The applicant has been advised of this information via this attachment to the Council Report.
5	Telstra, Forecasting & Area Planning	At present, Telstra Corporation Limited has no objection. I have recorded this in our Development database and look forward to further	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	Locked Bag 2525 PERTH 6001	<p>correspondence in the future. Should you require any more information regarding Telstra's new infrastructure policy, please read below or contact me.</p> <p>Latest Telecommunications Policy</p> <p>The Federal Government has deemed developers are now responsible for telecommunications infrastructure on all developments, i.e. conduits, pits and the cost of the cable installation by Telstra or other carrier. Telstra can provide a quote for the pit and pipe and/or cable. This is explained on the Telstra Smart Community website below. The owner/developer will have to submit an application before construction is due to start to Telstra (less than 100 lots or living units) or NBN Co. (for greater than 100 lots or living units in a 3 year period).</p> <p>Applications to Telstra can be made on the Telstra Smart Community website: http://www.telstra.com.au/smart-community</p> <p>More information regarding NBN Co. can be found on their website http://www.nbnco.com.au/develop-or-plan-with-the-nbn.html</p> <p>Please dial 1100 (Dial before You Dig) for location of existing services.</p> <p>Federal Government Telecommunications Infrastructure in New Developments Policy May 2015 https://www.communications.gov.au/policy/policy-listing/telecommunications-new-developments</p> <p>STATE PLANNING POLICY 5.2 Telecommunications Infrastructure August 2015 http://www.planning.wa.gov.au/dop_pub_pdf/Telecommunications_Infrastructure.pdf</p> <p>Communications Alliance - G645:2011 Fibre Ready Pit and Pipe Specification for Real Estate Development Projects http://www.commsalliance.com.au/Documents/all/guidelines/g645</p>	
6	Tiana Diuch & Glenn Robertson 12 Monger Road	<p>Object We are concerned with the traffic coming off Mayor Road through to Erie Lane and Monger.</p>	Not supported. The intersection of Road 1 with Monger Road provides an important connection through to Yindi Way and Rockingham Road. If this

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	MUNSTER WA 6166	<p>We are worried it will turn a quiet street into a busy street by cutting through. It's unfortunate as we were not aware of this before buying our block.</p> <p>We would like to propose a cul-de-sac at the end of Road 1 (between Erie and Monger Road)</p>	<p>connection is removed it would place more pressure on Carine Parade and other local streets. Erie Lane is not permitted as a through road.</p> <p>The intention has always been to extend Monger Road through to Lot 51 Mayor Road as identified on the previous Structure Plan prepared for Lot 20 Rockingham Road. The cul-de-sac currently constructed is only intended to be temporary.</p>
7	Department of Parks and Wildlife Locked Bag 104 Bentley Delivery Centre WA 6983	<p>The Department of Parks and Wildlife has no comments on the application.</p>	<p>Noted.</p>
8	Department of Education 151 Royal Street EAST PERTH WA 6004	<p>Thank you for your letter dated 21 October 2016 regarding the proposed structure plan for Part Lot 22 and Lot 51 Mayor Road, Munster.</p> <p>The Department has reviewed the proposed modifications and the City's Alternate Structure Plan and advises that it has no objection to this proposed future residential subdivision.</p>	<p>Noted.</p>
9	Department of Water PO Box 332 MANDURAH WA 6210	<p>Thank you for referring the proposed Structure Plan at Lots 22 and 51 Mayor Road in Munster received 24 October 2016. The Department of Water (DoW) has reviewed the proposal and has the following advice.</p> <p>Better Urban Water Management Consistent with <i>Better Urban Water Management</i> (BUWM) (WAPC, 2008) and policy measures outlined in <i>State Planning Policy 2.9 Water Resources</i>, the proposed Local Structure Plan (LSP) should be supported by an approved Local Water Management Strategy (LWMS) prior to finalising and supporting the LSP.</p> <p>The DoW has previously reviewed and endorsed the <i>Lots 22 & 51 Mayor Road and Lots 18, 19 & 25 Rockingham Road, Munster Local Water Management Strategy (Emerge, 2016)</i>. However, proposed modifications to the LSP requires an amended LWMS. It is recommended that the LSP should not be finalised in the absence of an amended LWMS approved by the City of Cockburn and the Department.</p>	<p>Noted. This has been addressed in recommendation (1)46 of the Council Report.</p>

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		<p>Save time with Water Online As your organisation is registered to use Water Online, we encourage you to lodge future referrals electronically via the Water Online customer portal at www.water.wa.gov.au. Water online provides the fastest and most efficient process for submitting referrals or requests for planning advice. If you have any questions regarding the Water Online portal please contact our Business Support Unit on 1800 508 885 (select Option 2) or planning.enquiries@water.wa.gov.au.</p> <p>If you have any queries relating to the above matter, please contact Jane Sturgess at the DoW's Mandurah office on 9550 4228.</p>	
10	Harley Dykstra PO Box 8110 PERTH BC WA 6849	<p>Submission regarding proposed Structure Plan – Pt Lot 22 & Lot 51 Mayor Road, Munster</p> <p>Harley Dykstra, on behalf of our client Gary Oreb, is pleased to provide this submission regarding the proposed Structure Plan for Pt Lot 22 & Lot 51 Mayor Road, Munster that has been prepared and advertised for public comment by the City of Cockburn.</p> <p>Harley Dykstra has recently submitted a Structure Plan for Lot 21 Rockingham Rd, Munster, being our client's property to the City of Cockburn. Lot 21 immediately abuts Pt Lot 22 to the south and Lot 51 to the east and is therefore directly affected by the advertised Structure Plan. A copy of our lodged Structure Plan for Lot 21 is enclosed with this correspondence, which is currently being advertised for public comment.</p> <p>We are generally supportive of the Structure Plan proposal. However, we seek to provide comment regarding one specific aspect of the advertised Structure Plan for Pt Lot 22 & Lot 51 in relation to the alignment of the proposed north-south road (being an extension of Carine Parade) as it is depicted within Pt Lot 22. Further detail regarding this matter is provided below. It is noted this issue was also raised in a submission dated 25 July 2016 in response to a previously advertised version of the Structure Plan.</p> <p>Road Alignment</p> <p>The east-west alignment of the proposed extension of Carine Parade on the common boundary between Lots 21 and 22 is generally consistent with that</p>	The realignment of proposed Road 2 on the common boundary between Lots 21 Rockingham Road and Lot 22 Mayor Road is not necessary as the road reserve can be designed and embellished to appropriately incorporate the additional road reserve over Lot 22 without any need for either proposed roads to be realigned.

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		<p>shown on the advertised Structure Plan over Lot 21 and we are supportive of the proposed alignment.</p> <p>There is, however, a discrepancy between the two plans as to the point where the proposed new road turns to the south. The location of the road on the advertised Lot 22 & 51 Structure Plan is approximately 10m to the east of the proposed alignment of the road shown on the Lot 21 Structure Plan. This discrepancy is clearly illustrated on the enclosed Concept Subdivision Plan that has been prepared in support of the Lot 21 Structure Plan. The road on our Structure Plan has been positioned in this location to provide for regular lot depths on either side of this new road in the development of Lot 21.</p> <p>It is proposed that the point at which the road turns to the south on the advertised Structure Plan be shifted approximately 10m to the west to match that shown on our lodged Structure Plan. This will result in the following outcomes:</p> <ul style="list-style-type: none"> • Increased net developable area for the applicant of the advertised Structure Plan, with an additional ~105m² to be included in the adjacent R40 development site proposed on Pt Lot 22; • Reduced road construction cost for the subdivider of Pt Lot 22; • Reduced road reservation for which the City of Cockburn will have maintenance responsibility in the long term; and • Ability for our client to subdivide their land to create regular depth lots. <p>As previously submitted, we believe that this is a mutually beneficial outcome for all parties and we respectfully request that the City accept this design change prior to finalisation of the Pt Lot 22 & Lot 51 Structure Plan.</p> <p>Conclusion</p> <p>We trust that this submission is of assistance to the City of Cockburn and Western Australian Planning Commission in the consideration, progression and finalisation of the proposed Structure Plan for Pt Lot 22 & Lot 51 Mayor Road, Munster. Should you have any further queries please do not hesitate to contact me at this office.</p>	

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11	Main Roads WA PO Box 6202 EAST PERTH WA 6892	<p>Thank you for your correspondence dated 24 October 2016 requesting Main Roads comments on the above proposal.</p> <p>Main Roads has now had the opportunity to review the structure plan and determined there will be no adverse impacts on the performance of the road network.</p> <p>Main Roads would like to note that a number of developments are being undertaken in the surrounding area which is intensifying the land use. Individually, these impacts are negligible, however there needs to be consideration for the potential impact overall.</p> <p>Therefore, Main Roads suggest the City undertake a transport analysis to evaluate any potential effects to the surrounding network with consideration for all the development proposed in the area.</p>	<p>Noted. Main Roads has provided no objection to the modified Structure Plan proposal.</p> <p>The City's engineering department are active in analysing and responding to the impacts of increased traffic on the surrounding road network.</p>
12	Mark and Ivanka Gryska 168 Mayor Road MUNSTER WA 6166	<p>Object</p> <p>We, Mark and Ivanka Gryska Object to the Modified Plan proposed by the City of Cockburn being advertised for the following reasons:</p> <ol style="list-style-type: none"> 1. The depth of the blocks proposed on the City of Cockburn's modified plan will lead to much smaller type housing. This is becoming ridiculous in today's environment and the dense living structure. This not only devaluates the area but does meet the trend in reasonable housing size development. Some of the houses being built in the next development south are only a few inches from the road. What is going on in the planning department. ??? 	<p>Not supported. The Modified Structure Plan does not illustrate or propose individual lot sizes and thus it cannot be assumed that smaller houses are proposed. All residential codings proposed by the original Structure Plan are consistent with the codings proposed by the Modified Structure Plan and thus minimum and average lot sizes under the R-Codes are the same in both scenarios. Regardless of the above, the planning framework, and in particular the Department of Planning's strategic land use planning document <i>Perth and Peel @3.5million</i>, advocates for increased housing density and diversity to accommodate a growing population and diverse range of needs.</p> <p>In addition, the City's Housing Affordability and Diversity Strategy recognises that not all households within the City of Cockburn require large homes and many households may not be in a position financially to purchase a large home. Thus,</p>

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		<p>2. The city of Cockburns modified plan shows a long stretch of open space running down behind a residential development. Experience from family members and friends who have lived with a park behind them tell of unwelcome behaviour from undesirable people at all hours of the day and night. The original plan previously advertised show a neat square piece of POS towards the bottom, being more out in the open and functional ie. Being able to kick a football or soccer ball without interfering with any of the housing. Also with it being more out in the open rather than hiding behind development. Much safer and practical.</p>	<p>provision of a diversity of housing sizes ie. smaller homes is important to cater for smaller households. This is particularly relevant within the City of Cockburn with population forecasts and ABS statistics predicting that lone person and couple only households will be the dominant household type within the City of Cockburn by 2031.</p> <p>Setbacks of houses from road reserves are mandated by <i>State Planning Policy 3.1 Residential Design Codes</i>. The Modified Structure Plan proposes density codings of R30, R40 and R60 which require setbacks of 4m, 4m and 2m respectively. Thus, the objection regarding street setbacks is not accepted.</p> <p>Not supported. Local Development Plans (LDP) are required to be prepared for lots adjoining the proposed POS. These LDPs will ensure that these lots address the POS allowing habitable rooms or outdoor areas to overlook the POS by providing permeable fencing at the POS interface. This is a far better outcome than that previously proposed where only one lot shared a side boundary with the POS, significantly reducing opportunities for passive surveillance of the POS.</p> <p>Furthermore, the City's Structure Plan takes into account the broader planning for the area, in particular the proposed and approved POS within the adjacent Lot 20 and Lot 21 Rockingham Road Structure Plans. The POS proposed by the City's Structure Plan results in a far more consolidated and useable area of POS over Lots 51 Mayor Road and Lots 20 and 21 Rockingham Road. Locating the POS where originally proposed would result in an 'L' shaped POS outcome and a very narrow area of POS located on the western boundary of Lot 21 Rockingham Road which is far less useable</p>

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		<p>3. Road 1 travels south from Mayor Road and hits Road 3. The City of Cockburn proposal is for Road 3 to be winding down and around towards Erie Ln and Monger Rd. This will become a speedway for cars flying down and around as we have seen in the other streets. This is a totally unsafe for adults and children in the POS and development area. The original proposal is much safer with T-Junction where Road 3 hits Road 1. We have lived in this area for over 30 years and would like to see it develop into a valued suburb.</p>	<p>and functional.</p> <p>Not supported. There is no evidence to support that the proposed road layout will encourage speeding and unsafe driving. The City's engineering team has reviewed the design and are satisfied that the proposed layout is safe and functional. The original Structure Plan design proposed a road network with a series of right angle bends which do not present a safe road layout, particularly where dwellings are to be located at these right angle bends.</p>
13	Landowner	<p>Object</p> <ol style="list-style-type: none"> 1. The public open space between rear boundary fences, this would be a concern for easy break-ins and a good secret area for drug use, POS should be open access and visible as in 1st plan. 2. This public open space kills the block depths, it leads to small blocks that devalue the area. Who wants to live in a box! No diversity in block sizes either 3. Safety concern about the modified road. I would prefer people to stop, as it is a hill, and that's why the POS should be there for visibility on both sides. 	<p>Not supported. See response to submission 12(2) above.</p> <p>Not supported. See response to submission 12(1) above.</p> <p>Not supported. See response to submission 12(3) above.</p>
14	<p>Marija Garbin 31A Zlinya Circle SPEARWOOD WA 6163</p>	<p>Object</p> <p>I am the owner and subdivider of Lots 19 and 25 Rockingham Road, Munster, which is located immediately south of Lot 51 Mayor Road, Munster. I still own several of the subdivided lots from our original property and intend to retain ownership of these lots indefinitely.</p> <p>We have recently undertaken a joint LWMS and Landscape Concept Plan together with the owners of Lots 22 and 51 Mayor Road, Munster and I make reference to my previous Submission dated 25th July 2016 regarding the Original Structure Plan (see attached). Based on the road layout and the location of the POS shown in the Original Structure Plan, the LWMS and the supporting Landscape Concept Plan has been approved by the City of Cockburn as well as the Department of Water. At the time of the LWMS being considered by the City, the Original Structure Plan was discussed with the City and now forms part of the approved LWMS document. To now</p>	<p>Preparation of the LWMS and Landscape Concept Plan should not dictate the design of the Structure Plan particularly when the design is suboptimal. As indicated in the submission by the Department of Water, the LWMS will be required to be updated to reflect the modified Structure Plan design. The modified Structure Plan design is workable from a water management perspective as discussed with the City's engineering team, but as per</p>

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		<p>change the Road and POS layout for Lots 22 and 51, Munster would more than likely have a major impact on the Engineering, Road Drainage and Landscape issues that were carefully considered during the process of the LWMS being approved. I am the owner of Lot 230 Erie Lane, Munster, which is currently being used as a Temporary Drainage Basin. The joint LWMS as mentioned above, is required to be implemented so that this Drainage Sump can be demolished and the Permanent Drainage Design built in order to free up Lot 230 Erie Lane indefinitely.</p> <p>The Alternate Structure Plan (attached) which is currently being advertised by the City will produce lots with a much reduced depth than the Original Structure Plan. When we planned our subdivision we gave careful consideration towards producing a variety of lots to sell to the public. This resulted in a successful subdivision which has consequently resulted in a good variety of quality homes being built on the land. The Alternate Structure Plan for Lots 22 and 51 will produce a high percentage of smaller lots which will consequently appeal to first home buyers and investors. From our recent experience, the outcome of this will be that a high proportion of the homes built on this land will be cheaper, basic homes which could well have a negative impact on the value of homes within the entire area. This is not a good outcome for current and future home owners in the locality. The Original Structure Plan offers a much wider range of Lot sizes and will therefore result in a broader range with regards to the quality of homes being built.</p> <p>On the basis of the above I object to the City's Alternate Structure Plan proposal and ask that careful consideration be given to the points raised in my Submission, with the aim of producing the best possible planning outcome for the locality, which in this case may well be a negotiated planning outcome between the City and the Proponent.</p>	<p>recommendation (1)46 to Council the LWMS is required to be updated to illustrate this.</p> <p>Not supported. The City and the State advocate a diversity of housing product to meet the needs of a variety of household sizes and incomes. See response to submission 12(1) above.</p> <p>There is no evidence that the original Structure Plan offers a wider range of lot sizes, particularly since the majority of residential land has remained unchanged in the modified Structure Plan and all codings have remained the same.</p>
15	Department of Environment Regulation Locked Bag 33, Cloisters Square PERTH WA 6850	DER understands that this proposed structure plan has changed slightly compared to the July 2016 structure plan, with alterations to roads and public open space. DER provided comment on the previous proposed structure plan in July 2016 (see attached letter) and provides the same advice. DER reiterates that as potential contamination issues can be addressed at the subdivision stage of the development, DER advises that it has no objection to the draft Structure Plan for part Lot 22 and 51 Mayor Road Munster.	Noted. The applicant has been made aware of this via this attachment to the Council Report. The applicant is required to respond to this issue appropriately.
16	Craig Murray	Object	

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	114 Marvell Avenue MUNSTER WA 6166	I Craig Murray object to the City of Cockburn's proposed modification to the structure plan on Mayor Road. The original proposal with POS at the bottom of road 1 is much simpler and versatile for public use. Having POS behind residential housing is out of touch with the standard of leaving in today's world which also could lead to anti-social behaviour, residents would like their privacy and security.	Not supported. See response to submission 12(2) above.
17	Landowner	<p>Object I write to object to the modified plan as advertised.</p> <p>I note one of the amendments to the original plan is "to ensure the POS to the south-west of the Structure Plan area is truncated appropriately in order to accommodate future services and road infrastructure within standard road reserves so that it does not compromise the POS.' I do not believe this intersection layout is appropriate or safe. In addition, it takes up an inordinate amount of land.</p> <p>The need for POS, other than the area adjacent to the swamp area, is questioned. The functionality, be it passive or active of the small areas proposed on both structure plans is limited.</p> <p>Finally, I note one of the requirements is "advise the proponent that prior to subdivision of the Structure Plan area, coordination with the landowners of Lot 50 Mayor Road, Lots 20 and 21 Rockingham Road, Lot 230 Erie Lane and Lot 236 Monger Road, Munster is required to ensure that finished fill/excavation lot heights result in compatible and practical drainage flow paths and road levels across lot boundaries."</p> <p>The introduction of another two parties in the requirements has the real potential to hinder the progress of any development, and is neither fair nor reasonable. It places the proponent in compromised position.</p> <p>I am of the view that development of the land in accordance with the layout on the original Structure Plan will provide a better outcome in the future.</p>	<p>Not supported. See response to submission 12(3) above.</p> <p>Not supported. All structure planning areas are required to provide 10% of POS as per State Government requirements. See response to submission 12(2) above.</p> <p>Not supported. The landowners of all of these lots have already engaged in the planning process and have either begun or completed development of their land, subdivided their land or are in the process of preparing a Structure Plan over their land. Thus, this requirement is unlikely to hinder development, particularly since many of these landowners were already involved in preparation of the LWMS to support development of these lots.</p> <p>Not supported for reasons stated above.</p>
18	Mr Michael and Danica	TPG + Place Match (TPG) on behalf of the applicant of the proposed Local	

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	<p>Tomasich c/o TPG Town Planning + Place Match Level 7, No 182 St Georges Terrace Perth WA 6000</p>	<p>Structure Plan (LSP) for Lots 22 and 51 Mayor Road, Munster is pleased to provide the following submission on the proposed modifications currently being advertised by the City of Cockburn (City).</p> <p>In summary TPG objects to the proposed modifications being advertised by the City and favours the LSP originally submitted.</p> <p><u>Public Open Space Design</u> The advertised modified plan as proposed by the City will result in public open space (POS) that is predominantly bounded by the rear boundary fences of surrounding residential dwellings, as opposed to public roads, far in excess of the 25% perimeter maximum (for POS to be bounded by dwellings) suggested by R16 of Element 4 of Liveable Neighbourhoods. In fact Liveable Neighbourhoods prefers that neighbourhood parks should have streets on all sides. This is in contrast to the LSP as originally submitted, which provides POS that is highly visible from the public realm, being located at a street corner, and also visible along multiple proposed public road view corridors. The advertised modified plan 'hides' the POS between two blocks of residential dwellings, and will not be readily visible. This is a concern from a public safety perspective, as there will be limited passive surveillance or overlooking of the POS from either dwellings facing the POS, or the limited length of abutting roads.</p> <p>The City has acknowledged that having POS fronted on both sides by residential dwellings is not necessarily ideal and can result in the space becoming closed in, as noted in the 13 October OCM report at page 56, which states: "This narrow strip (of POS) would also ultimately be fronted by dwellings on both sides which would result in the space becoming closed in and potentially appearing privatized." This comment is made regarding the originally submitted plan, however it is the City's advertised modified plan which in-fact results in this outcome, given the City's proposed 1507sqm area of POS along the eastern boundary of Lot 51, and the similar POS/residential abutting areas on the approved Lot 20 LSP.</p> <p><u>Public Open Space and Bushfire Function</u></p>	<p>Not supported. See response to submission 12(2) above. Liveable Neighbourhoods advocates for the best possible POS in terms of useability and passive surveillance. The City's modified Structure Plan is far superior on both counts and is thus a preferred design.</p> <p>Not supported. This comment provided by the City related to the small strip of POS proposed along the western boundary of Lot 21 Rockingham Road which would be left isolated and narrow if the original Structure Plan was to be implemented. The modified Structure Plan widens this strip significantly and thus opens it up to the public and makes it a far more useable space. The original Structure Plan fails to consider the wider planning in the locality and the proposed and approved POS over both Lot 20 and 21 Rockingham Road, and would result in an 'L' shaped POS of low functionality. The City's modified Structure Plan better considers the wider planning in the locality and provides the best possible outcome from a community point of view rather than focussing on</p>

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		<p>The advertised modified plan as proposed by the City undermines the bushfire risk mitigation function that is served by the south-east POS (863sqm) proposed by the originally submitted plan. Reference should be made to Figure 5 of the Bushfire Management Plan (BMP) submitted with the LSP, which shows the 'Building Protection Zone' (in green below) extending to the northern extent of this proposed POS, an extract of which is included below:</p>  <p>Figure 3 of the BMP identifies the source of the bush fire risk as the 'open forest', being an extreme risk, located immediately to the south-west of the subject site.</p> <p>Therefore it must be acknowledged that the proposed POS has been intentionally located in the southernmost portion of Lot 51 so as to form part of the 'Building Protection Zone', and achieve a reasonable BAL Rating for the surrounding proposed residential lots.</p> <p>In contrast, the advertised modified plan as proposed by the City would result in residential lots much closer to the source of the bush fire risk, and</p>	<p>only one particular lot.</p> <p>The BMP should not be driving a suboptimal design. As per previous advice from DFES on the original Structure Plan, the BMP is inadequate and will need to be updated to respond to the requirements of SPP 3.7 which includes the classification of the vegetation. Furthermore, as per recommendation (2), the BMP will need to be updated to reflect the modified Structure Plan design. Until the above occurs, the City cannot undertake a meaningful assessment of the BMP.</p>

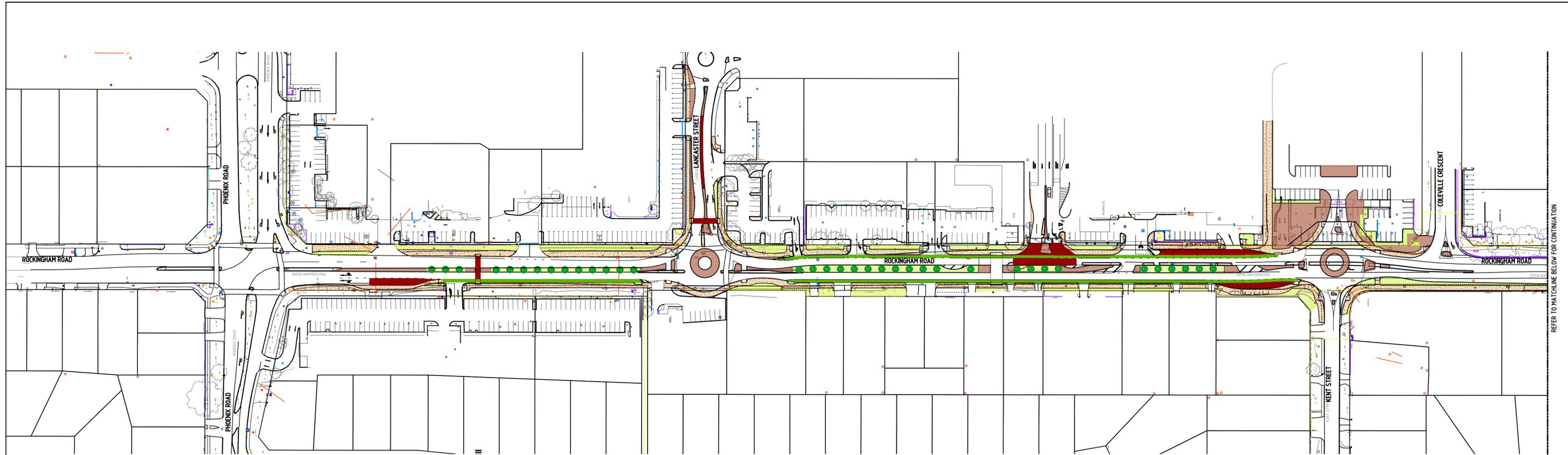
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		<p>subsequently increased BAL Ratings for the surrounding proposed residential lots. This would in turn result in increased construction standards and therefore increased costs, significantly reducing the desirability of the most affected lots.</p> <p><u>Residential Lot Dimensions</u> A further effect of the advertised modified plan as proposed by the City is that by locating the POS along the eastern side of Lot 51. This results in lesser depth available for the residential lots, reducing these significantly from the 33 metre depth currently proposed, to approximately 25 metres.</p> <p>Lots with greater depth, such as those enabled by the LSP originally submitted, are proving to be most desirable based on feedback received from the market, and also having regard to the lots recently created on the surrounding land that has undergone subdivision to the south, with these lot depths ranging from 28 metres upwards.</p> <p>WAPC Development Control Policy 2.2 encourages the provision of a range of lot sizes where possible in residential subdivision (clause 3.2.4). Whilst some 25 metre depth lots are proposed as part of the LSP on Lot 22, by virtue of the greater constraints on this lot, it is considered much more desirable to provide a range of lot sizes and depths generally, as is enabled by the LSP originally submitted. In contrast the City's proposed modified plan would result 25 metre deep lots being provided exclusively, and therefore no range as desired by Development Control Policy 2.2.</p> <p><u>Road Layout and Vehicle Safety</u> The road layout proposed by the LSP originally submitted will provide for improved traffic calming through this area when compared with the City's advertised modified plan, providing for an appropriately controlled 'T' intersection that will have adequate sight lines for vehicles.</p> <p>The City's proposed modified road layout would result in the creation of an angled road at a natural high point of the site and the potential for vehicles to travel through the site at higher speeds, with nothing in the way of traffic calming proposed, encouraging 'rat running'. This has apparently been acknowledged by the City as a preferred outcome, as noted in the 13 October OCM report at page 57, which states: "The layout (referring to the modified plan) is also acceptable from an engineering point of view and will</p>	<p>Not supported. The City has engaged with a number of residential building companies who have confirmed that regular single detached housing product can be developed on lots of this size and dimension. It is the responsibility of the developer to provide a housing product that appropriately responds to the lot sizes and provides a desirable outcome for future homebuyers. Given there is housing product available for lots of this size, it is not anticipated that this will hinder development or sale of future dwellings.</p> <p>Not supported. See response to submission 12(3) above. The use of the work 'efficient' does not suggest that vehicles will then be able to travel at high speeds through the area, but rather that they will not be subjected to a series of right angles which raises safety concerns.</p> <p>The road layout as per the current Structure Plan design is not workable from an engineering and safety perspective. The location of the POS is not acceptable to the City and is required to be relocated in accordance with the City's Alternate</p>

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		<p>provide a more efficient path of travel for residents moving east-west through Lot 51." The use of the word "efficient" suggests that the modified layout will enable vehicles to move more quickly through the area, which should in-fact be discouraged. Slower vehicle speeds result in safer public roads. This conclusion has also been reached by our consultant traffic engineer, as per their separate submission, a copy of which is enclosed.</p> <p>A further advantage on safety grounds of the road layout proposed by the LSP originally submitted are the increased sightlines through the locality, made available by the location of the south-east POS, a sightline which is not available under the City's proposed modified design. This is shown on page 5 of the enclosed review by our consultant traffic engineer (and is shown below), which demonstrates that through the provision of low planting, or grass only, a vehicle travelling east on Road 3 would have sightlines across the south-east POS, all the way through to the intersection of Road 1 and Monger Road. The City's proposed modified design does not enable this sightline, given the placement of residential lots, as opposed to POS in this area.</p>	<p>Structure Plan. Relocating the POS without changing the design of the road layout results in dwellings located on a right angle corner at the south-east of Lot 51, hindering sight lines for vehicles navigating this right angle bend and thus resulting in an unsafe road layout. The City will not support a suboptimal planning design where POS is dysfunctional, does not respond to the location of POS on adjacent lots, and is not overlooked by nearby dwellings just to preserve sight lines along the originally proposed road network.</p>

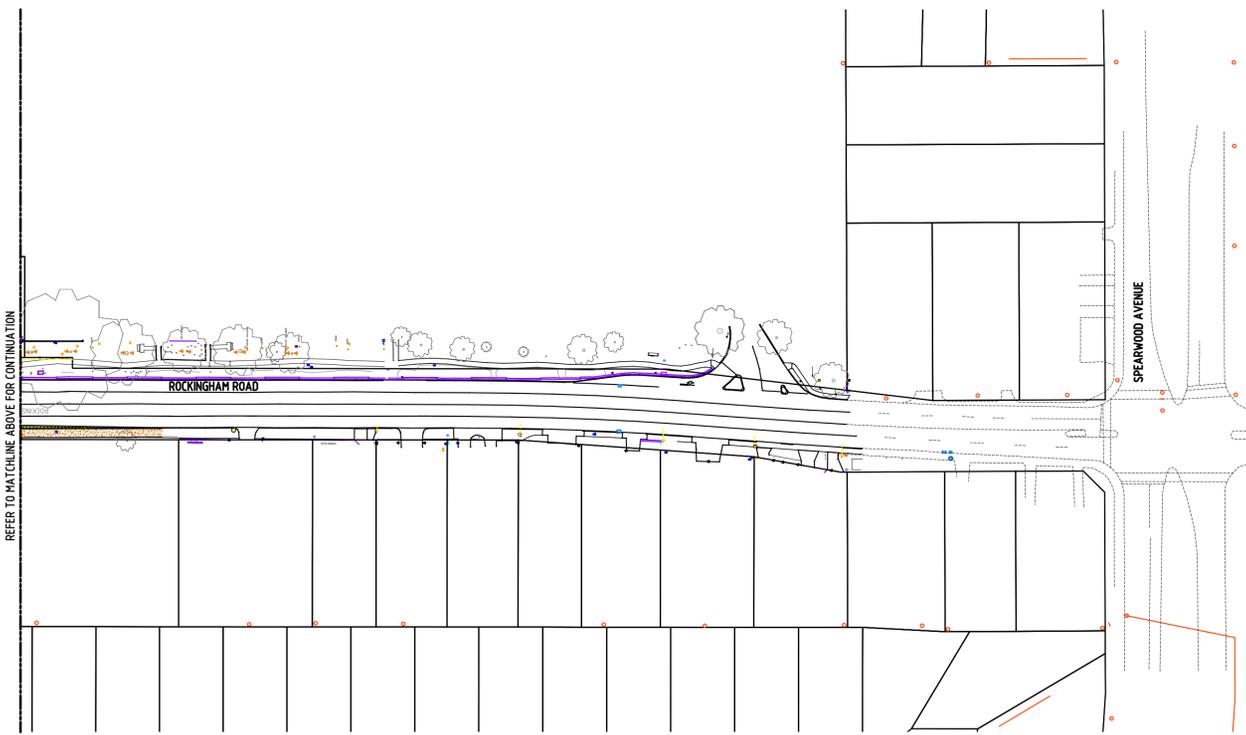
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		 <p><u>Road 2 Alignment</u> Road 2 of the LSP is ultimately intended to have a width of 15.0 metres. As this road straddles the common boundary of Lot 22, and Lot 21 to the south (subject of a separate proposed structure plan), it is considered appropriate that the road width is evenly apportioned between the two lots, ie. 7.5 metres on Lot 22 and 7.5 metres on Lot 21.</p> <p><u>Conclusion</u> We look forward to the City of Cockburn giving due consideration to the above comments, and subsequently forwarding the proposed Local Structure Plan to the Western Australian Planning Commission for consideration</p> <p>Attachment</p>	<p>Not supported. The original Structure Plan proposed the portion of Road 2 over Lot 22 to be 10.5m in width which the City has no objection to and is in fact necessary if Lot 22 (and Lot 51) is to be subdivided and developed independent of Lot 21 Rockingham Road. Since the Lot 22 and 51 Structure Plan has been significantly progressed ahead of Lot 21 Rockingham Road, it is anticipated the 10.5m width of road over Lot 22 will be necessary in order to allow development of this lot. Furthermore, the Lot 21 Rockingham Road Structure Plan design has been prepared and lodged on the basis that a 10.5m width of road would be provided over Lot 22 as was always proposed.</p>
19	Department of Fire and	The Department of Fire and Emergency Services (DFES) provide the	Noted. See response to submission 18 above

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	<p>Emergency Services GPO Box P1174 PERTH WA 6844</p>	<p>following comments with regard to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)</i> and the <i>Guidelines for Planning in Bushfire Prone Areas (Guidelines)</i>:</p> <p><u>Considerations for the Determining Authority</u></p> <p>1. Policy Measures</p> <p>i. Policy Measure 6.3 of SPP 3.7 applies, and states: Any strategic planning proposal to which policy measure 6.2 applies is to be accompanied by the following information prepared in accordance with the Guidelines:</p> <p>a) (i) the results of a BHL assessment determining the applicable hazard level(s) across the subject land, in accordance with the methodology set out in the Guidelines. BHL assessments should be prepared by an accredited Bushfire Planning Practitioner; or</p> <p>(ii) where the lot layout of the proposal is known, a BAL Contour Map to determine the indicative acceptable BAL ratings across the subject site, in accordance with the Guidelines. The BAL Contour Map should be prepared by an accredited Bushfire Planning Practitioner; and</p> <p>b) the identification of any bushfire hazard issues arising from the relevant assessment; and</p> <p>c) clear demonstration that compliance with the bushfire protection criteria in the Guidelines can be achieved in subsequent planning stages.</p> <p>This information can be provided in the form of a Bushfire Management Plan (BMP) or an amended Bushfire Management Plan where one has previously been endorsed.</p> <p>The existing BMP cannot be validated as detailed in our advice dated 25 July 2016. Given the proposed strategic planning proposal has the potential to increase the threat of bushfire to people, property and infrastructure, it is considered that it should not be supported until such time that the bushfire</p>	<p>'Public Open Space and Bushfire Function'. Since the BMP cannot be validated and assessed as it currently stands, it will need to be updated to reflect and provide management strategies for the modified Structure Plan design before the City can provide detailed comment.</p>

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		<p>risk and hazard reduction measures are established and understood. A revised BAL Contour Map and accompanying BMP addressing the bushfire protection criteria will be required to ensure compliance of the above policy measure.</p> <p><u>Recommendation</u> DFES advice is to seek a revised BAL Contour Map and accompanying BMP for the proposal in line with the above points. A preliminary understanding of the existing bushfire threats within 100 metres of the site (lower south west corner) suggests that the revised configuration of development and public open space may increase the threat of bushfire to people, property and infrastructure. The structure plan design needs to ensure adequate separation is proposed between the existing bushfire hazards and proposed development. The revised BMP needs to ensure it demonstrates to the fullest extent possible how the bushfire protection criteria will be addressed</p>	
20	Landowner	<p>Object We object to the modified plan as proposed by the City.</p> <ol style="list-style-type: none"> 1. The advertised modified plan now captures most of the POS between rear boundary fences of residents. Having lived in the area for a very long time, this secluded area allow for youth to congregate at night. 2. The advertised modified plan has an angled road coming from a high point, allowing (promoting) higher speeds. The original design provides better traffic calming plus the original plan had a POS in front for clear visibility, less chance of accidents. 3. The depths of the blocks, because of where the modified plan POS is undesirable smaller housing, devalues the area. 	<p>Not supported. See response to recommendation 12(2) above.</p> <p>Not supported. See response to submission 12(3) above.</p> <p>Not supported. See response to submission 12(1) above.</p>

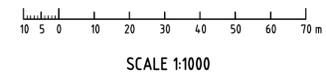


REFER TO MATCHLINE BELOW FOR CONTINUATION



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



PROJECT: ROCKINGHAM ROAD SPEARWOOD	29-2-2016 SECTION REVISED FROM PHOENIX TO LANCASTER. EASTERN SIDE REVISED TO MAINTAIN EX KERB 11-12-2015 COUNCIL COMMENTS RECEIVED 26-11-15. DRAWINGS REVISED AS REQUESTED 30-9-2015 PRELIMINARY ISSUE FOR COMMENT	COPYRIGHT 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 ONLY PLANS WITH NUMERICAL REVISION '0' OR HIGHER AND SIGNED AS APPROVED SHALL BE USED FOR CONSTRUCTION	 Level 2 Kishora Court 50 Kishora Road Mt Pleasant 4153 WA PO Box 1036 Canning Bridge 6153 WA Tel (08) 9375 9955 Fax (08) 9375 9959 Email office@portereing.com.au www.portereing.com.au	CLIENT: CITY OF COCKBURN	DRAWING: PROPOSAL 5 OVERALL LAYOUT PLAN	SCALE 1:1000 DATE FEB 2016	DRAWING No. 15-07-111/100	REV No. C A1	ORIGINAL DRAWING SIZE
					STATUS: FOR APPROVAL	DESIGN ELW DRAWN MJV CHECK APPD	FILE NAME S:\ACTIVE PROJECTS\15-07-111\ACAD\151111-100.dwg		

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Our Ref: 716-600

8 November 2016

Chief Executive Officer
City of Cockburn
PO Box 1215
Bibra Lake 6965

Attention: Andrew Trosic – Manager Strategic Planning

Dear Andrew,

SUBMISSION ON THE DRAFT PHOENIX ACTIVITY CENTRE DOCUMENTATION

TPG + Place Match on behalf of Rockworth Capital Partners (Rockworth) is pleased to make this submission in relation to the draft Phoenix Activity Centre documentation. Thank you for granting Rockworth an extension of time in which to prepare this considered submission.

As you are aware, Rockworth Capital Partners own the Phoenix Shopping Centre which is located on approximately 5.8 hectares of land within the Phoenix Activity Centre and are therefore a major stakeholder in relation to the advertised documents.

Rockworth recognises the initiative of the City to prepare the Activity Centre Structure Plan, Design Guidelines and concept for the upgrade of Rockingham Road and acknowledges the effort and resources that the Council has invested to date to progress the draft framework.

As a major stakeholder, Rockworth appreciates the opportunity to review and inform the preparation of the draft documentation, with a view to ensuring that mutually beneficial outcomes are agreed to with the City and that alignment is achieved between Rockworth's long-term intentions for the centre and the draft planning framework.

Please find below our submission on the advertised documents.

Rockingham Road Concept

While Rockworth has no objection to the initiative to redesign Rockingham Road between Phoenix Road and Coleville Crescent, Rockworth would like to emphasise the need to coordinate access and egress points with the Phoenix Shopping Centre to ensure that access arrangements adequately service current tenant requirements, tie in with longer term development opportunities for the centre and maximise customer accessibility and patronage.

Rockworth have reviewed the proposed Rockingham Road redesign concepts and request that a number of modifications be made to the concept design to ensure better integration with the Phoenix shopping centre.

PERTH OFFICE
Level 7, 182 St Georges Tce
PERTH WA 6000

PO Box 7375 Cloisters Square
PERTH WA 6850

Tel +61 8 9289 8300
Fax +61 8 9321 4786

www.tpgwa.com.au
planning@tpgwa.com.au

The requested modifications to the City's proposed redesign concept relates to the section of road between Kent Street and the current ramp entry to the Phoenix shopping centre. Please refer to the proposed alternative concept which forms part of this submission at Attachment A.

The proposed modifications as illustrated in the plan are detailed below and supported by relevant justification.

1. Provision for a right hand turn movement and slip lane from Rockingham Road into the McDonalds entry.

The McDonalds tenancy is one of the most constrained tenancies within Western Australia and any additional restrictions imposed on customer access to and from this tenancy will have a significant and detrimental impact on the viability of the tenancy.

The redesign concept as proposed by the City would restrict customer access travelling from the south to enter the car parking area adjacent to the back end of the Coles tenancy immediately north of the proposed Kent Street roundabout. This is far from ideal for a fast food tenancy, as customers expect access to be provided immediately adjacent to the fast food outlet to ensure convenience and to limit opportunities for traffic conflict. Direct line of sight from the point of decision to turn into the centre and the fast food tenancy is also critical to maximise customer patronage. Customer sales will be directly and negatively effected as a result of restricting right hand vehicle access into the McDonalds tenancy.

It is proposed to provide for a right hand turn movement and slip lane from Rockingham Road into the existing McDonalds entry to ensure customers continue to have direct and convenient access to the McDonalds outlet. Shawmac have designed and reviewed this proposed access arrangement from a traffic point of view and have deemed it a safe and functional arrangement, as follows:

- The slip lane is of sufficient length to allow for stacking of vehicles turning right into the centre.
- The road will be a low speed environment and therefore this arrangement will function at an acceptable level and will not limit traffic flow or result in vehicle conflict.
- The slip lane would still provide a landscaped median strip to ensure that the City's beautification objectives are still achieved. Any loss of landscaping within the median strip as a result, will be offset by additional landscaping proposed on Rockworth's land, as detailed further in our submission below.

Please refer to the Shawmac traffic report at Attachment B.

2. Proposed modifications to the ramp entry and arrangements.

Rockworth propose to undertake modifications to the existing ramp entry on the northern side of the Shopping Centre to facilitate better connectivity between the south western car parking areas located adjacent to Rockingham Road and the expansive carparking located in the north eastern part of the Centre.

It is proposed to close the southern-most ramp which currently provides access down from the upper level loading bay towards Rockingham Road. Loading vehicles using this loading bay would still be catered for by retention of the existing exit lane ramp as indicated on the concept at Attachment A.

The revised ramp configuration would also facilitate access for vehicles using the south-western car parking area to turn right and enter the undercroft carpark which links to the more expansive north-eastern car parking area.

These modifications to the ramp access would not impact on the ability to tie in with the modified Rockingham Road arrangement as proposed within the City's redesign concept.

The Shopping Centre will also require an internal connection between the southern and northern carpark areas as a result of the extra vehicle load being placed on the southern carparking area as a result of the introduction of the southern roundabout entry on Rockingham Road.

3. Clarification of Responsibilities

Rockworth would like to take the opportunity to clarify expectations regarding financial responsibilities for the works associated with the upgrade of Rockingham Road. Specifically, it is expected that the City will be responsible for the following:

1. All costs associated with acquiring the portion of Rockworth's land required for the road reservation associated with the creation of the southern roundabout proposed at the intersection of Kent Street and Rockingham Road. This is to include the following:
 - a. the payment to Rockworth for an amount representing an agreed value of the land to be determined through a valuation sought by the Valuer General's office; and
 - b. the City is to cover all administrative fees associated with lodging an application for subdivision to excise the parcel of land and all transfer fees to incorporate the required portion of land within the Rockingham Road reserve.
2. All costs associated with the design and construction of all roadworks within the road reserve, including the construction of the requested right hand slip lane and access arrangement to service the McDonalds tenancy;
3. All costs associated with the tie in works associated with the construction of the southern roundabout, including the associated island and access treatments that form part of the advertised design and which are located on Rockworth's land. The extent of these works are further defined on the plan contained at Attachment A. We believe that it is reasonable for the City to cover the cost for the design and construction of the defined tie in works given that these works are critical to the design and functionality of the proposed roundabout and are required in order for the design to meet the applicable Australian Standards;
4. It is expected that the City will make good any damage to existing infrastructure and landscaping contained on Rockworth's land as a result of undertaking the construction works. With respect to this, Rockworth intend to retain a portion of the car parking in proximity to the proposed southern roundabout as detailed on the plan contained at Attachment A, and it is expected that the City will seek to retain and protect this car parking area in undertaking the construction works;
5. All costs associated with the provision of signage and way finding to ensure customers to the Phoenix shopping centre are appropriately informed of and directed to the proposed new entries to the shopping centre. This is to specifically include signage and way finding to direct customers to the new main entry via Lancaster Street, the new southern entry treatment via the proposed roundabout and the revised access arrangements to the McDonald's tenancy.

These expectations are further defined on the plan contained at Attachment A.

Rockworth would also like to highlight that the proposed roadworks will cause inconvenience to both the tenants and users of the road, including customers to the centre. The roadworks are likely to result in considerable loss of income for the Centre, and this loss further supports the position that the City should be responsible for all costs associated with the design and construction of Rockingham Road, including the tie in works as defined above.

4. Rockworth Commitments

Rockworth are committed to undertaking initial improvements to its frontage to Rockingham Road in order to provide a temporary improvement to its Rockingham Road frontage, ahead of more substantial works to be undertaken at a later date.

These proposed works seek to improve pedestrian connectivity from Rockingham Road into the centre, provide facade improvements to existing blank walls, address lighting and safety concerns and to provide landscaping adjacent to the Rockingham Road reserve to contribute to the volume of street tree planting to contribute to the boulevard treatment to Rockingham Road. Specifically, Rockworth propose to undertake the following treatments:

1. Creation of an improved pedestrian access spine to the southern entry to the centre via a new covered walkway. This access would provide a link between the proposed bus embayments on Rockingham Road and the Centre itself and would include new pedestrian crossing through the car park access.
2. Provision of additional landscaping beds on the southern and northern side of the proposed southern roundabout located outside of the proposed road reserve associated with the roundabout. The extent of this additional landscaping would be to accommodate suitable landscaping to be selected in consultation with the City to tie in with the boulevard landscape theme proposed along this section of Rockingham Road.
3. Undertake facade improvements to the corner of the existing Coles supermarket to provide a better address to the southern entry and roundabout.
4. Provide improved lighting to the car park area between the Coles tenancy and Rockingham Road.
5. Demolish the existing screen wall to the Coles loading area to open up this part of the site to the proposed bus embayments on Rockingham Road.
6. Installation of other additional pedestrian crossing points within the existing southern car park to improve pedestrian safety and connectivity with the Centre.

5. Master Planning Process

Rockworth are currently undertaking an asset master planning process for the Phoenix Shopping Centre, with a view to examining more substantial refurbishment and redevelopment works. This master planning process is commercial in confidence at this point in time, as negotiations with major tenants is still taking place.

However, key principles of the master plan are detailed in Attachment C and outlined below:

1. Creation of a new food and beverage precinct to be focussed around a public community gathering space, which is to be accessible 24 hours a day. This community gathering space will maximise the centres connection with Rockingham Road and will be activated by new food and beverage tenancies.
2. Reconfigure the internal parking access to connect the southern and northern car parking areas, to alleviate parking stress on the southern car parking area.
3. Improve public accessibility into the centre from Rockingham Road and also from Coleville Crescent via a new open air pedestrian street environment.
4. Improve façade treatments of built form facing Rockingham Road to create a more fine grained retail environment.
5. Improved service area to March Street.
6. Creation of an architectural feature at the intersection of Rockingham Road and Coleville Crescent.
7. Improved pedestrian linkages and customer experience throughout the centre.
8. Additional landscaping to soften the edges of the centre and key public spaces.

The principles are high level in nature and consistent with the intent of the draft Structure Plan. The master planning process will provide greater resolution to these desired outcomes and will be presented to relevant stakeholders including the Council at a point in time when agreements have been reached with tenants and internal stakeholders.

Please refer to Master Plan Principles Plan at Attachment C.

6. Additional Comments

Rockworth would also like to emphasise the following with respect to the future roadworks adjacent to the Phoenix shopping centre.

- (a) Loss of car parking bays within the Phoenix Shopping Centre.

The proposed roundabout at the intersection of Kent Street and Rockingham Road would result in the loss of approximately 35 bays within the southern car park. These bays are subject to control zones within existing lease arrangements and are allocated to specific tenancies. The resultant loss of these bays would need to be offset in another location as part of the existing tenancy agreement. As illustrated on the concept provided at Attachment A, there is the potential to reconfigure the car parking area to achieve 14 car parking bays to partly offset the loss of bays. However Rockworth request that the City of Cockburn compensate Rockworth for the cost of reconfiguring the car parking bays, as the cost associated with this will be as a direct result of the City proposing the construction of the Kent Street roundabout and is not as a result of any specific requirement of the Centre.

- (b) Covered walkway for northern upper deck

Rockworth are also of the view that costs associated with the construction of item 1(a) referred to in the staging plan, being the requirement to construct a covered walkway on the north-south pedestrian path of the northern upper car parking deck, should be borne by the City of Cockburn and not Rockworth.

Draft Phoenix Activity Centre Structure Plan

We have undertaken a thorough review of the draft Phoenix Activity Centre Structure Plan and provide the following comments for consideration by the City.

1. Proposed entry reconfiguration

It is requested that the draft Structure Plan documentation be modified to accommodate the proposed alternative access arrangements previously outlined in our submission. Specifically, the Development Concept Plan relating to the Core Precinct should be modified to include the following:

- Provision of four way vehicular access at the crossover located immediately south of the existing McDonald's tenancy, including provision for a slip lane on the north bound carriageway on Rockingham Road.
- Modification to the existing ramp entry to facilitate better accessibility between the existing south-western car parking area and the car parking located in the north-eastern section of the Phoenix Shopping Centre.

2. Location of gathering space within the Core Precinct

The proposed Structure Plan designates a new community gathering space and pedestrian connection within the 'Core Precinct'. We have given careful consideration to the proposed location of this community space, and while it is a sound principle for the Centre to provide a community focal space, we consider that the draft Structure Plan proposes it in a problematic location, for reasons outlined below:

1. The community space would be located between the proposed Kent Street roundabout and the car parking deck associated with Coles (the southern carpark). The proposed location would therefore have a low level of amenity as a result of being exposed to a significant amount of vehicle movement.

2. The proposed location of the community space adjacent to the roundabout and primary entry to the shopping centre also represents a safety concern, particularly for children, as there is potential for human activity to inadvertently conflict with adjacent vehicular traffic.
3. The proposed location would be exposed to prevailing south-westerly winds and harsh afternoon sun. There is limited opportunity to mitigate these factors due to its location adjacent to Rockingham Road. The space will therefore not be a pleasant space to linger, particularly in summer.
4. The proposed location is not associated with any active uses within the Centre. It is located adjacent to an existing car parking area and would be overlooked by the back of house area of the Coles tenancy. In order for such a space to be inviting and successful, it should be located adjacent to active retail tenancies, such as food and beverage outlets.
5. The location would compromise the ability to provide car parking to offset the loss of 35 car parking bays within the southern car park as a result of the proposed Kent Street roundabout.
6. It is also considered that the proposed creation of a public space should be linked with a major floor space expansion of the centre (i.e. proposed building >10,000m² or extensions >5,000m²) and not a minor expansion. The reason for this is that any minor redevelopment is not likely to have the potential to yield significant change to the public realm in order to create a functional public space with a high level of activation and amenity.

As an alternative, we propose that the Structure Plan provide greater flexibility relating to the location of a community gathering space with the opportunity for creating a successful public space associated with an application for major floorspace expansion within the centre. It is suggested that a provision in the Structure Plan be included to provide flexibility relating to the location of a new community space, associated within any substantial redevelopment.

It is requested that the following modifications be made to the draft Structure Plan documentation:

- i. That the specific location of the community gathering space be deleted from the Development Concept Plan for the Core Precinct (item 2) and replaced with a generic notation on the plan which refers to the requirement to create a new community space associated within any future retail redevelopment adjacent to Rockingham Road.
- ii. With respect to the development requirements and staging table located under the heading 'Staging Plan', delete requirement 2 in relation to 'Minor expansion to the floor space'.
- iii. Insert a new requirement in relation to 'Major floor space expansion', as follows:
 - a. *"If an application is made for a Major Development Application as defined by the LCACS, in a location that has high levels of public visibility and accessibility (i.e. adjacent Rockingham Road), then the application should propose the creation of a functional 'public space', and this space should be activated with retail tenancies ('shop' and/or food and beverage) and provide a high level of amenity. Where an application for Major Development is received that does not propose a 'public space', then the applicant shall provide justification as to why such a space is not proposed as part of the application. Once a 'public space' has been provided, further requirements for public space as part of future applications will be considered on an as needs basis."*
- iv. Delete dot point 1 of Action no. 3 under the 'Action Plan' as it requires the community gathering space to be provided in a specific location and would not result in a good outcome for reasons already outlined in our submission.

3. Improved way finding signage as part of entry reconfiguration

As a result of the entry reconfigurations into the Phoenix Shopping Centre as proposed by the City, it will be necessary to establish way finding signage to direct customers to the new entry points. It is requested that this requirement be articulated within the Structure Plan report, as follows:

1. A notation be included on the Proposed Concept Plan for Rockingham Road stating that new signage will be installed to improve way finding for new entry arrangements into the Shopping Centre from Rockingham Road.

2. Item 7 of the Action Plan be extended to specifically refer to the requirement to provide signage to direct customers to the new entries associated with the Phoenix Shopping Centre.

4. Reduced car parking rates

It is requested that the draft Structure Plan be modified to include a section providing guidance on the application of reduced car parking ratios for the Centre. State Planning Policy 4.2 – Activity Centres Policy for Perth and Peel (SPP 4.2) states that for activity centres, upper limits should be prescribed for car parking provision, due to opportunities for reciprocal parking, availability of on-street parking and the need for land efficiency.

SPP 4.2 prescribes a guide of between 1 bay per 20 to 25 square metres of shop floorspace for activity centres.

On this basis, we request that the Structure Plan prescribe an upper limit of car parking of 1 bay per 25 square metres of shop floorspace, acknowledging the current oversupply of car parking within the Centre.

Draft Phoenix Activity Centre Design Guidelines

We have reviewed the draft Phoenix Activity Centre Design Guidelines and provide comment as summarised in the following table.

Extract of Policy Provision	Comment
(1) General policy objectives	No specific comment.
(2) General Provisions 1. Signage	This section should include an additional provision which encourages a coordinated approach to signage, including consolidated pylon signage and wall panel signage incorporated into the design of future buildings.
(3) Phoenix Core Precinct 1. Movement 2. Development Applications are to be accompanied by a Pedestrian and Cyclist Movement Plan...	The provision is silent on the trigger for requiring a Pedestrian and Cyclist Movement Plan. It is considered an onerous requirement for minor applications which will have limited or no ability to modify movement and accessibility within the public realm. It is suggested that this provision be amended to relate specifically to development applications proposing Major Floorspace Expansion.
(3) Phoenix Core Precinct 1. Movement 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...	This provision should be amended to clarify that the matters are only required to be addressed where applicable to the specific development application.
(3) Phoenix Core Precinct 1. Movement 3. b. Demonstrate improvements to the servicing areas on March Street including:	This policy provision is incomplete as it does not specify what improvements are required to be undertaken.
(3) Phoenix Core Precinct 3. Built Form 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.	In our experience, a requirement to provide 70% glazing is not able to be achieved when taking into account structural requirements of buildings, the need to externally locate some services and other factors. It is suggested that this provision be reworded as follows:

	<p>"c) Ground floor non-residential frontages fronting Rockingham Road or primary pedestrian linkages are to be designed as shop fronts with no less than 70% glazing. Buildings fronting other public areas shall be glazed for a minimum of 50%. Glazing percentages are to apply from between 0.9m and 2.1m above footpath/street level."</p>
<p>(3) Phoenix Core Precinct 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.</p>	<p>The construction of residential apartments above the existing shopping centre is currently constrained by the <i>Strata Titles Act 1985</i>. While there is a reform proposed to the Act, it is ultimately unclear if and when this reform will be gazetted, and in what ultimate form.</p> <p>With this uncertainty, it is requested that this requirement be removed from the current draft policy, with an opportunity to revisit the policy to include such a requirement if and when the reform to the <i>Strata Titles Act 1985</i> occurs.</p>

On behalf of Rockworth Capital Partners, we thank you for the opportunity to make a submission in relation to the draft Phoenix Activity Centre policy framework and concept for the redesign of Rockingham Road. We trust that the City will give due consideration to the comments that we have provided in this submission and proceed to incorporate our requested modifications into the draft framework. We would welcome the opportunity to meet with the City to discuss our submission in further detail and also welcome the opportunity to continue to work with the City to improve the functionality and amenity of the Phoenix Activity Centre on an ongoing basis.

Please do not hesitate to contact the undersigned on (08) 9289 8300 should you wish to discuss our submission.

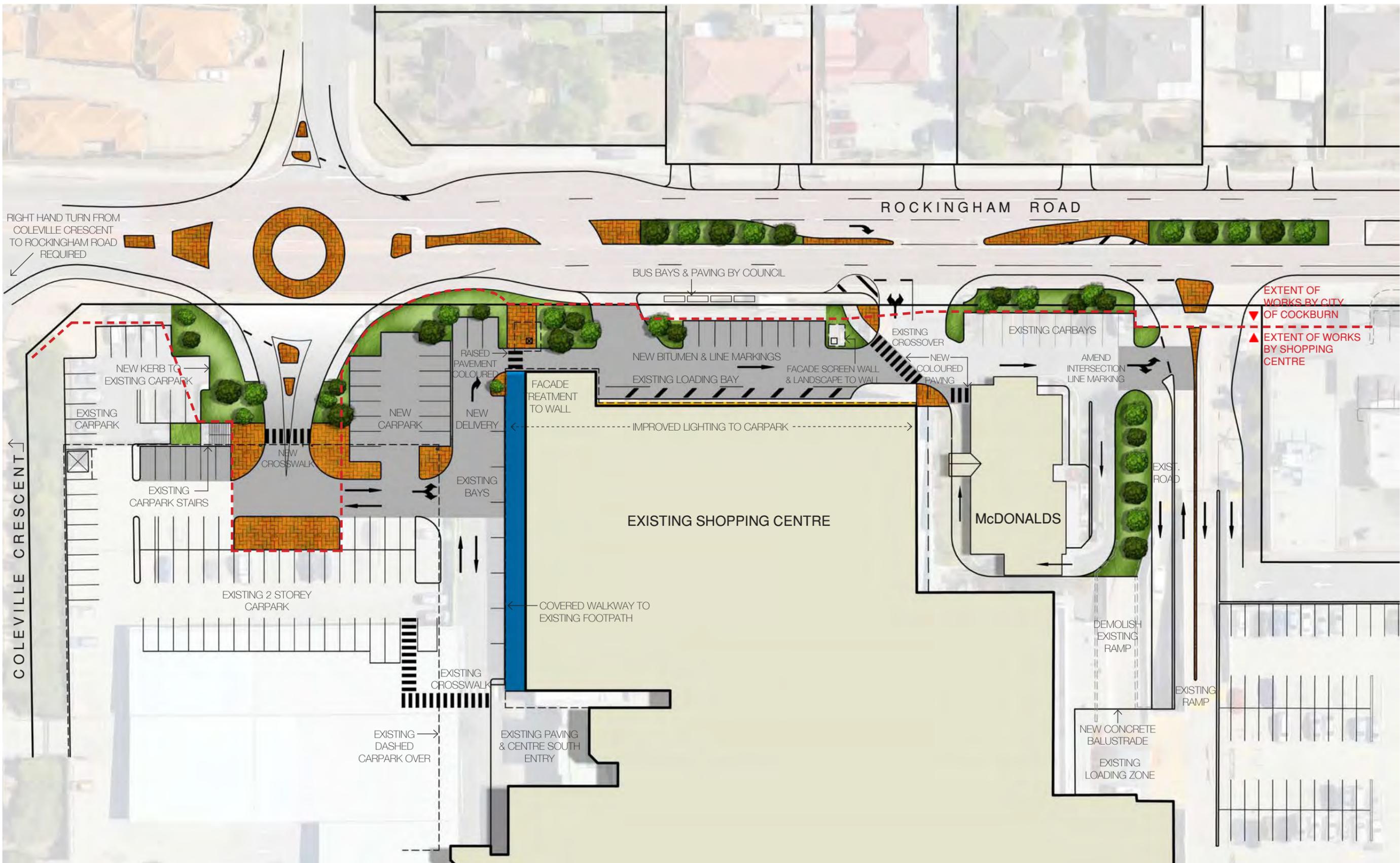
Yours sincerely
TPG + PLACEMATCH



Mike Davis
Associate

ATTACHMENT A

PROPOSED ALTERNATIVE CONCEPT FOR SECTION OF ROCKINGHAM ROAD



- NEW LANDSCAPING
- NEW PAVING
- NEW ROAD / PARKING BAYS
- COVERED WALKWAY (FIXED TO EXISTING BUILDING & PATH)

- PAINT WALL
- DEMOLISH EXISTING RAMP
- EXTENT OF WORKS BY COCKBURN (NOTE: COLOURED WORKS WITHIN BDY BY COCKBURN)

NOTE: LAYOUT IS CONCEPTUAL ONLY, SUBJECT TO COMMERCIAL DISCUSSIONS WITH CITY OF COCKBURN

REV	DATE	BY	CHKD	REVISION DESCRIPTION
A	08.11.16	KS	KS	Initial Concept Plan for Review
Suite 11, 99-101 Francis Street, Northbridge, 6003, Western Australia				
P: 9328 6655 F: 9328 5056 W: enquire@fratellegroup.com.au W: www.fratellegroup.com.au				





CAR PARK PUBLIC ACCESS



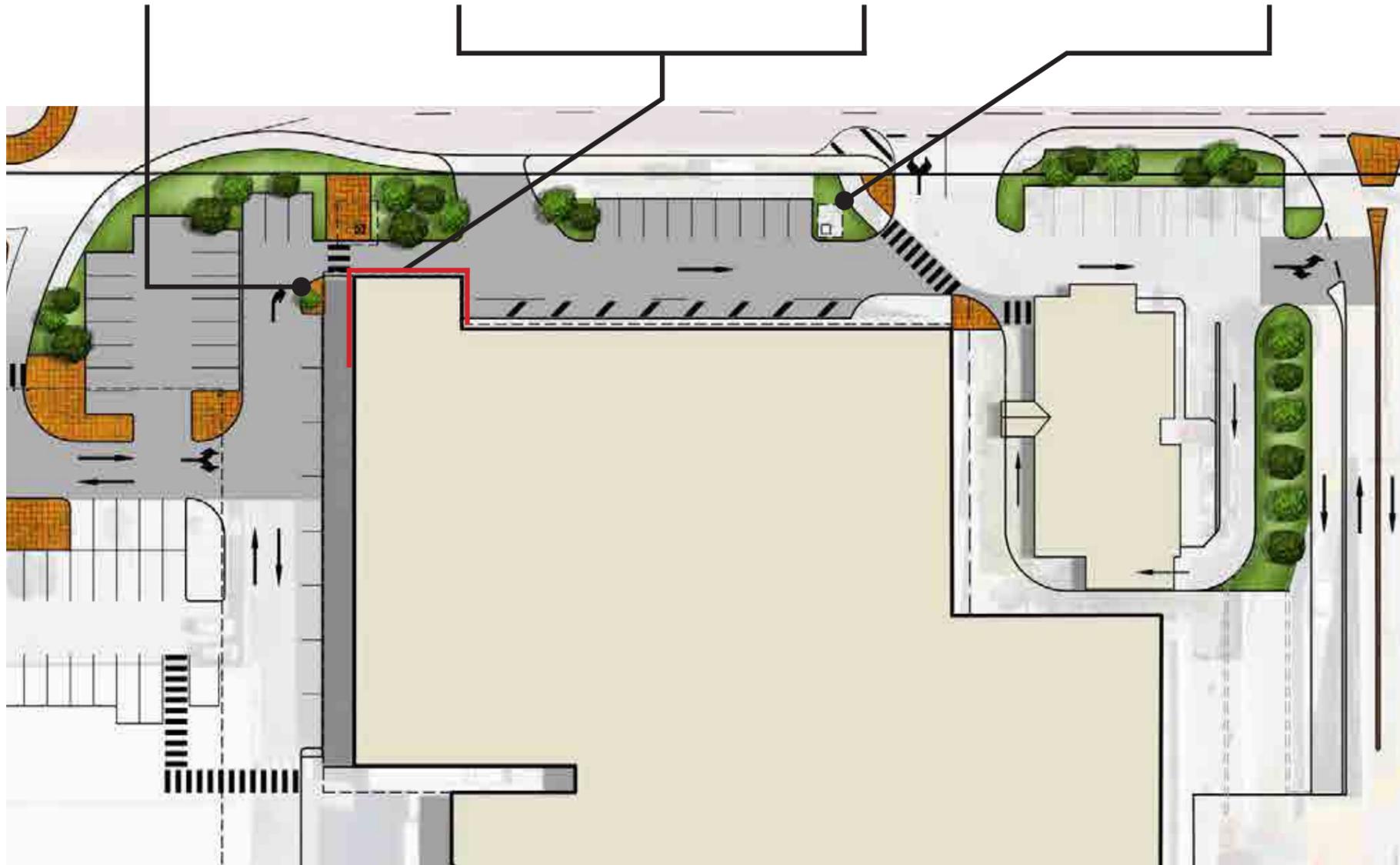
FEATURE CLADDING PAINT ONLY



FEATURE CLADDING PAINT AND MATERIAL



GREEN / LIVING WALL



NTS

REV	DATE	BY	CHKD	REVISION DESCRIPTION
A	08.11.16	KS	KS	Initial Concept Plan for Review

Suite 11, 99-101 Francis Street, Northbridge, 6003, Western Australia
 P: 9328 6655 F: 9328 5056 W: enquire@fratellegroup.com.au W: www.fratellegroup.com.au



ATTACHMENT B

SHAWMAC TRAFFIC REPORT



Technical Note.

Subject: **Impact of proposed reconfiguration of Rockingham Road on Phoenix Shopping Centre, Spearwood.**

Date: 10th June 2016

Author: Ed Wilks

Client: Fratelle Group

Introduction

Shawmac was commissioned by Fratelle Group to assess the possible impacts on the access to Phoenix Shopping Centre due to proposed modifications to Rockingham Road. The shopping centre is located on Rockingham Road in Spearwood, City of Cockburn as shown in **Figure 1**.

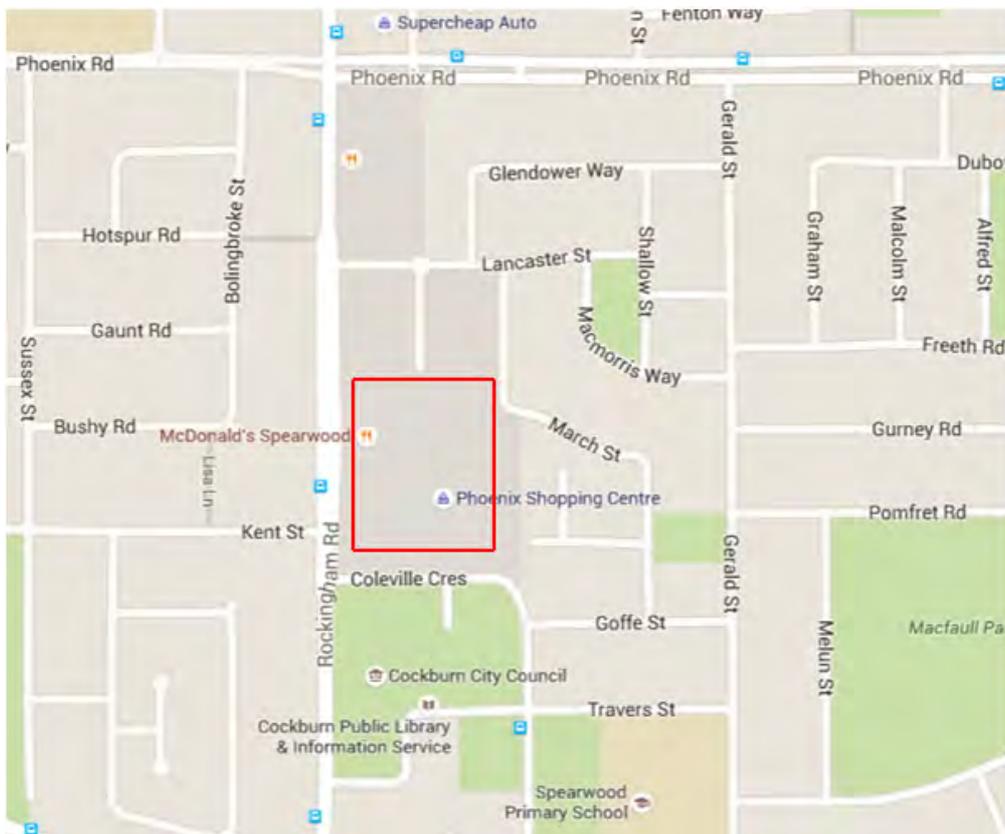


Figure 1: Location of Phoenix Shopping Centre

The City of Cockburn has prepared a concept plan showing proposed changes to Rockingham Road for discussion with affected property owners and in due course, release for public comment. Copies of relevant drawings are included in **Annexure A**. The objective of the Council is to discourage heavy vehicle traffic along this section of Rockingham Road and create a more pedestrian friendly location with a town centre appearance. While the objective is commendable, the owners of Phoenix Shopping centre are concerned that the proposed changes will limit current permissible vehicle movements which may have an unintended detrimental effect on the access to the shopping centre and result in a drop in patronage.

Current Shopping Centre Layout

The current layout of the shopping centre and access points is shown in **Figure 2**.



Figure 2: Layout of Phoenix Shopping Centre

Photographs of Rockingham Road and the entrances to Phoenix Shopping Centre off Rockingham Road are shown in **Figures 3, 4 and 5.**



Figure 3: Entrance 1 to Phoenix Shopping Centre, looking north on Rockingham Road



Figure 4: Entrance 2 to Phoenix Shopping Centre, looking north on Rockingham Road



Figure 5: Entrance to McDonalds, looking north on Rockingham Road

Proposed Modifications to Rockingham Road

A copy of the concept plan is included in **Annexure A**.

The main aspects of the proposed reconfiguration are:

- Reconfiguration to occur between Lancaster Street and Kent Street.
- Reduction of Rockingham Road to one lane in each direction.
- Introduction of medians along the majority of the road length between Lancaster Street and Kent Street.
- Construction of roundabouts at Lancaster Street and Kent Street to “book end” the town centre section of road.
- Restriction of right turn movements across the oncoming lane.
- Realignment of southern shopping centre access on Rockingham Road with roundabout at Kent Street.

Regional Context

The City of Cockburn has commissioned a traffic study to assess the impacts of the proposed reconfiguration of Rockingham Road on the surrounding road network, however the regional impact of the proposed changes is addressed briefly in this report to inform readers of the potential impacts of the work. The section of Rockingham Road subject to the proposed reconfiguration and the location of Phoenix Shopping Centre are shown in a regional context in **Figure 6**.

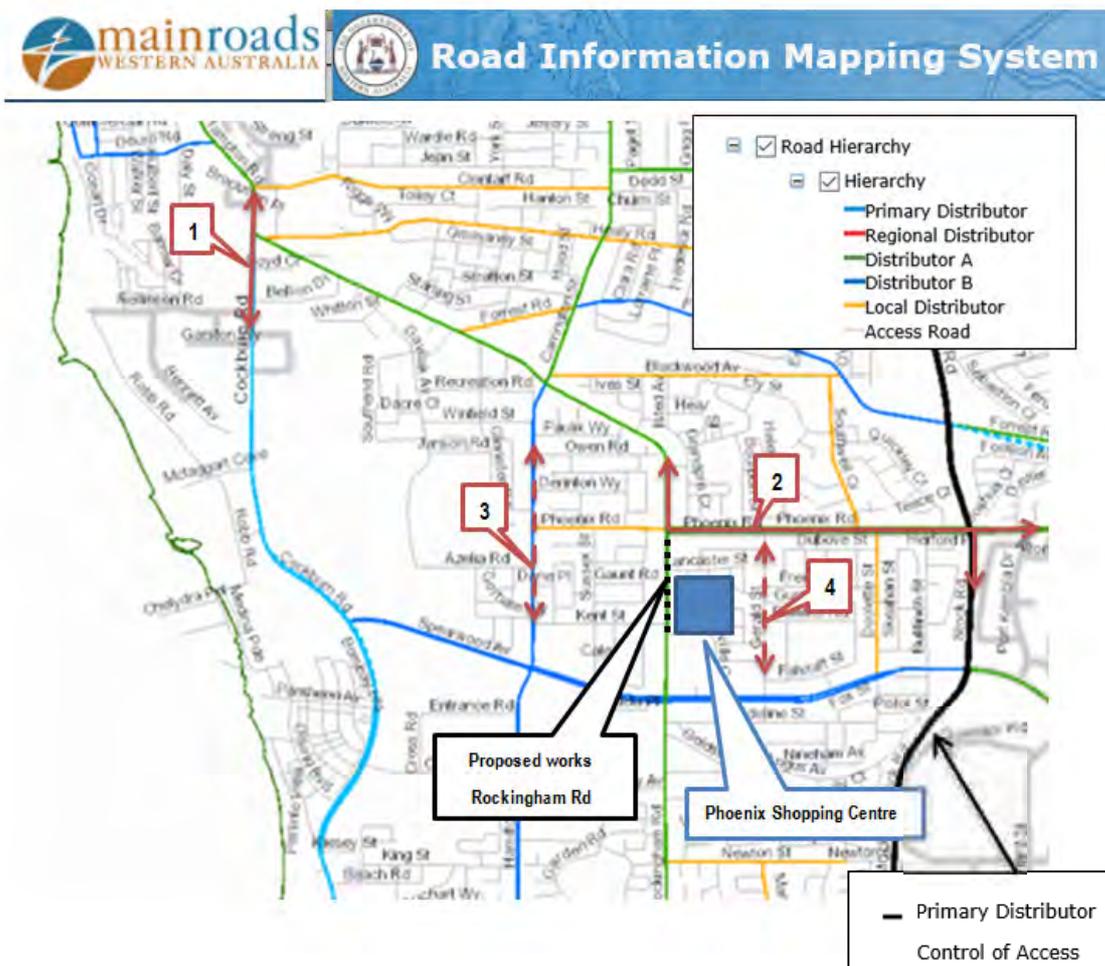


Figure 6: Location of Shopping Centre and proposed works in a Regional Context

Roads are classified according to a road hierarchy, based on their geometric configuration, as shown in the legend in Figure 5. The vehicle capacity of each classification increases from Access Roads up to Primary Distributors. The hierarchy in Figure 5 is from Main Roads Western Australia. The Western Australian Planning Commission uses a similar hierarchy, but with slightly different terminology.

Rockingham Road is a Distributor B category Road. The proposed reconfiguration of Rockingham Road will tend to divert heavy vehicles currently using Rockingham Road between Phoenix Road and Spearwood Avenue to use: (refer Figure 5)

1. Cockburn Road and then east / west on Spearwood Avenue, or
2. Phoenix Road and Stock Road.

Light vehicles may tend to use:

3. Hamilton Road, or
4. Gerald Street



The reduction of Rockingham Road from two lanes in each direction to one lane in each direction and the introduction of two roundabouts, will slow traffic between Phoenix Road and Coleville Crescent, discouraging heavy vehicles from using Rockingham Road. It is unlikely that heavy vehicles diverted to alternative routes would have stopped at the shopping centre. However, while the new road environment may be beneficial to people travelling specifically to the shopping centre, other light vehicle users may tend to try and by-pass the location using alternative routes such as Hamilton Road and Gerald Street. Some of these light vehicle users may have resulted in patrons to the shopping centre from impulse shopping decisions. This bypass traffic also has the potential to increase traffic and noise on residential streets such as Hamilton Road and Gerald Street.

Potential impacts on Phoenix Shopping Centre

The following issues have been identified as potentially having a major impact on the access and patronage to the shopping centre:

- Closure of north bound right turn movement into entrance 2 on Rockingham Road will discourage patrons.
- Closure of north bound right turn movement into McDonalds will discourage customers who will continue on to other fast food outlets.
- Establishment of major entrance into shopping centre off roundabout at Kent Street will attract patrons to the southern carpark which is the smaller of the two main carparks. The lower level of the southern carpark currently regularly experiences congestion and the northern and southern carparks do not have an internal link. If customers are unable to find parking they have to go back onto Rockingham Road and go to the northern carpark, however if they are frustrated with the congestion in the southern carpark they may leave and shop elsewhere.
- The proposed reconfiguration of Rockingham Road includes the provision of a bus bay to accommodate two busses on the south bound lane opposite the loading bay. The reduction of Rockingham Road to one lane in each direction, could result in a back up of traffic south bound in the event that more than two buses try to access the bus bay at the same time. If Rockingham Road becomes too congested and time consuming, people will use alternative routes and shopping venues.

Traffic Survey

A traffic count of vehicle movements in and out of the various entrances to Phoenix Shopping Centre was carried out to identify current customer habits. The counts were carried out on a Thursday between 3pm and 7pm and a Saturday between 10am and 2 pm. These are generally recognised as the two busiest periods during the week for shopping centres. The peak hour for the Thursday was between 3.30pm and 4.30pm. The peak hour for Saturday was from 10.45am to 11.45am. The survey data is included in **Annexure B**.



 Shopping Centre Access Points

Carpark Entrance Utilisation

The number of vehicles using the various entrances to the shopping centre was counted with results summarised graphically in **Figure 7** and **Figure 8**.

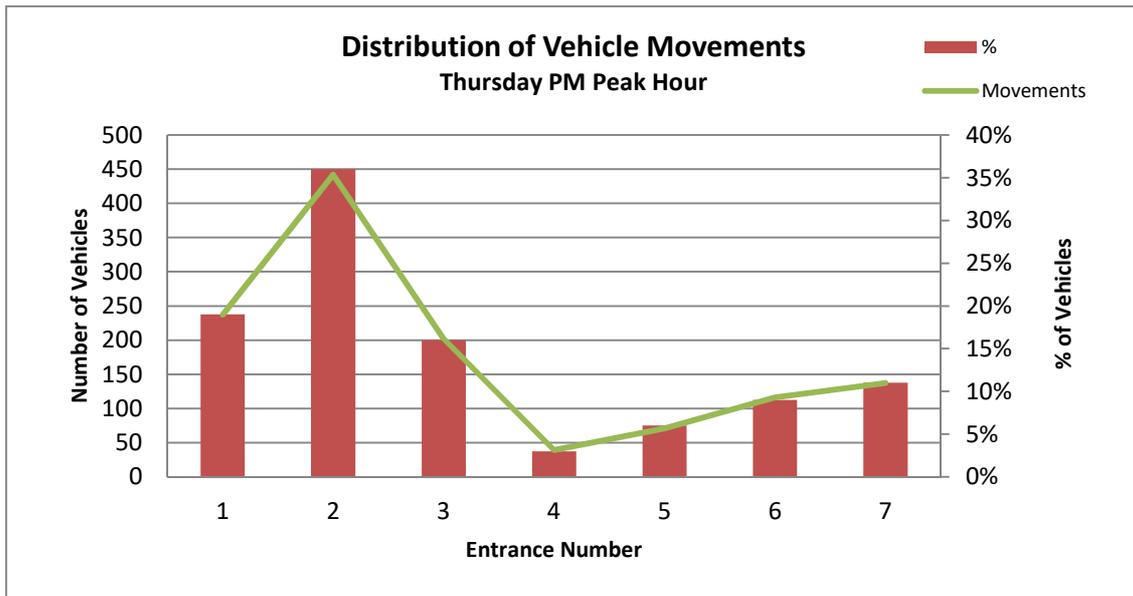


Figure 7: Distribution of Vehicle Movements – Thursday Peak Hour

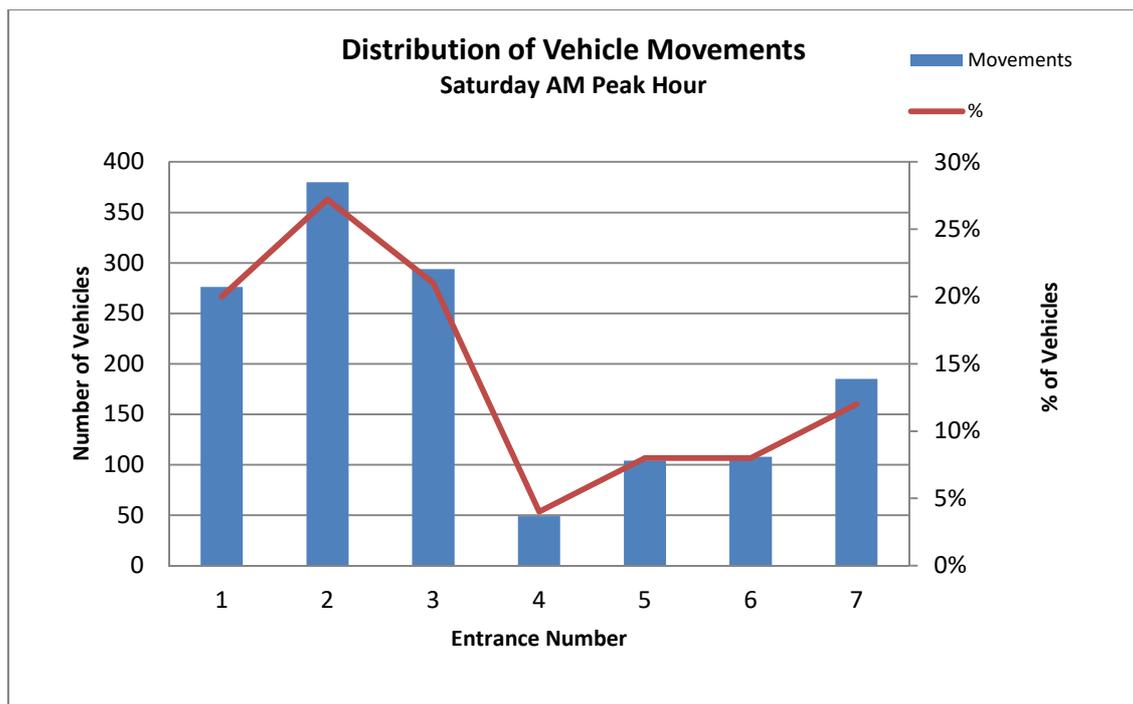


Figure 8: Distribution of Vehicle Movements – Saturday Peak Hour

The vehicle movements at Entrance 6 are not entering the shopping centre carpark. They are just McDonalds customers. However the counts were included with the five shopping centre access points to get a perspective of the number of McDonalds customers in relation to the Shopping Centre customers. (Some of the McDonald's



customers may well have visited the shopping centre before or after McDonalds, however those trips would be included with the count for whichever shopping centre carpark entrance they used.)

The comparison of the six shopping centre access points (ie. excluding McDonalds) is shown in **Table 1**.

Thursday	Peak Hour Movement Summary below:						
Location	1	2	3	4	5	7	Total
%	21%	39%	18%	3%	6%	12%	100%
Movements	237	442	202	39	71	137	1128

Saturday	Peak Hour Movement Summary below:						
Location	1	2	3	4	5	7	Total
%	21%	30%	23%	4%	8%	14%	100%
Movements	276	380	294	49	104	185	1288

Table 1: Peak hour vehicle movements at entrances to Phoenix Shopping Centre.

The total vehicle movements for all entrances for the Thursday and Saturday peak hours are of similar magnitude.

Entrances 1 and 2 on Rockingham Road account for 60% of total customer trips during the Thursday peak hour and 51% of total customer trips during the Saturday peak hour. ie. On average about 55% of customers enter and exit the shopping centre on Rockingham Road.

Entrance 2, near Kent Street is more popular than entrance 1 (with the gantry sign.) During Thursday peak hour, approximately double the number of customers used entrance 2 as opposed to entrance 1, while during the Saturday peak hour is was 50% more using entrance 2 as opposed to entrance 1. This could partly be due to the internal layout of the shopping centre (ie. Possibly more frequented shops near entrance 2) however from the external traffic aspect it could possibly be attributable to the signage at the entrances. Entrance 2 has a large free standing pylon sign which is visible from a distance on Rockingham Road, whereas entrance 1 has a gantry sign that is parallel to Rockingham Road and only visible from fairly close proximity.

Travel direction of customer trips

The breakdown of left and right turn movements in and out of Entrances 1 and 2 is shown in **Tables 2 and 3**.



Thursday		Entrance 1				
TOTAL	3-7pm					
Right in	Left in	TOTAL in	Left Out	Right Out	Total Out	
167	215	382	261	107	368	
44%	56%	100%	71%	29%	100%	
PEAK HOUR		3:30-4:30				
Right in	Left in	TOTAL in	Left Out	Right Out	Total Out	
60	67	127	89	21	110	
47%	53%	100%	81%	19%	100%	
Saturday		Entrance 1				
TOTAL	10am-2pm					
Right in	Left in	TOTAL in	Left Out	Right Out	Total Out	
246	292	538	267	97	364	
46%	54%	100%	73%	27%	100%	
PEAK HOUR		3:30-4:30				
Right in	Left in	TOTAL in	Left Out	Right Out	Total Out	
76	97	173	90	39	129	
44%	56%	100%	70%	30%	100%	

Table 2: Turning movements – Entrance 1 Rockingham Road, Gantry

For entrance 1, the south bound left in movement is around 55% while the north bound right in movement is around 45% for both Thursday and Saturday peak hour. However the exit movement has around 70% left out (south bound) movements as opposed to only 30% right out (north bound) on Thursday, while the Saturday split is 80/20 left vs right. This would indicate that customer origins are fairly equally distributed between north and south, however when leaving the shopping centre it would be easier to turn left out, rather than cross the south bound lane to turn right, north bound. North bound customers that turn left would find an alternative route to head north.



Thursday		Entrance 2				
TOTAL		3-7pm				
Right in	Left in	TOTAL in	Left Out	Right Out	Total Out	
388	380	768	406	295	701	
51%	49%	100%	58%	42%	100%	
PEAK HOUR		3:30-4:30				
Right in	Left in	TOTAL in	Left Out	Right Out	Total Out	
128	120	248	129	107	236	
52%	48%	100%	55%	45%	100%	
Saturday		Entrance 2				
TOTAL		10am-2pm				
Right in	Left in	TOTAL in	Left Out	Right Out	Total Out	
403	327	730	304	302	606	
55%	45%	100%	50%	50%	100%	
PEAK HOUR		10:45-11:45				
Right in	Left in	TOTAL in	Left Out	Right Out	Total Out	
116	101	217	81	82	163	
53%	47%	100%	50%	50%	100%	

Table 3: Turning movements – Entrance 2 Rockingham Road, Sign

The directional split for entrance 2 is slightly different to that of entrance 1, with left and right turn movements for both inbound and outbound traffic all being close to 50/50. This would indicate that it is easier for drivers to turn right out of entrance 2 as opposed to entrance 1. This would be attributable to the road marking at the two entrances. See **Figure 9** and **Figure 10**. There is a right turn lane on the northbound carriageway opposite entrance 2, which would generally provide easy access to the north bound lanes with vehicles being able to turn and then merge into the northbound lane. Whereas opposite entrance 1 there is a holding bay in the centre of the road which, although it would facilitate right turn movements, vehicles would have to wait for a gap in the traffic to enter the northbound lanes.



Figure 9: Roadmarking Rockingham Road – Entrance 2

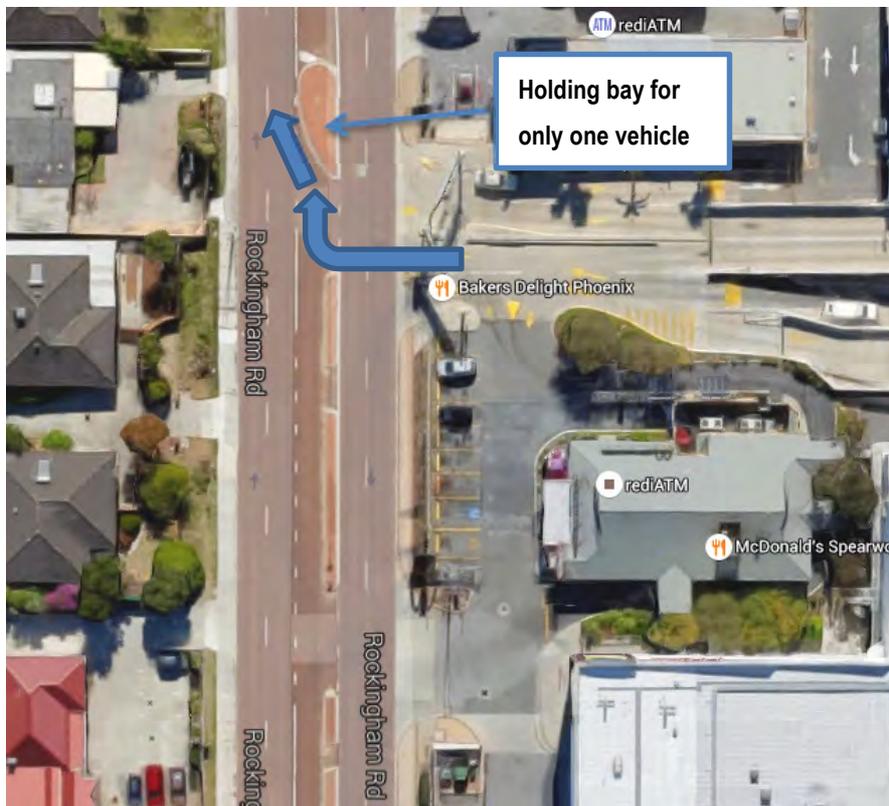


Figure 10: Roadmarking Rockingham Road – Entrance 1



McDonalds Entrance

Thursday Entrance 6 McDonalds						
TOTAL	5-7pm					
Right in	Left in	TOTAL in	Left Out	Right Out	Total Out	
60	59	119	63	43	106	
50%	50%	100%	59%	41%	100%	
PEAK HOUR	5:45-6:45					
Right in	Left in	TOTAL in	Left Out	Right Out	Total Out	
34	30	64	31	24	55	
53%	47%	100%	56%	44%	100%	
Saturday Entrance 2 McDonalds						
TOTAL	12-2pm					
Right in	Left in	TOTAL in	Left Out	Right Out	Total Out	
58	79	137	97	40	137	
42%	58%	100%	71%	29%	100%	
PEAK HOUR	10:45-11:45					
Right in	Left in	TOTAL in	Left Out	Right Out	Total Out	
26	51	77	51	22	73	
34%	66%	100%	70%	30%	100%	

The inbound turning movements for the McDonalds entrance (entrance 6) are evenly distributed left in / right in during the Thursday count period, however for the exit movement there is a slight left out preference. Possibly some of the vehicles heading north from McDonalds are leaving via the shopping centre entrance 1. Left out and right out are therefore also probably fairly evenly balanced on the Thursday. However the Saturday traffic survey showed a distinct preference to both left in and left out as opposed to the right turn movements. This is probably due to the heavier traffic on a Saturday morning making a right turn movement across the south bound lane more difficult and also a build up of traffic in the northbound right turn lane due to traffic entering the shopping centre at entrance 1, making the right out turn movement difficult.

Conclusions / Recommendations

1. Impact on Patronage

A summary of the vehicle movements using the entrances on Rockingham Road observed during the traffic survey is shown in **Figure 11**.

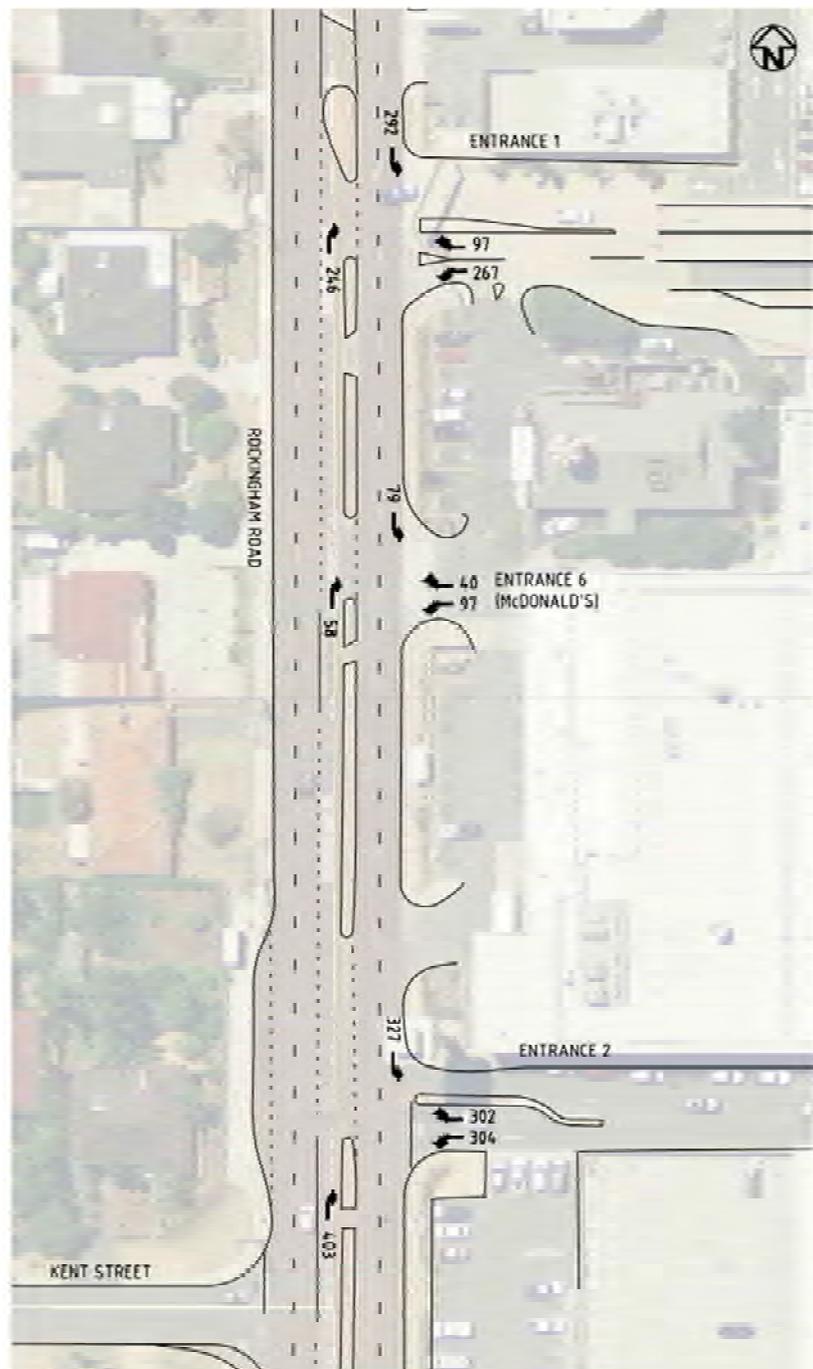


Figure 11: Summary of vehicle movements using entrances on Rockingham Road

1.1 Shopping Centre

The right turn movements at entrance 2 will be accommodated by the proposed roundabout at Kent Street, however the road reconfiguration will prevent right turn movements at entrance 1, which will become a Left In – Left Out access.

The Institute of Traffic Engineers (ITE) Trip Generation Handbook provides typical rates for the percentage of shopping centre patrons that result from passer by traffic (as opposed to shoppers that make a specific trip to the shopping centre – destination specific trips.) For a shopping centre the typical rate is 34%.

Between 10am and 2pm on Saturday, the total number of right turn movements into entrance 1 was 246 vehicles. If 34% of these are from passer by traffic, that equates to 84 vehicles which would be affected by the closure of the right turn access. It is assumed that the destination specific customers would be familiar with the access to the shopping centre and use an alternative entrance.

The total inbound traffic at entrances 1 to 5 during the Saturday observation period was 2108. Consequently $(84/2108) \times 100 = 4\%$ of all customers arriving by car would be affected by the right turn movement closure.

Recommendation

Upgrade signage as detailed in Recommendation 2 below.

1.2 McDonalds

The ITE trip generation rate for passer by traffic for a fast food outlet is 50%.

Between 10am and 2pm on Saturday, the total number of right turn movements into entrance 6 (McDonalds) was 58 vehicles. If 50% of these are from passer by traffic, that equates to 29 vehicles which would be affected by the closure of the right turn access. The total inbound traffic at entrance 6 (the only access to McDonalds) during the Saturday observation period was 137. Consequently $(29/137) \times 100 = 21\%$ of McDonalds customers would be affected by the closure of the right turn in movement from Rockingham Road. It is quite likely that the vast majority of these potential customers would not do a u-turn at the Lancaster Street roundabout and return to the McDonalds left in entrance, which would have a significant impact on the McDonalds turnover.

Recommendation

Right turn movements into McDonalds are around 30 vehicles per hour during peak hour. I.e. Only one every two minutes. The southern entrance to McDonalds is combined with the heavy vehicle exit from the loading bay which permits right turn out movements. I.e. There will be an opening in the median for heavy vehicles at this point. It is recommended that a right turn bay be provided in the median for access to McDonalds for light vehicles. See **Figure 12**. Heavy vehicle movements will be minimal and with only 30 vph making use of the right turn bay, the expected operation of the access is regarded as acceptable.

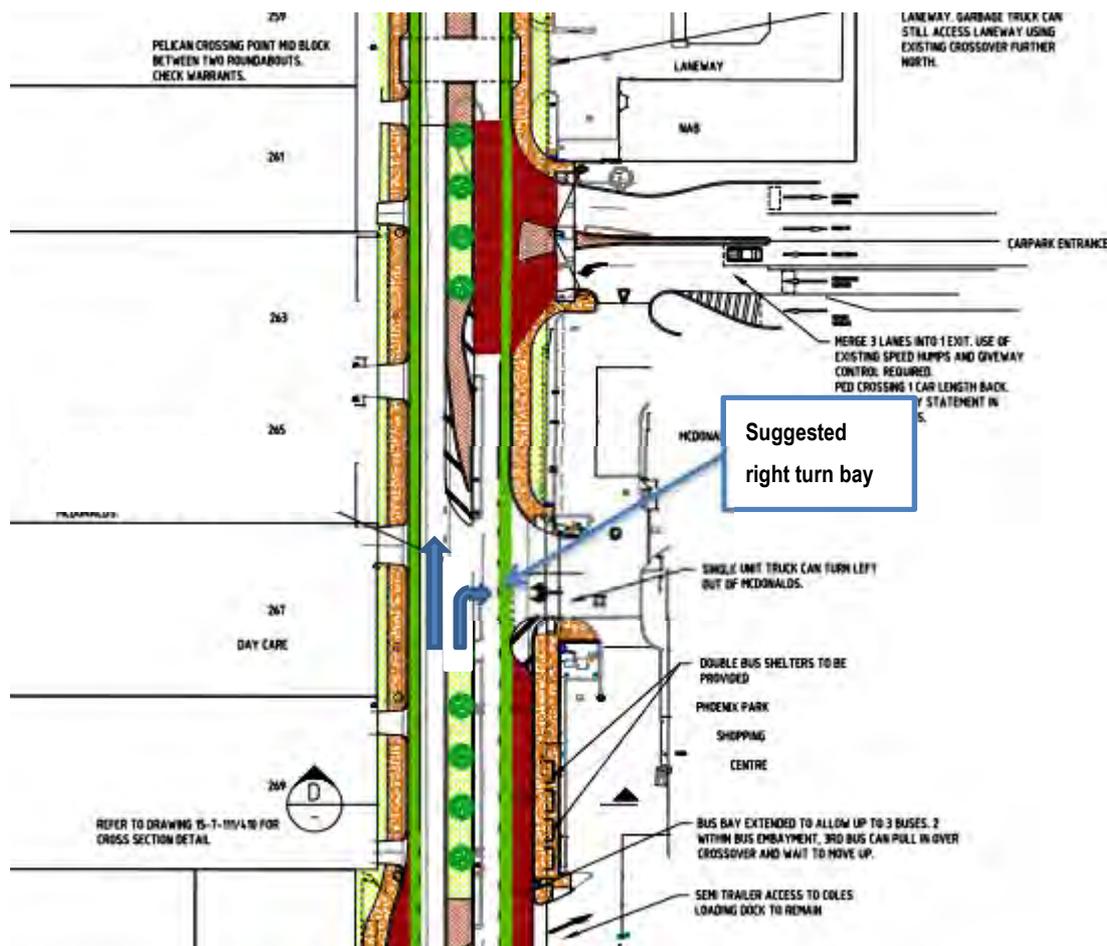


Figure 12: Proposed right turn bay for access to McDonalds

2. Shopping centre access on Rockingham Road.

Slightly more than 50% of all shopping centre customers make use of the two entrances on Rockingham Road as opposed to the other three entrances. The number of customers approaching the centre from north and south on Rockingham Road appears to be evenly distributed.

The detrimental impact of the proposed road modifications is that a greater number of customers will be attracted to the new entrance to the southern carpark to be located at the roundabout at Kent Street. However this carpark has less capacity than the northern carpark and will lead to customer dissatisfaction when they are caught in a congested carpark - especially if they then have to exit the carpark and enter the shopping centre at an alternative entrance.

Recommendations:

1. Downgrade the scope of the entrance statement at entrance 2 off the roundabout.
2. Upgrade signage within the lower level of the southern carpark to ensure patrons are informed of the ramp access to the upper level parking (which is currently under utilised compared to the lower level.)



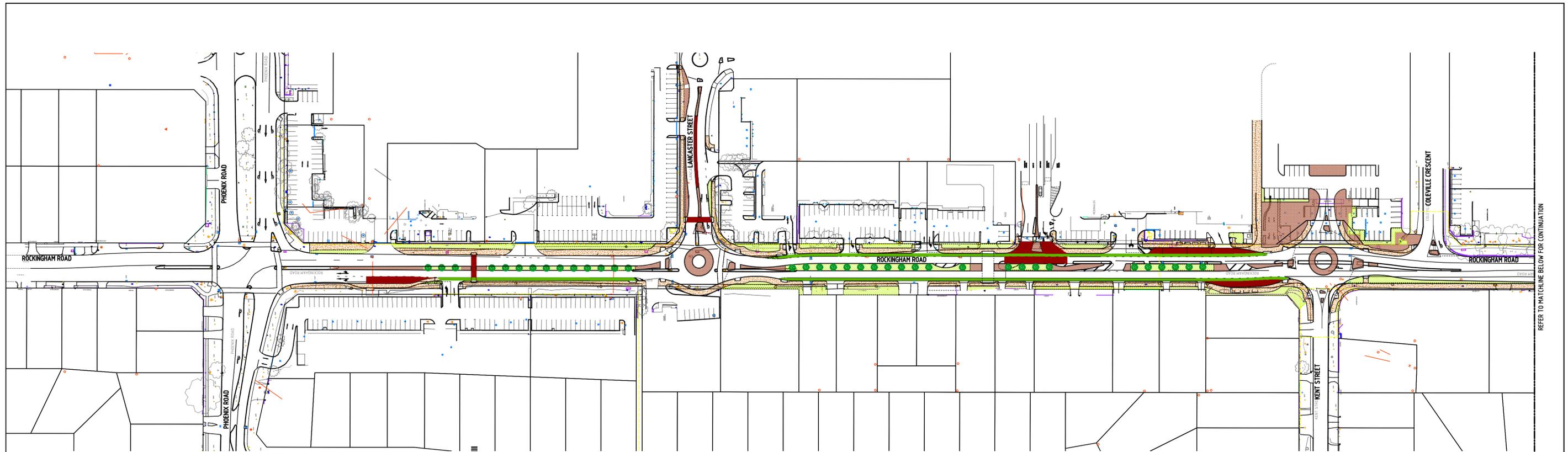
3. Move the large free standing pylon sign from entrance 2 to entrance 1 to ensure that south bound customers are drawn to entrance 1 (which currently has the gantry sign.)
4. Provide clear and prominent signage to customers northbound on Rockingham Road that they can access the centre from the roundabout at Lancaster Street, via Lancaster Street and Burgandy Crescent.
5. Upgrade the entrance off Burgandy Crescent to create a significant entrance statement / showpiece to Phoenix Shopping Centre.
6. Investigate provision of an internal link between the southern and northern car parks. There are two options:
 - i. The lane way on the eastern side of the shopping centre. However this has been subject to noise related complaints from adjacent residents and is subject to an order from the City to be closed.
 - ii. Provision of a link on the western side of the shopping centre, past the loading dock and front of McDonalds.

The provision of a right turn movement out of Coleville Crescent into Rockingham Road would facilitate the movement of patrons from the southern to the northern carparks, however due to the sight distance limitations at the intersection (southwards from Coleville Crescent due to the crest in Rockingham Road) a median protected right turn lane within Rockingham Road would need to be provided. This is not possible with the close proximity of the Kent Street roundabout. This further supports the requirement for an internal link between the southern and northern carparks.

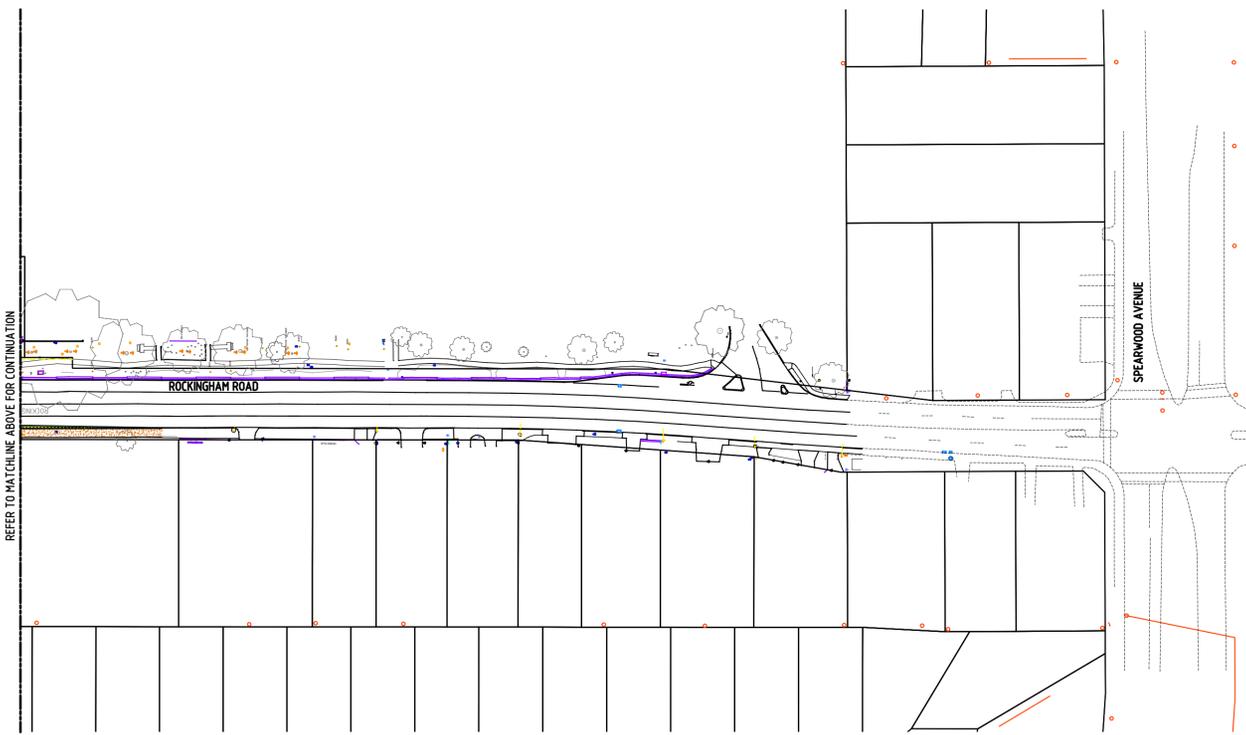


Annexure A

Reconfiguration of Rockingham Road – Phoenix Road to Coleville Street – Concept Plans

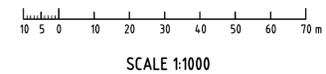


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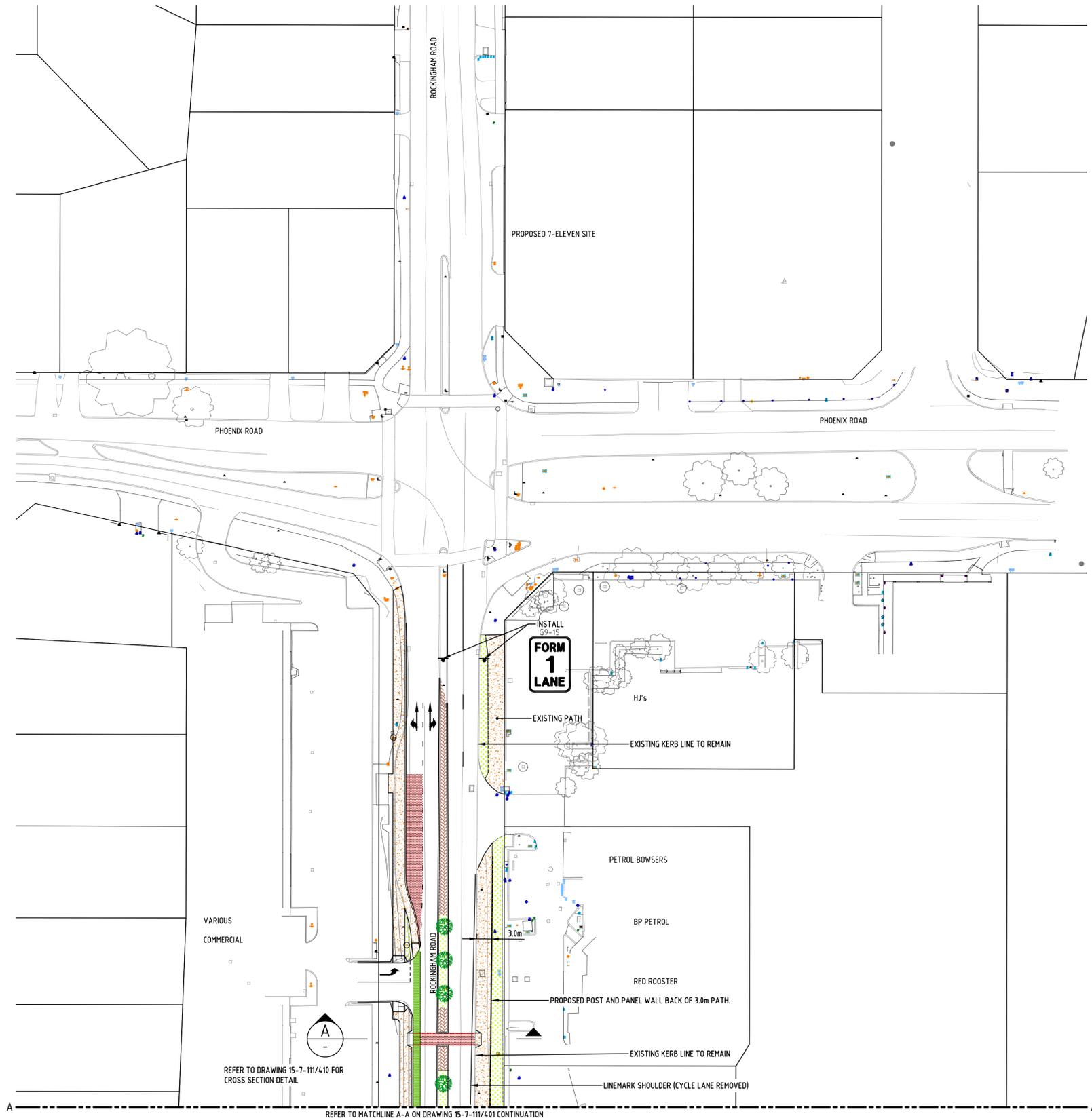


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	PROPOSED MEDIAN/ISLANDS
	PROPOSED BUS EMBAYMENTS
	PROPOSED LANDSCAPING

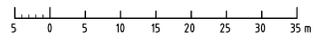


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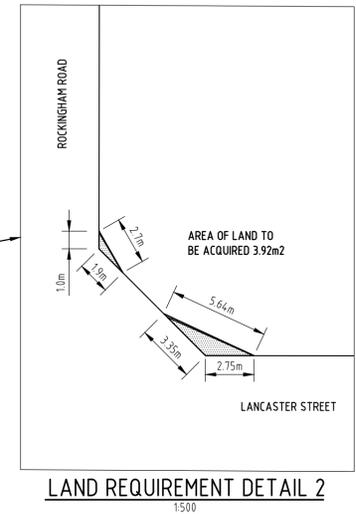
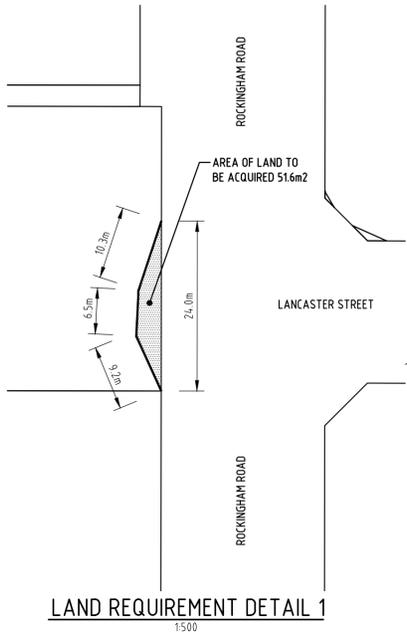
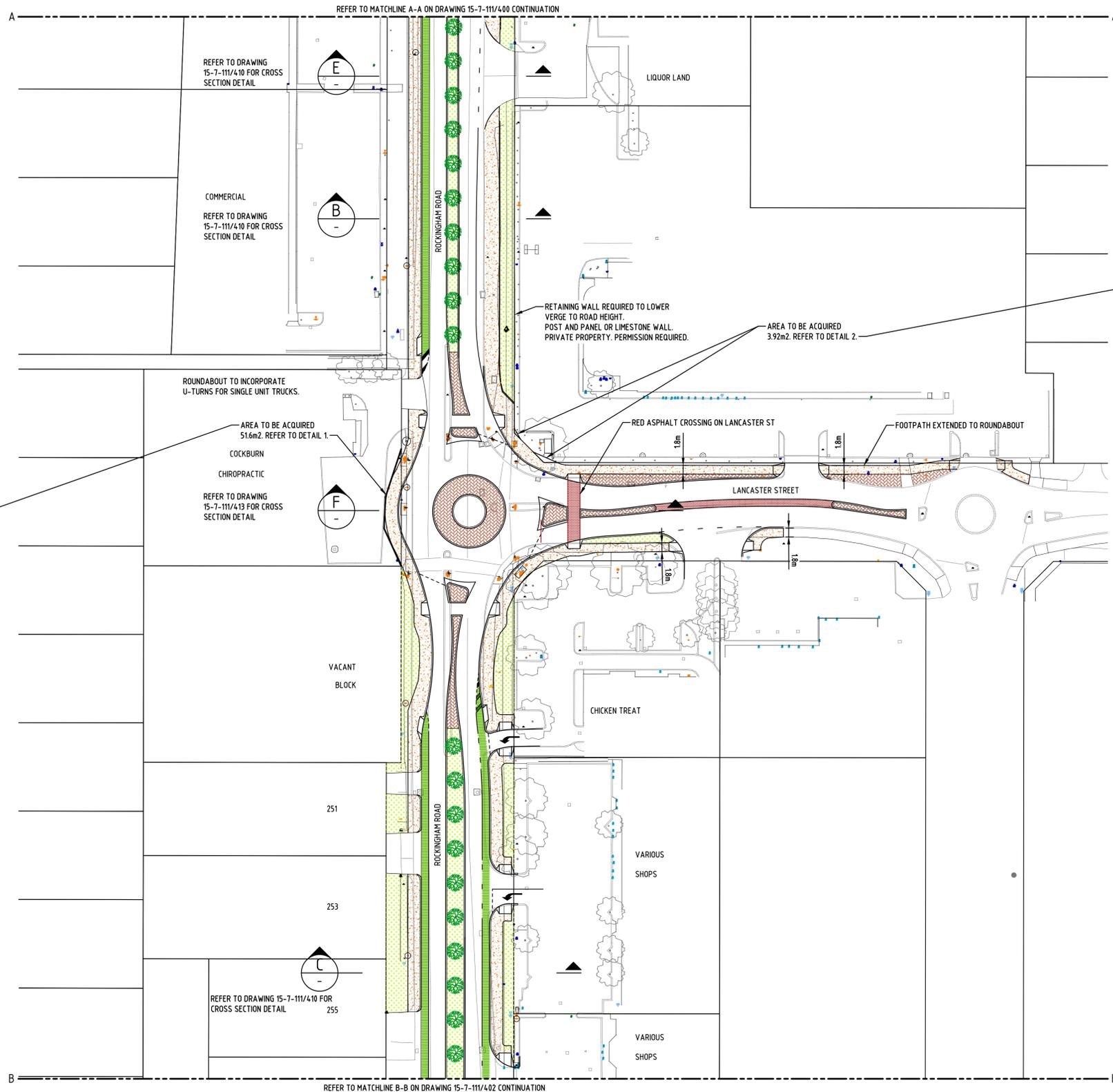
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	PROPOSED BUS EMBAYMENTS
	PROPOSED LANDSCAPING

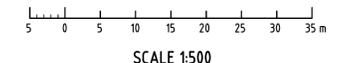


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 - PROPOSED 15m CYCLE LANE
 - PROPOSED PATHS
 - PROPOSED MEDIAN/ISLANDS
 - PROPOSED BUS EMBAYMENTS
 - PROPOSED LANDSCAPING



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B	12-11-2015	DETAIL AND AREA OF LAND ACQUISITION ADDED
A	30-9-2015	PRELIMINARY ISSUE FOR COMMENT

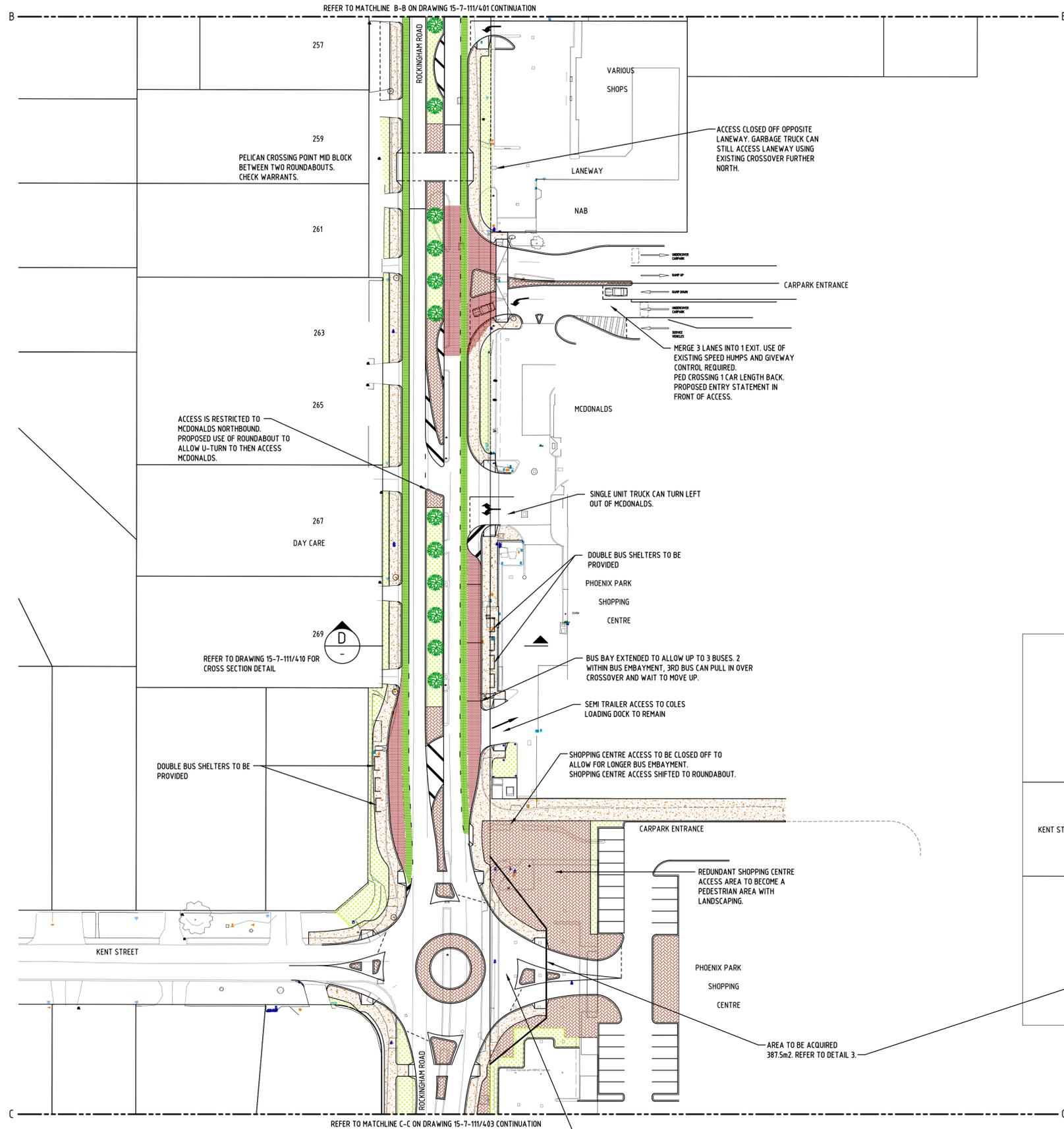
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 Level 2 Kishora Court
 50 Kishora Road
 Mt Pleasant 6153 WA
 PO Box 1036
 Canning Bridge 6153 WA
 Tel (08) 9375 9955
 Fax (08) 9375 9959
 Email office@portereing.com.au
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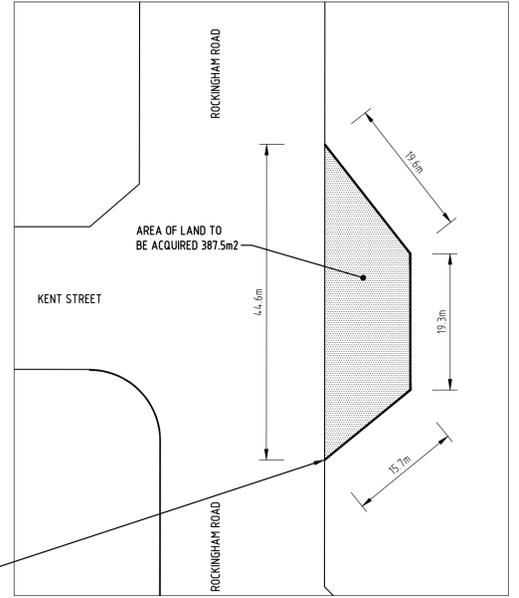
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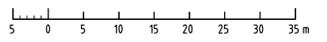


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	PROPOSED LANDSCAPING



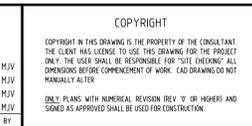
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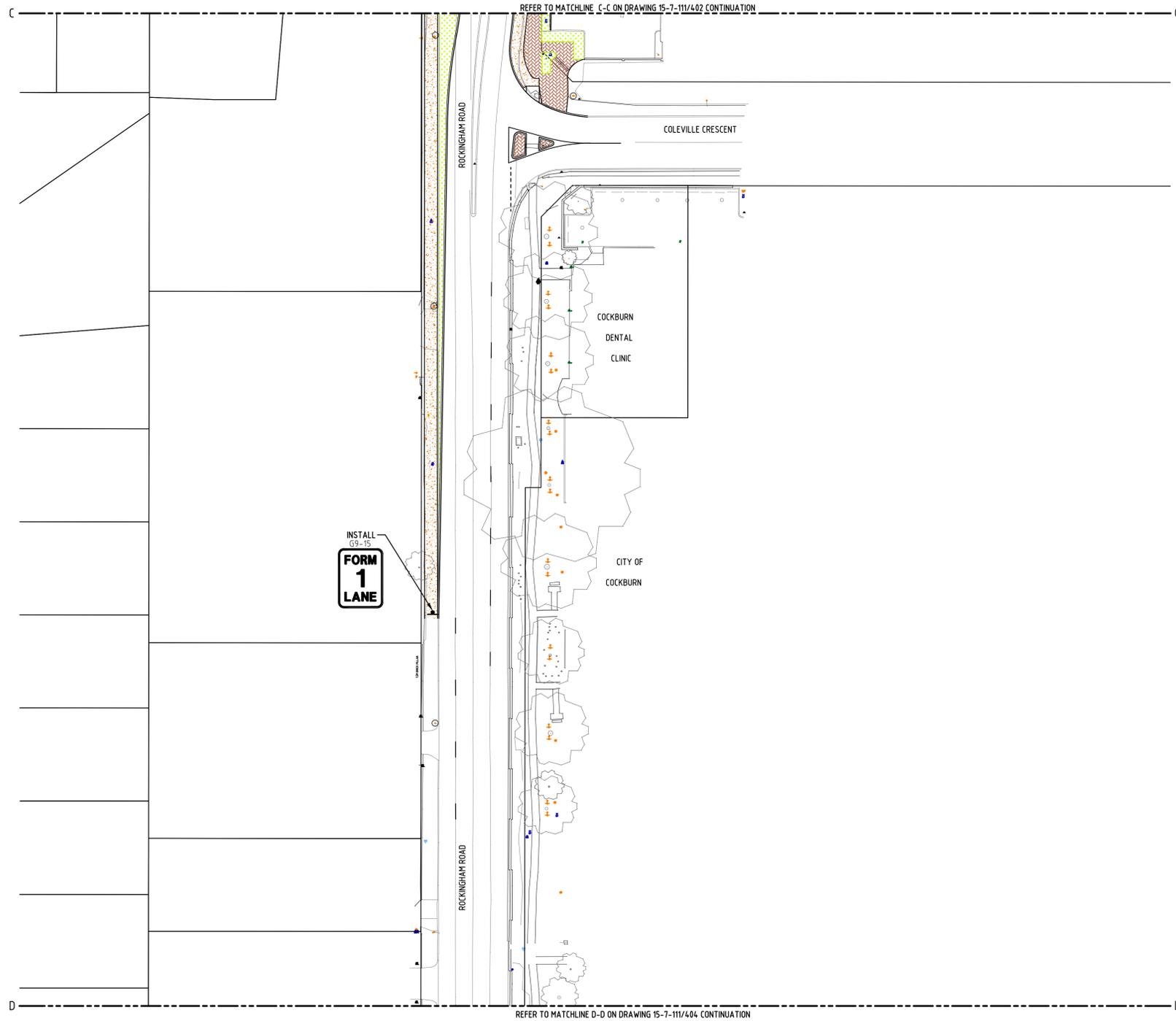


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50 Fishermans Road
MF Pleasant 6153 WA
PO Box 1036
Canning Bridge 6153 WA
Tel (08) 9315 9955
Fax (08) 9315 9959
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www.portereng.com.au

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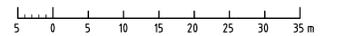
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- EXISTING PATH
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- PROPOSED 15m CYCLE LANE
- PROPOSED PATHS
- PROPOSED MEDIAN/ISLANDS
- PROPOSED BUS EMBAYMENTS
- PROPOSED LANDSCAPING



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PROJECT: **ROCKINGHAM ROAD SPEARWOOD**

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 Consulting Engineers
 Level 2 Kishora Court
 50 Kishora Road
 Mt Pleasant 6153 WA
 PO Box 1036
 Canning Bridge 6153 WA
 Tel (08) 9375 9955
 Fax (08) 9375 9959
 Email office@portering.com.au
 www.portering.com.au
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Annexure B

Traffic Survey Data

Phoenix Shopping Centre
Thursday

Time	In							Out							TOTAL							TOTAL	Hour TOTAL
	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7		
3:00-3:15	34	54	25	9	5	15	10	26	41	34	4	6	13	12	60	95	59	13	11	28	22	288	1213
3:15-3:30	38	51	30	5	6	11	12	24	51	15	9	10	12	19	62	102	45	14	16	23	31	293	1225
3:30-3:45	30	51	33	3	7	12	13	33	40	17	5	13	13	24	63	91	50	8	19	25	38	294	1244
3:45-4:00	29	72	28	4	7	17	15	25	49	37	6	11	17	21	54	121	65	10	18	34	36	338	1243
4:00-4:15	32	61	23	9	6	15	13	21	53	23	2	10	13	19	53	114	46	11	16	28	32	300	1204
4:15-4:30	36	69	20	4	6	17	13	31	47	21	6	10	12	20	67	116	41	10	17	29	32	312	1197
4:30-4:45	24	46	22	6	6	15	12	29	61	26	6	9	13	18	53	107	48	12	15	28	30	293	1169
4:45-5:00	25	53	15	3	7	17	15	20	50	34	10	13	13	24	45	103	49	13	20	30	39	299	1114
5:00-5:15	27	57	21	2	7	15	14	26	46	28	5	11	13	21	53	103	49	7	18	28	35	293	1072
5:15-5:30	27	49	22	2	7	11	15	21	33	45	3	13	12	24	48	82	67	5	20	23	39	284	990
5:30-5:45	16	40	18	4	6	12	12	28	42	15	5	9	13	18	44	82	33	9	15	25	30	238	916
5:45-6:00	20	48	13	4	6	17	13	17	43	22	7	10	17	20	37	91	35	11	17	34	32	257	877
6:00-6:15	10	33	10	2	6	15	13	20	38	20	2	10	13	19	30	71	30	4	16	28	32	211	805
6:15-6:30	11	33	8	1	7	17	15	16	39	16	3	11	12	21	27	72	24	4	18	29	36	210	
6:30-6:45	11	32	7	1	7	15	13	10	36	14	3	13	13	24	21	68	21	4	19	28	38	199	
6:45-7:00	12	19	5	3	6	17	12	21	32	15	1	10	13	19	33	51	20	4	16	30	31	185	
TOTAL	382	768	300	62	106	238	206	368	701	382	77	167	212	325	750	1469	682	139	273	450	531	4294	
%	19%	37%	15%	3%	5%	12%	10%	16%	31%	17%	3%	7%	9%	15%	17%	34%	16%	3%	6%	10%	12%	100%	

Excluding
McDonalds

PEAK TOTAL	127	253	104	20	27	53	53	110	189	98	19	44	84	237	442	202	39	71	137	1128	
%	22%	43%	18%	3%	5%	9%	9%	20%	35%	18%	3%	8%	16%	21%	39%	18%	3%	6%	12%	100%	

Phoenix Shopping Centre
Saturday

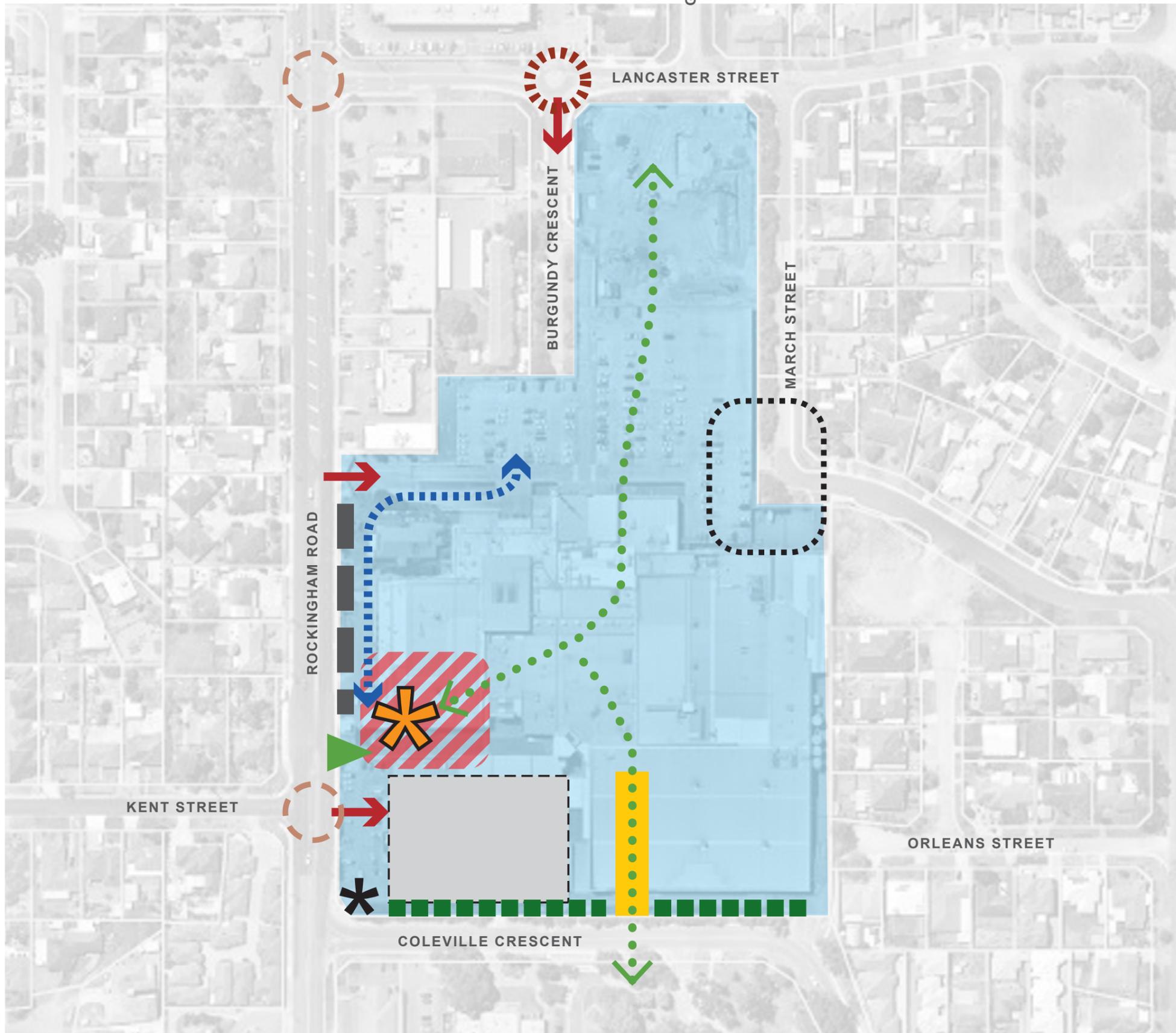
Time	In							Out							TOTAL							TOTAL	Hour TOTAL
	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7		
10:00-10:15	20	40	32	6	2	13	4	14	37	29	4	2	13	3	34	77	61	10	3.96	26	7.04	219	1101
10:15-10:30	38	47	33	5	4	13	6	23	40	21	2	3	13	5	61	87	54	7	6.48	26	11.52	253	1239
10:30-10:45	45	41	33	5	5	13	8	29	40	40	4	5	13	9	74	81	73	9	9.72	26	17.28	290	1339
10:45-11:00	41	55	37	6	9	13	15	23	27	48	5	17	13	30	64	82	85	11	25.56	26	45.44	339	1396
11:00-11:15	41	55	49	7	11	13	19	15	54	40	9	11	13	20	56	109	89	16	21.96	26	39.04	357	1384
11:15-11:30	54	48	35	9	12	13	22	19	37	48	8	13	13	22	73	85	83	17	24.84	26	44.16	353	1365
11:30-11:45	42	59	14	2	13	15	23	41	45	23	3	19	15	33	83	104	37	5	31.68	30	56.32	347	1347
11:45-12:00	44	45	31	4	10	15	17	34	35	40	5	12	15	20	78	80	71	9	21.24	30	37.76	327	1295
12:00-12:15	33	43	25	3	10	17	19	35	36	44	5	19	15	34	68	79	69	8	29.52	32	52.48	338	1238
12:15-12:30	36	45	23	2	8	26	15	33	35	43	2	18	17	32	69	80	66	4	26.28	43	46.72	335	1160
12:30-12:45	29	45	21	4	7	19	12	23	42	25	4	14	24	26	52	87	46	8	21.24	43	37.76	295	1092
12:45-13:00	23	38	27	3	5	13	8	14	47	30	3	17	13	29	37	85	57	6	21.24	26	37.76	270	1021
13:00-13:15	23	45	11	2	7	19	13	14	34	33	2	14	19	24	37	79	44	4	20.88	38	37.12	260	990
13:15-13:30	28	48	18	3	10	18	17	13	32	27	3	12	16	22	41	80	45	6	21.96	34	39.04	267	
13:30-13:45	19	32	8	3	9	10	16	23	28	19	3	12	22	20	42	60	27	6	20.52	32	36.48	224	
13:45-14:00	22	44	17	4	8	15	14	11	37	23	4	10	11	19	33	81	40	8	18.36	26	32.64	239	
TOTAL	538	730	414	68	129	245	229	364	606	533	66	197	245	349	902	1336	947	134	325	490	579	4713	
%	23%	31%	18%	3%	5%	10%	10%	15%	26%	23%	3%	8%	10%	15%	19%	28%	20%	3%	7%	10%	12%	100%	

Excluding
McDonalds

PEAK TOTAL	178	217	135	24	45	79	98	163	159	25	59	106	276	380	294	49	104	185	1288	
PEAK %	26%	32%	20%	4%	7%	12%	16%	27%	26%	4%	10%	17%	21%	30%	23%	4%	8%	14%	100%	

ATTACHMENT C

MASTER PLAN PRINCIPLES PLAN



LEGEND

-  Existing Decked Carpark Structure
-  Retail, Commercial, Entertainment Uses
-  Architectural Feature Element
-  Community Gathering Space
(associated with Major Redevelopment - tenant focus on food and beverage)
-  Pedestrian Linkage
-  Public Access Point
-  Fine Grained Edge Treatment
(horizontal rhythm of facade articulated to respond to neighbouring single dwellings)
-  Landscaped Edge Treatment
-  Roundabout - EXISTING
-  Roundabout - PROPOSED
-  Open Air Pedestrian Street Environment
-  Potential F&B Precinct
-  Reconfigured Internal Parking Access
(to link southern and northern carpark areas)
-  Improved Service Area
-  Improved Pedestrian Entry to Centre

Principles Plan
Phoenix Shopping Centre, Spearwood

DRAFT

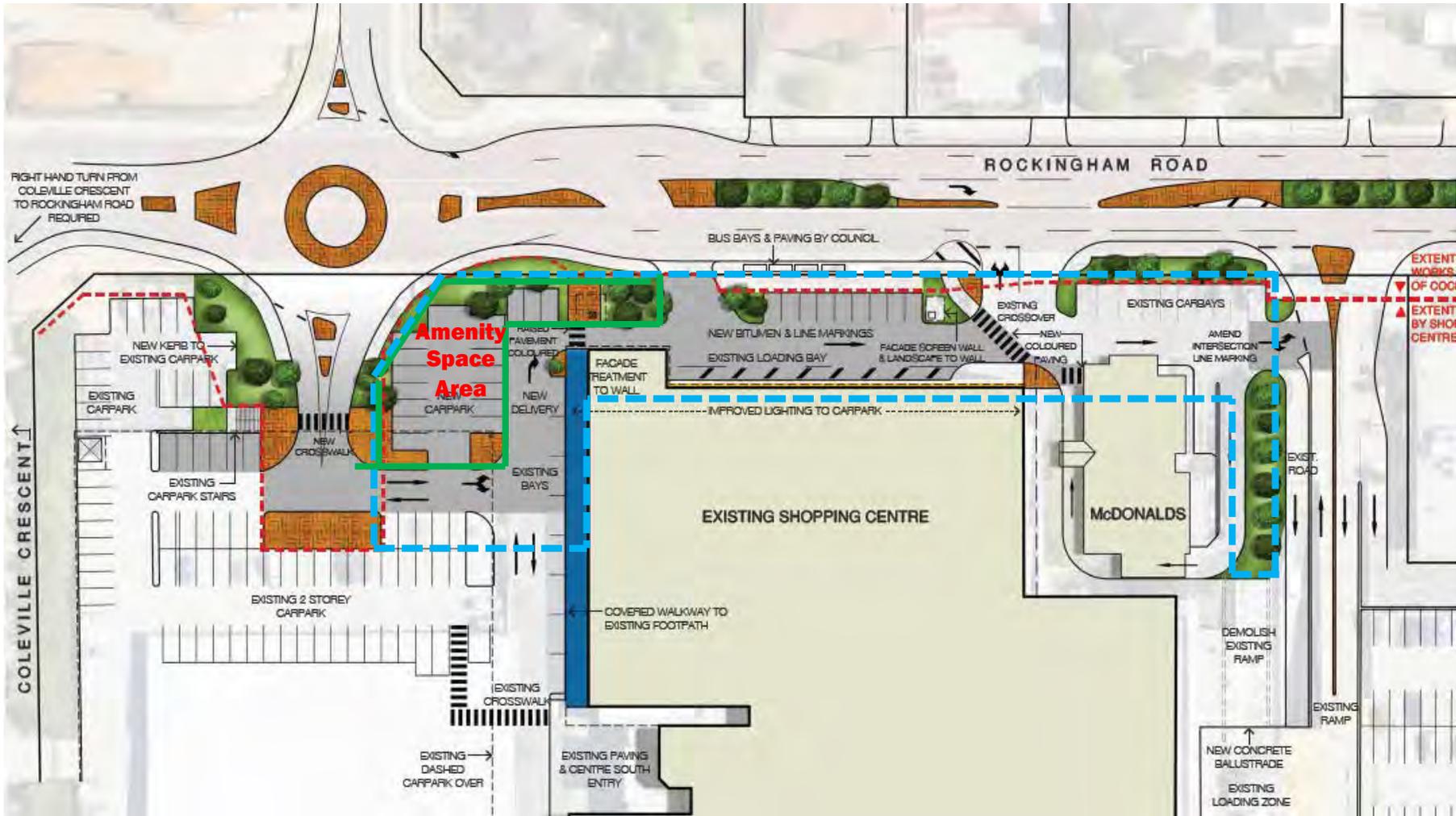
Project Manager: MD Date: 8 November 2016
 Drawn: OP Scale: NTS @ A3
 Checked: KS Drawing No. 716-600 CP-1 A



AREA FOR PHOENIX SHOPPING CENTRE UPGRADE CONCEPT PLAN

Area of Plan to be submitted by Phoenix Shopping Centre -----

Extent of Amenity Space (no parking to be included) —————



**SCHEDULE OF SUBMISSIONS
DRAFT PHOENIX ACTIVITY CENTRE DOCUMENTS**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Community member	Object It's a very bad move.	Objection noted, however not specific reasons have been given which makes it difficult to address the concerns.
2	Community member	Object No consideration given to residents and business` wishing to egress in both directions. A bottleneck of traffic entering from both directions. Looks good on paper but not practical.	<p>The proposed plan has deliberately reduced the number of access points to Rockingham Road to reduce the number of unsafe traffic movements (particularly right hand turns), and to enable more comfortable pedestrian movement along Rockingham Road, given that crossovers disrupt pedestrian movement.</p> <p>The proposed road design has been modelled and this has not shown that 'bottlenecks' will occur at the north or southern end.</p>
3	Tom van Wees 13 Tidewater Close YANGEBUP WA 6164	Support (1) I am all in support of the plan, it is well overdue to upgrade Phoenix central. (2) My question is, what are the plans for Burgundy crescent and the old residential building, is that included in the revitalisation plan. Also the old properties along Lancaster street will they be demolished?	<p>(1) Support for the road upgrade is noted.</p> <p>(2) The residential apartment buildings on Burgundy Court and the buildings on Lancaster Street are privately owned, and</p> <p>The Phoenix Activity Centre Structure Plan does include these areas, and includes guidelines for any redevelopment, however this will be dependent on the landowners.</p>
4	Carmelo Zagari 69 Newton Street SPEARWOOD WA 6163	Object (1) I object strongly because turning a 2 lane to a 1 lane all it really does create a big congestion of traffic. Therefore putting a couple of trees and a few wood chips does not beautify the street it creates anger. (2) There are a few black spots that should be rectified such as:	(1) The proposed plan has been designed to maximise opportunities for landscaping within what is a very narrow road reserve, and it is considered that the addition of a large number of trees and other landscaping will

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>a) The roundabout between Mayor Rd & Beeliar Drive to Stock Rd is a disgrace because cars banked up on Rockingham Rd and can't go straight because of the congestion there.</p> <p>b) Also by doing a 1 lane the bus stops are not recessed anymore therefore when the bus stops it stops all the traffic behind. In my opinion and many others I've spoken to agree with me that traffic should always be flowing.</p>	<p>provide significant beautification to the road.</p> <p>a) These road are outside the project area which is focussed on the Phoenix Town Centre.</p> <p>b) The proposed road upgrade includes bus embayments for the buses, therefore vehicles will not be held up by busses.</p> <p>The traffic modelling for the proposed plan demonstrates that free flowing traffic will be achieved, however it is important traffic is slowed, and that the roundabouts provide some breaks in the traffic to allow pedestrians to cross safely at most points along the road, and to provide breaks for vehicles entering Rockingham Road.</p>
5	Public Transport Authority PO Box 8125, Perth Business Centre PERTH WA 6849	<p>Support Transperth supported the initial Rockingham Road Revitalisation proposal subject to transit priority being provided due to the expected impact on bus travel times caused by traffic calming including road narrowing and ensuing traffic congestion.</p> <p>Transperth supports the need to improve pedestrian amenity and movement within the Phoenix Activity Centre. However, increased travel times can reduce the attractiveness of bus services to those accessing or passing through the Activity Centre and increases the cost of the service.</p> <p>Transperth requests that the City consider, as a part of the Rockingham Road Concept Plan, the inclusion of bus priority queue jumps lanes at Rockingham Road / Spearwood Avenue and Rockingham Road / Phoenix Road.</p> <p>This would mean extending the surface treatment of the embayment on Rockingham Road before the Phoenix Road intersection, to the traffic lights. Further, providing a queue jump for buses entering the Rockingham Road / Phoenix Road intersection from the north.</p> <p>The proposed bus embayment and two bus stops on Rockingham Road before the Kent Street intersection does not allow for the independent movement of buses in and out of</p>	<p>The City will try to accommodate all of these points in the final design of the road.</p> <p>It should be noted that the City is not seeking to achieve a dedicated bus lane scenario, or priority for buses, rather the design seeks to ensure safe and convenient access to buses, balanced with improvements for pedestrians, safer movements for vehicles and beautification to the road within a very constrained road reserve.</p> <p>It should also be noted that traffic modelling demonstrates that queuing will be acceptable.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>the embayment. In this situation there are obvious constraints which limit the embayment's length; however the design should strive for the maximum practical length.</p> <p>We encourage the City to liaise with Transperth further to discuss our requirements and options to extend the embayment. The provision of an embayment which enables two buses to move independently is desirable given that this bus stop is highly frequented by the Routes 114, 512, 530, 549 and school services while buses are also required to dwell here on occasion.</p> <p>With regards to the bus stop boarding areas, prior to construction commencing, the PTA requires a detailed drawing for each boarding area to ensure compliance with relevant disability standards.</p>	
6	Western Power GPO Box L921 PERTH WA 6842	<p>As your proposed work is near energised electrical installations and powerlines, the person in control of the work site must ensure that no person, plant or material enters the "Danger Zone" of an overhead powerline or other electrical network assets.</p> <p>The "Danger Zone" is set out in Western Australian Occupational Safety and Health Regulation 1996 – Specifically Reg 3.64. (Link)</p> <p>Any information provided to you by Western Power should not be used in isolation and we recommend that you refer to the Occupational Safety and Health Act 1984 and Occupational Safety and Health Regulations 1996. These documents outline WorkSafe WA requirements for working near electricity.</p> <p>For queries relating to these requirements, visit WorkSafe or contact WorkSafe on 1300 307 877.</p> <p>To help you plan your works around Western Power's infrastructure, please follow the links below: Working Near Electricity Dial Before You Dig</p> <p>If you require information about Western Power's infrastructure including plans, please complete a request for Digital Data attached.</p> <p>Should your project involve any changes to existing ground levels around poles and structures, or you will be working underneath power lines or around underground cables, please contact Western Power on 13 10 87.</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		We are obliged to point out that any change to Western Power's network is the responsibility of the individual developer.	
7	Community member	<p>Support After giving plans consideration, I agree that this needs to be done, however I think you should block off the driveway access to the shopping centre from the bus area and instead of the roundabout at Kent street it would be better for the roundabout to be at Coleville Crescent instead and have the traffic enter from that street. This way people getting off the bus won't be anywhere near traffic coming and going into the shopping centre.</p> <p>You could pave the bus area all the way into the entrance of the shopping centre and have it covered in for protection from weather.</p> <p>Also you could have café/restaurants there and some gardens.</p>	<p>The distance between the bus stop and the new proposed Kent Street roundabout is sufficient for passengers to be able to safely exit.</p> <p>Details regarding the bus stop and the new amenity space will consider cover/shade for pedestrians.</p> <p>The amenity space may include landscaping elements, and there may be cafes in this area should there be modifications to the shopping centre in the future.</p>
8	Janet Vost 29 Sussex Street SPEARWOOD WA 6163	<p>Support</p> <ol style="list-style-type: none"> 1. I like a lot of the ideas present in the new strategy, especially making Rockingham road one lane, planting mature trees, adding bike paths and improving pedestrian access. 2. The idea of having an alfresco area at the new Kent Street entrance is lovely, but I can't really see in the plans how that would connect in to any existing cafes/restaurants. <p>Are their new cafes being opened in that area? I would love to see more detail about plans for outdoor spaces and play areas. This could be a great opportunity to decrease the feeling of the area as a giant car park, and instead have green space. I hope that as part of the design some of the car park near Kent Street is being reclaimed as green space?</p> <ol style="list-style-type: none"> 3. It is hard to understand from the plans. Is this design being left up to the shopping centre? I hope that Council has some input into this and that there is someone skilled making plans for the outdoor space. 4. The area that is a big problem spot at the moment is the access in and out of the complex with Video Ezy /Cheesecake shop etc. Is this area being addressed at all? 5. Thanks – it is great to see the Council working to make this area more liveable 	<ol style="list-style-type: none"> 1. Support noted. 2. The amenity space is intended to provide a space for informal seating and to provide an improved frontage and pedestrian entry to Rockingham Road. <p>It is possible that there may be cafes in this area in the future. Given that the shopping centre is largely developed opportunities for creating a 'public space' are very limited, and the relocation of the vehicle entry provides the opportunity for such a space, which can also provide a more attractive and inviting pedestrian entry to the centre.</p> <ol style="list-style-type: none"> 3. The City will work with the shopping centre to design the amenity space area should they choose to submit such a plan as per Option 1. 4. The proposed road upgrade closes right

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		and accessible to people, bikes, kids etc	<p>hand turning movements to this area, and customers will utilise the roundabout at Lancaster Street to undertake a U-turn and make a much safer left turn into this area.</p> <p>5. Noted.</p>
9	Community member	<p>Support</p> <ol style="list-style-type: none"> 1. Although I support the design concept there is one major area of concern which is the new roundabout at Kent St. This roundabout will cause a lot of traffic to back up at the roundabout because the area they are entering into the shopping centre is very small and they will have to wait for cars to reverse out of the existing parking bays. 2. In addition to this visibility when turning right on to Rockingham Rd from Kent St is very poor and the reason Main roads installed an island there was because my father had a bad accident there resulting in the death of a motorcyclist. Hence, the roundabout should be moved further south to Coleville Crescent and vehicles encouraged to use the back entrance to the S/C next to the council chambers. 3. Improved signage at the intersection of Spearwood Ave and Rockingham Rd will also encourage people to enter Coleville Crescent via Spearwood Avenue and use the back entrance to the S/C. This will reduce the amount of cars turning into and exiting from the S/C on Rockingham Rd and make it safer for pedestrians whilst at the same time improving traffic flow along Rockingham Rd which will be required given that it will become a single lane. 4. The current entrance into the S/C on Rockingham Rd should be closed and some pedestrian traffic lights or a zebra crossing installed to make it safer for people to cross the road to access the bus stop on the western side. The bus stop on the eastern side near McDonalds needs to have a dedicated bus bay installed because when buses stop here it causes a backlog of traffic all the way back to Lancaster street. With the closure of the existing entrance to the S/C on Rockingham Rd this bus stop should be brought further south and a bus lane added where the current entrance is located, which will make it easy for people to get off the bus and access the shops via foot. 	<ol style="list-style-type: none"> 1. The City has engaged a traffic consultant to undertake modelling which demonstrates this will not occur. Should this proposed Kent Street roundabout proceed as a four way roundabout with a new entry to the centre the internal access will require careful design to ensure this does not happen. 2. The roundabout will make turning right onto Rockingham Road much safer, including the fact that vehicles will be travelling at slower speeds. 3. The City does not intend to redirect traffic through the residential area of Coleville Crescent from Spearwood Avenue, when Rockingham Road is capable of safely accommodating current traffic numbers. The new proposed roundabout at Lancaster Street will provide easy access to parking to the north of the shopping centre. 4. Bus bays are installed to ensure traffic does not queue behind buses, and the exact design and location will be finalised as part of the detailed design to ensure maximise pedestrian safety, however there are a number of constraints that need to be considered, including location of services, existing crossovers etc.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
10	WA Gas Networks (ATCO Australia) PO Box 3006 SUCCESS WA 6964	<p>We wish to provide advice that ATCO Gas Australia (ATCO Gas) has Medium and Medium Low Pressure Gas Mains, residential and commercial gas lines and infrastructure within the immediate area, being the land the subject of the proposed Phoenix Activity Centre.</p> <p>We have no objection to the proposed Plan proceeding however we do request contact by any proponent during their preliminary design stage, prior to any design being finalised.</p> <p>This is to ensure the existing gas infrastructure is addressed early and any gas pipeline third party impacts are identified and designed to ensure our ongoing operations and compliance with our design code for the ATCO Gas assets.</p> <p>Should there be proposed changes to current land tenure ie Road Reserve, ATCO Gas will request relocation of our services to the adjacent road reserve or an Easement to ensure protection, access and operations of our assets are not reduced. This is to be at no cost to ATCO Gas.</p> <p>Advice Notes to Proponents; <i>ATCO Gas Australia has gas mains of varying pressures in the area described, predominantly within the road reserves, within the City of Cockburn</i></p> <ul style="list-style-type: none"> • <i>Please see the attached document NCN_WI008_RF01_Additional_Information_For_Working_Around_Gas_Infrastructure which details the ATCO Gas requirements when undertaking works near gas infrastructure.</i> • <i>Proponents are advised to contact ATCO Gas on 9499 5272. Anyone proposing to carry out future construction or excavation works must contact 'Dial Before You Dig' (Ph 1100) to determine the location of buried gas infrastructure.</i> <p>Maps included</p>	Noted.
11	Water Corporation PO Box 100 LEEDERVILLE WA 6902	<p>The Water Corporation offers the following comments in regard to this proposal.</p> <p><u>Water and Wastewater</u> Reticulated water and sewerage is currently available to the subject land. Upgrades to the reticulation mains may be required especially in the later stages of the proposed expansion.</p> <p>The proposed changes to the Scheme do not appear to affect Water Corporation assets. If our assets are affected, the principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. For any type of development the developer is expected to provide all water and sewerage reticulation that may be required.</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works.</p> <p>General Comments Development within this proposal will require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.</p> <p>The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost for works.</p>	
12	Community member	<p>Support I support all elements of the proposal, with the exception that I would prefer further variety of native flora be used rather than London Plane trees as per diagrams.</p>	Noted. The details of landscaping are still being considered, however this is constrained by the limestone soil and services in this area.
13	Community member	<p>Object I am objecting to this project unless you keep the dual carriageway. By going to a single carriageway will create more driver frustration. The diagrams do not even allow for a turning only lane into some of the shops from Cash Converters to McDonalds, so there traffic will almost come to a stop as a vehicle come to turn into the drive way. The idea of roundabouts is good and can be done with dual carriageways.</p>	<p>The reduction to one lane is considered important to slow traffic, and to create opportunities for street trees and landscaping that currently do not exist.</p> <p>Many of the right hand turning movements are proposed to be removed so there will not be queuing behind vehicles turning right. The roundabouts are proposed for the purposes of allowing vehicles to undertake a U-turn and access properties on the opposite side of the road in a safe manner.</p>
14	Community member	<p>Object Will seriously affect traffic flow- buses stopping, garbage trucks stopping will severely interrupt traffic flow. Exiting shops and petrol stations on East and West side will be very difficult and dangerous.</p>	It is considered on balance that the proposed changes will result in improvements to the way the road functions – making it safer and more attractive.
15	Christine Patmore 8 Gorham Way	<p>Object I feel that by making Rockingham Rd into single lane that no thought has been given to</p>	Consideration has been given to the impact on Hamilton Road, and the City will very closely

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	SPEARWOOD WA 6163	the increase in traffic on Hamilton Rd. Hamilton Rd will become the short cut for impatient drivers who don't want to slow down. The impact that the new development of the Watson site etc. is already have an adverse effect on Hamilton Rd and this plan will only make it worse. There is nothing wrong with the way it is now. Please don't make Hamilton Rd a race track.	<p>monitor any impact on Hamilton Road as a result of the changes to Rockingham Road. It is not intended to divert traffic from Rockingham Road.</p> <p>The upgrade to Rockingham Road is considered important given that the community have expressed concern regarding Rockingham Road, particularly how unsafe it is to cross; unsafe traffic movements being taken; and a desire to improve the appearance of the road.</p>
16	Community member	<p>Object It should stay the way it is. I have lived here for forty years and have no problems. If you want to do anything, you could do two things:</p> <ol style="list-style-type: none"> 1. slow the speed to 40 or 50 kph or 2. put in a foot overpass. 	<p>The community have expressed concern regarding Rockingham Road, particularly how unsafe it is to cross; unsafe traffic movements being taken; and a desire to improve the appearance of the road.</p> <p>The marked speed limit needs to match the design of road. To demonstrate this point, the current speed limit is 60km/hr, yet approximately 85 percent for vehicles travel at 68km/hr – this is because of the road environment.</p> <p>Therefore if genuinely reduced speeds are to be achieved the road design must change. A narrower road, more street trees and roundabouts will make it difficult to travel any faster than 50km/hr.</p> <p>There is insufficient space for a pedestrian overpass, and this would require substantial private land acquisitions (eg. Businesses and/or homes) which the City considers highly undesirable and not in the best interests of the community. In addition, pedestrian overpasses are very expensive, and would consume most of the budget available for the upgrade. It is also important to note that pedestrian overpasses do not actually provide good accessibility because</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			the distances required to walk are significant due to the long ramps.
17	Pamela Kennington 11 Berson Court MUNSTER WA 6166	<p>Object</p> <ol style="list-style-type: none"> 1. I object to the proposal to make 4 lanes into 2 along Rockingham Road by the Phoenix Shopping Centre. It is already chaotic enough along that stretch with cars turning and exiting the many entrances, not to mention numerous buses traversing the same stretch. 2. Phoenix Shopping Centre is already dying a slow death and I can't see how this proposal will halt that. More likely to drive them away. Besides which I love the Centre exactly as it is. I have been shopping there since it was originally built. We have enough very large and impersonal shopping centres within a reasonable distance. I think the money could be used to much better effect on upgrading and adding new footpaths in the area. As an avid walker within the area some of the footpaths leave a lot to be desired and are very difficult to walk safely on due to the severe degree of angle. 	<p>The proposal reduces the number of access points along Rockingham Road, therefore the current scenario would not apply. The road would function entirely differently under the proposed new design.</p> <p>The reduction to one lane is considered important to slow traffic, and to create opportunities for street trees and landscaping that currently do not exist.</p> <p>The proposal seeks to make Rockingham Road more attractive and give it more of a 'town centre' feel. Importantly it seeks to improve pedestrian movement along the street. This is a project that the Spearwood community have long advocated for.</p>
1 8	Community member	<p>We have regularly used the Phoenix Centre since 1992, and I have canvassed the views of a number of friends, relatives and colleagues.</p> <ol style="list-style-type: none"> 1. Comments against: <ol style="list-style-type: none"> a) The attempt to redirect through regional traffic is opposed. Rockingham Rd is not a short cut but is a main thoroughfare and should continue to cater for all traffic. Furthermore, priority needs to be given to completing both Cockburn Rd and Stock Rd as 4 lane restricted access roads for the full distance between Fremantle and Naval Base, and getting through traffic off residential streets. b) The project cost of \$3.5m is opposed. The Phoenix shopping centre is not much ahead of several other centres in the area apart from the Gateway, and is certainly not a priority for spending that amount of our funds. Such funds are required to be better spent upgrading Mayor Rd between Rockingham Rd and Stock Rd to provide 2 lanes each way and replace the roundabout with traffic lights noting this is a black 	<p>The key objectives of the project are to beautify the road and make it safer and more attractive for pedestrians. It is in this context that the plan seeks to 'upgrade' the road.</p> <ol style="list-style-type: none"> a. The plan does not seek to re-direct regional traffic as such, rather it seeks to discourage heavy vehicles from using the road (who should not be using it currently). This section of road through Spearwood is the Town Centre of Spearwood, and the proposed road upgrades seek to slow traffic and beautify the road. b. Improvements to Rockingham Road were

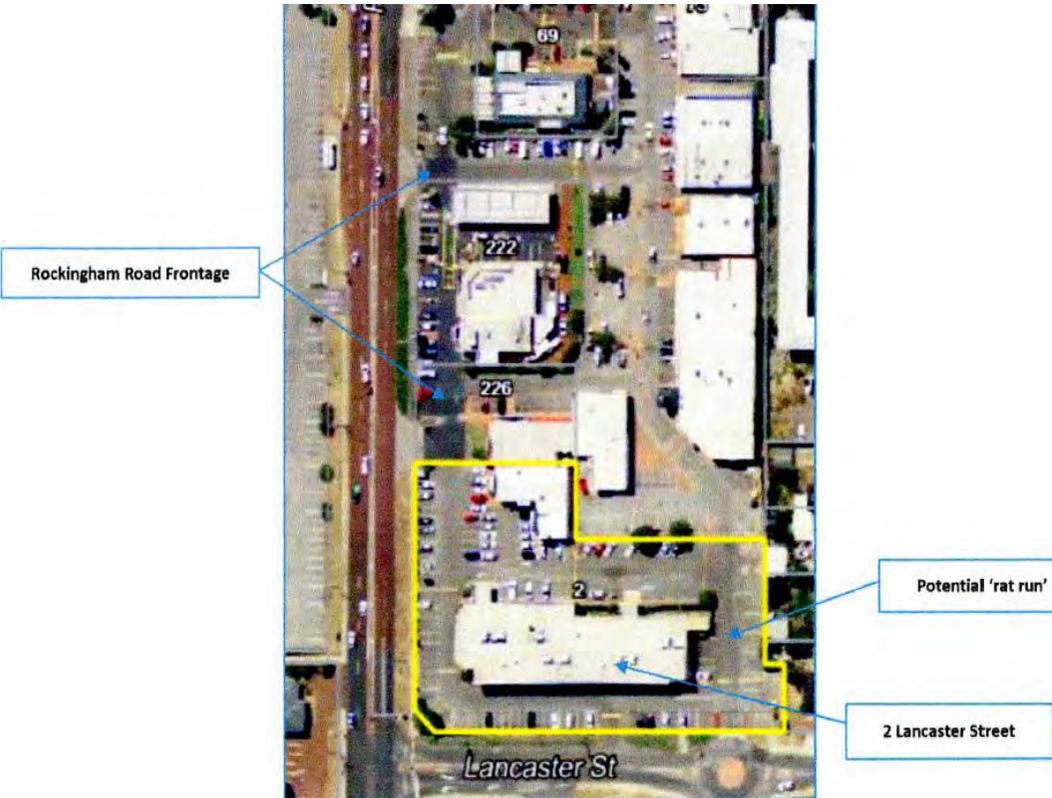
NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>spot ant there is substantial residential development adjacent.</p> <p>c) Narrowing the road from 4 lanes to 2 lanes is opposed. Merging from 2 lanes to 1 is dangerous. This is not upgrading, indeed it is downgrading. Rockingham Rd is a main thoroughfare.</p> <p>d) Replacing the double-lane each-way lights at Lancaster Rd with a single lane roundabout is opposed. This infrastructure is already in place, and this is not upgrading, indeed it is downgrading. Rockingham Rd is a main thoroughfare. Roundabouts are not as safe as traffic lights, particularly for pedestrians and cyclists.</p> <p>e) Blocking the main exit from the Phoenix Centre for those turning north onto Rockingham Rd is opposed. This is not upgrading, indeed it is downgrading. Rockingham Rd is a main thoroughfare.</p> <p>f) Blocking northbound traffic from turning right to access numerous establishments from McDonalds to Hungry Jacks is opposed, particularly so for the BP petrol station. The alternative access routes are extensive and convoluted. Currently we frequent many of these businesses; however, this will be curtailed if these obstructions proceed.</p> <p>g) Blocking access to Rockingham Rd southbound from the establishments on the western side is opposed. This is not upgrading, indeed it is downgrading. Rockingham Rd is a main thoroughfare.</p> <p>h) Reducing the speed limit is opposed. This is not upgrading, indeed it is downgrading. Rockingham Rd is a main thoroughfare.</p> <p>3. Comments in support:</p> <p>a) The concept to add bike lanes is supported.</p> <p>4. Recommendations:</p> <p>We would certainly support:</p> <p>a) The provision of pedestrian lights in the vicinity of the bus stops.</p> <p>b) A continuous dedicated centre lane to cater for northbound traffic both accessing</p>	<p>an action in the Phoenix Revitalisation Strategy, and have been long awaited by much of the Spearwood community.</p> <p>c. When we use the term 'upgrade', we are not referring to an upgrade to the road for moving traffic. The upgrade is in the context of improving the pedestrian environment, and providing safer vehicle movements.</p> <p>d. The proposed roundabout is essential to facilitate the U-turn movements that will allow good, safe access to both sides of Rockingham Road while removing many unsafe right hand turning movements.</p> <p>e. Traffic modelling demonstrates that the road will still be able to function as a major thoroughfare.</p> <p>f. The proposed roundabout will facilitate safe access to these businesses. Many of these turning movements are considered to be unsafe.</p> <p>g. As above.</p> <p>h. Reduction of the speed limit is considered to be key to making the road safer for pedestrians, and will make access for vehicles safer.</p> <p>Noted.</p>

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		and leaving the Phoenix Centre and also the establishments between McDonalds and Hungry Jacks.	
19	Brian Tomlinson 3A Perlinte View NORTH COOGEE WA 6163	Support This will be a real benefit to the local shopping precinct & hopefully encourage more of a village feel. A Sunday farmers market could also be encouraged	Noted.
20	Pharmacy 777 7/223 Rockingham Road SPEARWOOD WA 6163	Support 1. To whom it may concern I write on behalf of the council of owners at 223 and 235 Rockingham Road Spearwood in regards to the Draft Phoenix Activity Centre Documents for public comment. 2. Whilst we are in support of the overall upgrade and beautification process, we are concerned that the plan as it stands currently significantly reduces access to our businesses by allowing only left hand access into our complex heading North on Rockingham Road. The same issue also applies to the businesses across the road. After a lengthy review of the plans we believe that there is only one amendment which can solve ALL access issues to both sides of the road between Phoenix Road and Lancaster Street and that is by the addition of a roundabout at the existing driveway outside Liquorland. The addition, this roundabout allows access to ALL complexes East and West of Rockingham Road heading both North and South. While we acknowledge that there are some challenges in the construction of this roundabout such as the relocation of services we believe the investment is worthwhile is completing this project with maximum benefit to both businesses and the local community. Furthermore we put to you that without this roundabout there will be a significant negative impact on businesses in that precinct and the beautification upgrade should NOT proceed without it. Please see link below for a quick graphic reference of our suggestion. Note, this illustration is NOT in scale and is provided only to illustrate our point. Map included	Support for the overall upgrade and beautification process noted. The concerns raised regarding access under the proposed draft plans are acknowledged, and the City has investigated the addition of a roundabout in this area, as suggested in this submission, to provide improved access to both sides of the road. Traffic modelling has demonstrated that this is possible, and it is recommended that Council adopt the plan subject to the addition of this roundabout to be subject to design feasibility.
21	Main Roads WA PO Box 6202 EAST PERTH WA 6892	Main Roads advises that as this section of Rockingham Road is classified as a local road. Main Roads has no objection to the proposed Activity Centre Structure Plan and supporting Design Guidelines for the Local Planning Policy.	Noted.

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		<p>Please note that the concepts for the Rockingham Road upgrades will need to be formally submitted to Main Roads Road Network Operations - Traffic Services Section who shall undertake the following actions:</p> <ul style="list-style-type: none"> • Undertake assessment for all signing and line marking as depicted on the concepts. • Provide comment to the decommissioning of the traffic signals at Rockingham Road/Lancaster Street. • Provide comment for any proposed reduction in speed limits to apply for this precinct. 	
22	Community member	<p>Object The road plan is like Hampton road, Fremantle. Too much traffic from two lanes into one, and nowhere to go.</p> <p>The shops on the left side going south on Rockingham road have too many entries and exits. Should be cut down to one entry and angle parking.</p>	<p>The traffic modelling demonstrates that the proposed road design will still facilitate free flowing traffic.</p> <p>The plan proposes to rationalise some access points, however the parking areas are located on private land.</p>
23	Department of Transport 140 William Street Perth WA 6000	<p>The DoT has reviewed the documents and provides the following comments.</p> <ul style="list-style-type: none"> • <u>Design of Rockingham Road</u> <p>Overall, the DoT is supportive of the narrowing of Rockingham Road from two lanes in each direction to one, the reduction in speed limit from 60km/h to 50km/h, the rationalisation of parking crossovers and the introduction of bicycle paths, to reduce overall traffic volumes, redistributing road space, improving safety and making the centre more bicycle-friendly. However, the Department raises the following concerns in regards to the design:</p> <ol style="list-style-type: none"> a. The “disappearance” of bicycle lanes at roundabouts (even with the option of entering either the normal traffic lane, or using the ramp up to the pedestrian path), which is not ideal practice. It is recommended that other options be explored, such as: <ul style="list-style-type: none"> • surface treatments and signage to alert motorists that cyclists approaching roundabouts will merge with the general traffic stream. • providing a wider off-road path for cyclists who choose to leave the roadway, one that offers pedestrian/cyclist segregation, smooth and direct ramps up from the road surface. 	<p>The City will try to accommodate all of these points in the final design of the road.</p> <p>It should be noted that the City is not seeking to achieve a dedicated bus lane scenario, or priority for buses, rather the design seeks to ensure safe and convenient access to buses, balanced with improvements for pedestrians, safer movements for vehicles and beautification to the road within a very constrained road reserve.</p> <p>Comments on the Structure Plan will be addressed when it is presented to Council.</p>

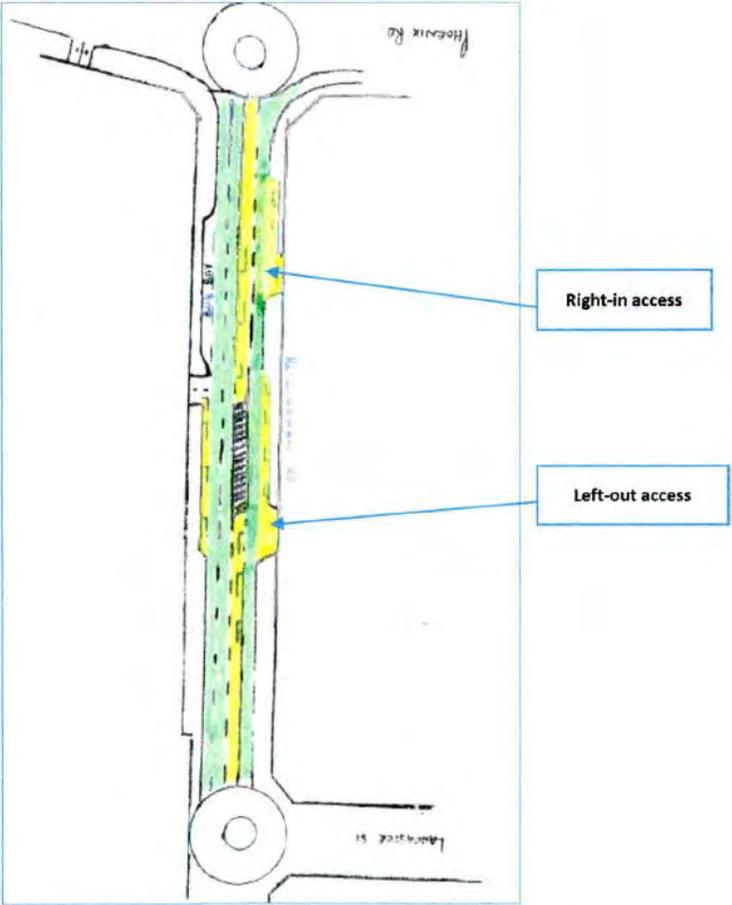
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		<ul style="list-style-type: none"> • clear way-finding <p>b. A lack of priority at crossovers and car park entrances for pedestrians and cyclists using the pedestrian path along Rockingham Road. Greater priority could be provided at these non-signalised intersections by providing such treatments as</p> <ul style="list-style-type: none"> • stop lines for approaching vehicles • installing zebra crossings and/or pavements raised to footpath level • green pavement marking in areas of potential conflict <p>c. The absence of an on-road bicycle lane on the eastern (southbound) side of Rockingham Road between Phoenix Road and Lancaster Street is not clearly justified or explained. The lane's absence is made more serious by a lack of priority for either pedestrians or cyclists at crossovers and car park entrances along the pedestrian path. A bicycle lane in this section should be considered.</p> <ul style="list-style-type: none"> • <u>Design Guidelines</u> The Phoenix Activity Centre Design Guidelines state that Development Applications are to be accompanied by a Pedestrian and Cyclist Movement Plan", addressing (among other things) "(d) Provision of high quality, safe, secure and accessible end-of-trip facilities for cyclists". This requirement is vague and does not distinguish between facilities for different cyclist user groups. It is suggested that the guidelines should explicitly prompt consideration of bicycle parking for tenants/staff as well as visitors, along with shower and change facilities for tenants/staff. There should also be a guide as to the rate of bicycle parking provision expected (after a brief review of whether the bicycle parking required by the Cockburn Town Planning Scheme is sufficient; a comparison of proposed provision to the 5-10% of all parking spaces for cyclists and motorcyclists required by SPP 4.2; and any provision agreed under any Parking Supply and Management Plan for the shopping centre). • <u>Structure Plan</u> a. DoT support the promotion of active transport, bus priority and support enhanced pedestrian amenity, access and connectivity and removing / reconfiguring / re-purposing parking recommended in the structure plan. For more information about assistance in modifying parking supply and management and about promoting active travel, refer to Parking Guidelines 	

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		<p>for Large Shopping Centres (http://www.transport.wa.gov.au/mediaFiles/projects/DOT_P_Parking_Guidelines_Large_Shopping_Centres.pdf) and Travel Plan Guidelines for Large Shopping Centres (http://www.transport.wa.gov.au/mediaFiles/projects/DOT_P_Travel_Plan_Guidelines_Large_Shopping_Centres.pdf). DoT will be happy to provide support or advice on how to implement.</p>	
24	Community member	<p>We neither support nor object at this point, but have serious reservations regarding the proposed single-lane at Phoenix shopping centre – Phoenix Road to Spearwood Ave.</p> <p>Will this potential bottle neck create more traffic bank-ups on the Rockingham Road approach side (Hamilton Hill -not Spearwood), bearing in mind the build-ups now when buses stop at the Puma s/station, and school drop odd/pick up/peak hours?</p> <p>We have already been impacted by build-up past our house of traffic since the “black-spot intersection” changes.</p>	The traffic modelling demonstrates that traffic will be free flowing.
25	SBAS Holdings Pty Ltd 2 Lancaster Street SPEARWOOD WA 6163	<p>All the Directors of SBAS Holdings have lived in the Cockburn District their entire lives and have a strong passion for the area.</p> <p>As we have also owned 2 (Lot 851) Lancaster Street, Spearwood (Lancaster House) for over 30 years, we believe we are in a good position to provide the City with valuable input in regards to the Draft Phoenix Activity Centre documents.</p> <p>In upgrading Rockingham Road, we are aware the City of Cockburn are proposing for the main access points to the Spearwood commercial area east of Rockingham Road (between Lancaster Street and Phoenix Road) to be off both Phoenix Road and Lancaster Street respectively.</p> <p>After considering its implications, we believe the proposed Concept Design for the Rockingham Road Upgrade could negatively impact our property and that of adjoining owners of commercial properties situated to the eastern side of Rockingham Road, between Lancaster Street and Phoenix Road.</p> <p>Although we are generally supportive of upgrading the Spearwood town centre, we believe closing the two crossovers fronting Rockingham Road could potentially negatively impact</p>	<p>The concerns raised regarding access under the proposed draft plans are acknowledged, and the City has investigated the addition of a roundabout in this area to provide improved access to both sides of the road. Traffic modelling has demonstrated that this is possible, and it is recommended that Council adopt the plan subject to the addition of this roundabout to be subject to design feasibility.</p> <p>This is considered to be preferred than slip lanes which will removed opportunities for landscaping which is considered key to beautification of the area. The example of ‘Main Street’ shown here is much less constrained road, with a much larger road reservation, and in this example pedestrian movement is primarily accommodated adjacent to commercial premises which cannot be achieved along this section of Rockingham Road.</p>

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		<p>the market value of our property and create a undesirable rat run on the eastern side of our property. The positioning of the two crossover points fronting Rockingham Road and the potential undesirable rat run are best indicated on the following Aerial Map:</p>  <p>The aerial map shows a property layout with several buildings and streets. A yellow box highlights a specific area labeled '2 Lancaster Street'. A blue box labeled 'Rockingham Road Frontage' points to the northern boundary of the property. Another blue box labeled 'Potential 'rat run'' points to a narrow alleyway on the eastern side of the property. The street 'Lancaster St' is labeled at the bottom of the map. Address numbers 69, 222, and 226 are also visible on the map.</p> <p>At present, we currently benefit from two crossover points fronting Lancaster Street and a third crossover point which is situated to our immediate north-east fronting Rockingham Road.</p> <p>We would estimate that 50% of the vehicles who enter our property arrive via Rockingham Road and 50% via Lancaster Street.</p>	

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		<p>Long term tenants within 2 (Lot 851) Lancaster Street, Spearwood (Lancaster House) include Westpac, H & R Block, the TAB, Phoenix Podiatry, the Dialysis Clinic, Harcourts and Interchange.</p> <p>With the imminent opening of an Aldi supermarket on the corner of Lancaster Street and Burgundy Crescent, we believe there is potential for the 'rat run' that is situated on the eastern side of our main building to become even more busier if the two crossovers fronting Rockingham Road were closed.</p> <p>Our concern is further heightened by the fact that a number of elderly and disabled customers enter our building on a daily basis to attend the Dialysis Clinic - a tenant within our building. In our eyes the 'rat run' could potentially be a hazard.</p> <p>In our opinion the closure of the two crossover points fronting Rockingham Road will also make it more difficult for our tenants to trade and increase the prospect of potential vacancies within our property.</p> <p>We are also aware that multinational firms including BP, KFC, Liquorland, City Farmers, Hungry Jacks, Subway, Dominos and Auto Masters - which are situated to our properties immediate north - also benefit from the two crossover points on Rockingham Road which are situated to the immediate north-east of our property.</p> <p>All these businesses. would be negatively impacted by the closure of the two crossover points fronting Rockingham Road</p> <p>More particularly, we are aware that vehicle access is crucial to both service stations and fast food retailers. Drive through customers likely generate between 70% to 80% of KFC and Hungry Jacks Spearwood's overall revenue.</p> <p>If the two crossover points are closed, the City is likely to experience a strong backlash from the numerous owners and businesses who own property and trade between Lancaster Street and Phoenix Road.</p> <p>As one of the aims of the Phoenix Activity Centre is to rejuvenate and beautify the area, we believe the City should rethink its proposal to close the two crossover points fronting Rockingham Road.</p> <p>As a solution, we believe that vehicles travelling in a northerly direction along Rockingham</p>	

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		<p>Road should still retain the ability to turn right into the two existing crossover points fronting Rockingham Road.</p> <p>As a compromise, we believe that vehicles turning right out of our property and adjoining properties should be restricted from making a right turn in a northerly direction along Rockingham Road. Instead, customers could turn left into Rockingham Road in a southerly direction and then enter the roundabout on the corner of Rockingham Road and Lancaster Street to eventually move in a northerly direction.</p> <p>Our concept is best shown in the following Plan:</p>	

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		 <p data-bbox="427 1198 1503 1289">After considering the location of the various retailers and businesses situated on the eastern side of Rockingham Road between Lancaster Street and Phoenix Road, we believe access in (ingress) is more important to them that access out (egress).</p> <p data-bbox="427 1321 1503 1412">Although we acknowledge that the area needs to be upgraded, we do not support the closure of the two crossover points fronting Rockingham Road that currently exist between Lancaster Street and Phoenix Road.</p>	

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		<p>We believe our proposed access solution would assist local businesses and assist the City in achieving its goals to revitalise the precinct by beautifying Rockingham Road.</p> <p>In our opinion a good example for the Rockingham Road upgrade would be the City of Stirling's redevelopment of Main Street, Osborne Park.</p> <p>The following aerial photograph provides an excellent example of what the City of Stirling were able to achieve within the Osborne Park Town Centre Precinct.</p>  <p>We believe the aerial photograph provides an excellent indication of how a median strip</p>	

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		<p>can be created which still permits ingress and egress from the various commercial buildings which front a busy thoroughfare.</p> <p>We recommend that the City explores the road design layout of the above commercial precinct.</p> <p>Although we acknowledge that upgrading a major thoroughfare is a costly exercise, we believe it is important that the Rockingham Road upgrade is done properly to ensure that it enhances the various businesses that front Rockingham Road.</p> <p>We believe the City should not attempt to undertake the road upgrade, if it can't afford to do it properly. In our opinion it is integral that the current proposal for the Rockingham Road upgrade between Lancaster Street and Phoenix Road does not go ahead in its existing form.</p> <p>We believe our proposed access solution is sensible and could potentially provide a sensible outcome for all the businesses and owners who are presently located within the Spearwood Commercial Centre.</p> <p>We hope our proposed access solution is looked upon favourably by the City and is acted upon.</p>	
26	Cockburn Chiropractic Centre 243 Rockingham Road Spearwood WA 6163	<p>With respect to the draft concept plan for Rockingham Road, my concern is the access to the Cockburn Chiropractic Centre at 243 Rockingham Road.</p> <p>Currently, the width of the driveway allows vehicles to enter and exit the premises at the same time. When turning into the property from the south, ie making a left turn into the drive, it is effectively a u-turn to enter the main car park (as opposed to the rear staff parking). This requires a significant turning circle.</p> <p>It would appear on the plans that this access is significantly reduced by close to one half. The reduction in width would prevent vehicles from entering and exiting at the same time. This could create hold ups on the roundabout as vehicles wait to enter the property. Being just off the roundabout, it may also pose a hazard to drivers not expecting to stop for vehicles accessing the property.</p> <p>Possible solutions:</p> <ol style="list-style-type: none"> 1. Retain current drive width - this would allow vehicles to access and exit the property without any undue hold ups, allowing free flowing traffic. 	<p>Noted. It is recommended that the City liaise further with the landowner to ensure this access is safe and adequate.</p>

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		<p>2. Create a southern entry to the carpark and retain the northern exit point as an exit only.</p> <p>Further planning and design with consultation is required to ensure a satisfactory outcome.</p>	
27	Community member	<p>Support</p> <p>I am very excited by the prospect of the redevelopment of this sad looking section of Cockburn. In particular I wholeheartedly support:</p> <ul style="list-style-type: none"> • decreased speed limit to 50kmph • pelican crossing (I often witness elderly people struggling to cross the road here) • greening of the area via streetscaping, particularly tree plantings • cycle paths • public art and sitting spaces • installation of the two roundabouts I would also welcome • greening of the paved sitting area with public art near the shopping centre entrance • addition of a dog parking' area similar to that at the Spearwood library. <p>I am currently harassed by Phoenix shopping centre security staff when I walk my dog to the shopping centre. I encourage the Council to engage with the shopping centre management regarding this issue. I understand the vicious attack by a dog many years ago has impacted their feelings on the matter, however having a place to tie my dog up while I quickly do my shopping encourages me and my two daughters to walk to the shops rather than drive, which has a positive impact on our City via increased well-being.</p> <p>I would welcome the opportunity to assist. -removal of the line of sight hazards when pulling out of the many driveways from the shopping precinct near city farmers/hungry jacks.</p> <p>I thank all staff for their wonderful work in maintaining the City of Cockburn as a fantastic place to live.</p>	Noted.
28	Community member	<p>Object</p> <p>More and more cars are on the roads and you want to decrease the lanes. That makes no sense.</p>	The proposed changes to the road have been modelled and demonstrate that traffic will be free flowing. The changes to the road are seeking to make traffic movements safer, and in particular

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29	Community member	<p>Phoenix offers very little to shoppers anyway.</p> <p>Object Rockingham Road from Phoenix Road to Spearwood Avenue is a very busy road now, especially around the bus stop outside the shopping centre on each side of the road. The entrance to the shopping centre near the bus stop is a disaster as well as the right turning lane into the shopping centre from the opposite of the road.</p> <p>If Rockingham Road was made into single lanes in each direction, it would only increase the congestions. Also a roundabout at Lancaster Street when the traffic lights are perfect with Aldi moving into Lancaster Street. Why would a roundabout at Lancaster Street and Rockingham Road work better?</p> <p>It would be better if at Kent Street and Rockingham Road for a traffic light pedestrian crossing there, as in South Street Hilton (near IGA). Spend the \$4million doing this instead of causing more congestion on this stretch of Rockingham Road.</p>	<p>improve safety and comfort for pedestrians.</p> <p>The proposed changes to the road have been modelled and demonstrate that traffic will be free flowing. The changes to the road are seeking to make traffic movements safer, and in particular improve safety and comfort for pedestrians.</p> <p>The proposed roundabout at Lancaster Street is proposed to allow for U-turns to provide access to both sides of the road. This allows unsafe traffic movements to be removed.</p>
30	Community member	<p>Support Revitalisation of this precinct is long overdue and the proposed activity centre structure plan and included Rockingham Rd improvements goes a long way towards achieving this.</p>	Noted.
31	Community members	<p>Support We support in principal the upgrade and traffic calming of Rockingham Road between Coleville Crescent and Phoenix road.</p> <p>As long term residents we have participated over the past decade in various workshops and forums regarding these road upgrades as part of the overall revitalisation of this main precinct / shopping hub of Spearwood, which is a definitely overdue project!</p> <p>To be successful, it is essential that this project be thoroughly researched and be implemented with care to accommodate: A: Road users and pedestrians. B: Business stakeholders for now and into the future. C: Property owners and residents,</p> <p>We are also of the mind that this project should not be compromised by budgetary constraints. We do not have information on what basis the initial budget was derived and are concerned this is being viewed somewhat as a hard limit. If allocated budget funding for this project is found not to be sufficient for the pre-construction and construction stages, Council should actively consider the reasonable extension of further funds and</p>	<p>1) It may be possible for this to be achieve in the future to achieve a connection here if this site is redeveloped.</p> <p>2) The City acknowledges the issues with access between Lancaster Street and Phoenix Road, and has considered an additional roundabout at this location, which has been supported by the adjacent landowners as a way of improving access. This would be subject to further detailed design work. This will minimise the impact on the areas of proposed landscaping in the median, which provides the key opportunities for beautify the area.</p> <p>3) The new proposed roundabout between</p>

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		<p>time in order to achieve a functional design that works, meets stakeholder requirements, presents a quality finish and proudly highlights this area of Spearwood for years to come.</p> <p>We would like to formally acknowledge the pleasant professionalism and willingness of Andrew Trosic and Donna Di Renzo to organise consultation and update meetings with the Phoenix Working Group and accommodating of their time for any further consults / questions regarding this project.</p> <p>The design draft drawings have been beneficial in enabling a perception of proposed traffic flow and business / resident access. We suggest moving into the future that council adopts a digital (CAD) presentation for this project to facilitate meeting discussions and so interested community members will be able to see the finished design concept (via the Council website). We're sure this will garner more community interest in this major project.</p> <p>We would recommend in this submission some variations to allow better access to businesses on either side of Rockingham road, both currently and into the future. The following are suggested - refer to numbered points on marked up proposed concept draft plan (which also forms part of this submission).</p> <ol style="list-style-type: none"> 1. Ideally the Lancaster roundabout (currently proposed as a 3 way), could be extended to a 4 way now or into the future depending on negotiations with the property owners west side of Rockingham road. A western entry could be used to provide access to businesses in the block where the pharmacist and doctor's surgery are located. 2. Alternatively entry to these same businesses could be moved south (near Goodall sign), with a new left turn only exit replacing the current entry / exit on Rockingham road. This exit could be protected by repositioning of the adjacent bus stop to the south of this exit. <p>Entry into businesses east side (eg. BP, Liquorland, etc) heading north could be improved by a slip lane (3 to 4 car capacity) in centre of Rockingham road. This entry could be duplicated in this area.</p> <ol style="list-style-type: none"> 3. Entry/exit to this same business block from Phoenix road heading east could/should be provided to alleviate traffic off Rockingham road. 4. For businesses east side between Phoenix Shopping Centre entry and Lancaster street (Nando's, Cheesecake Shop, etc) , slipways should be provided on Rockingham road to allow traffic heading north to enter. 	<p>Lancaster and Phoenix Road is considered to provide much improved access to this area than shown in the draft advertised plan. It is also recommended that the plan be adopted subject to the review and any associated modification to improve access from Phoenix Road to the car park entry behind Hungry Jacks and BP such that it is safer and more legible for cars to utilise this access point;</p> <p>4) Right access is being restricted to these properties to allow for safer access via the two roundabouts.</p>

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		<p>We recommend these variations be carefully considered by council, and again stress that this project design and funding should not be compromised.</p> <p>This road upgrade and revitalisation of Spearwood's main precinct will be the City of Cockburn's legacy to the long term ratepayers of this area, as well as those yet to come to be proud to call Spearwood home.</p> <p>Thank you for the opportunity.</p> <p>(map included with notes)</p>	
32	Department of Health PO Box 8172 Perth Business Centre WA 6849	<p>Any developments are required to connect to scheme water and reticulated sewerage as required by the Government Sewerage Policy - Perth Metropolitan Region.</p> <p>DOH has a document on 'Evidence supporting the creation of environments that encourage healthy active living' which may assist you with planning elements related to this activity centre plan. A copy is attached or may be downloaded from: http://www.public.health.wa.gov.au/cproot/6111_ /2/140924_ wahealth_ evidence_ statement_be _health. Pdf</p> <p>The City of Cockburn should also use this opportunity to minimise potential negative impacts of the increased density development such as noise, odour, light and other lifestyle activities. To minimise adverse impacts on the residents, the City of Cockburn could consider the incorporation of additional sound proofing/ insulation, or design aspects related to the location of air conditioning units and other appropriate building/construction measures.</p>	Noted.
33	Nivio Madeira 38 Kent Street SPEARWOOD WA 6163	<p>Object Living on Kent Street my family and neighbours are directly impacted by this proposal on Rockingham Rd upgrade. There are a couple of issues I have for objecting to this proposal.</p> <ol style="list-style-type: none"> 1. The supposedly independent consultants paid by Cockburn council to assess traffic movements excluded peak hour traffic from there assessment, Why was that? If we are trying to get the real traffic condition surely peak hour needs to be taken into account or was the council looking for a favourable result. 2. Where is the existing traffic supposed to go when you close off a lane? There's plenty of traffic on Hamilton road now so is that going to be the new Rockingham road? 3. The two roundabouts proposed are going to create a traffic jam when you come 	<p>The traffic modelling demonstrates free flowing traffic and the proposed road can accommodate the existing traffic. Hamilton Road will be monitored to ensure that there is no significant increase to traffic.</p> <p>The reduced width road will be much easier for pedestrians to cross anywhere along the road, particularly with the median.</p> <p>The Structure Plan and Rockingham Road Concept plan attempt to work within the existing constraints of the shopping centre to achieve an outcome that can be implemented.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>from the south towards the Kent street roundabout. It won't be a flowing merging traffic from two lane to one as cars have to give way on the roundabout and on peak hour traffic, cars will be banked up past Spearwood Ave . It will be the same on Coleville Crescent the traffic will bank up past Phoenix rd. Also cars going into the shopping centre on Kent street will cause traffic jams going South as cars line up to get into the shopping centre. Not to mention the buses who have now only one lane to move into. Lt's going to contribute to the traffic gridlock along Rockingham road . So if the Upgrade is supposed to rationalise movement and safely manage business access on Rockingham road it's going to fail miserably it's only going to create chaos and frustration.</p> <p>4. Pedestrians: How are we supposed to cross with the increase of traffic around the roundabout, are pedestrians supposed to take their chances between the cars There is no plan for pedestrians coming from the south to enter the shopping centre. Lt's going to be a real hazard to pedestrians. The optional pedestrian crossing with lights in the middle of Rockingham road is a crossing to nowhere. I tried to find the path into the shopping centre, its somewhere behind McDonalds not a real solution.</p> <p>5. The draft documentation says it will transform into an attractive and welcoming environment. So what's going to happen to the shopping centre all we see is the backside of Coles supermarket by putting some plants in front of it doesn't make it more inviting nor by taking a lane away.</p> <p>In conclusion all this beautification can be done there's enough space to plant these trees and shrubs without losing a lane. Spearwood has been rezoned and has become more densely populated. A lot more younger families live in the area which means more cars. So why are we reducing car lanes. Young families' means more kids playing, riding their bikes and walking to school so why are we increasing more traffic to the residential areas around phoenix shopping centre. It's going to be more of a hazard for everyone as the proposal suggest, bike lanes, bus lanes ,cars and pedestrians have to share one lane if that's not a hazard i don't know what is.</p> <p>There's not even a plan for a practical pedestrian crossing. With this proposed upgrade there will be increased traffic on Kent street where there's no speed humps in sight with Cockburn soccer fields which has always kids around. Just to note the speed humps on Kent street will come in eventually and should not be use to justify a solution to the increase traffic on Kent street!</p> <p>As a resident of Kent street I'm not looking forward to have an increase of cars driving down my street to avoid the traffic gridlock proposed by this upgrade or the cars lined up</p>	<p>There is insufficient space for any substantial additional landscaping in the existing road reserve without removing a lane.</p> <p>The proposal is seeking to reduce traffic speeds along Rockingham Road to make it safer and more attractive for pedestrians, and it not considered that substantial amounts of traffic will be diverted into residential areas.</p> <p>It is recommended that the plan be adopted with inclusion of traffic calming along Kent Street and specifically between the steep section of Kent Street from Rockingham Road to Sussex Street;</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		my street waiting to get on Rockingham road. If Rockingham road is considered a low traffic area as the independent consultants have said, then one solution will be too close of Kent street intersecting with Rockingham rd.	
34	Susanna Ialacci 255 Rockingham Road SPEARWOOD WA 6163	<p>Object</p> <ol style="list-style-type: none"> 1. Hello, I have lived at this house for 40 years and I know this part of Spearwood very well. I have seen the increase of traffic over the years but having dual lanes is not an issue for me. However, I would hate to see Rockingham Road turned into a single lane. It's already quite hard at peak traffic times to reverse onto traffic on Rockingham Road, but by changing it to a single lane; I fear that it's going to be even worse. Reducing to a single lane does not reduce the amount of cars which pass by – I can envisage there will be a queue of cars just crawling through this street which is not any advantage to us who live on this street. Would be quite a nightmare. 2. I saw this same scenario happen on Hampton Road many years ago and I truly believe it was the worst thing they did. In fact, I had to change my route to work (changed from Hampton Road to Carrington Street) as I found I was stuck in continuing traffic all the time. Carrington Street was much faster as it had 2 lanes and was my new route to work. 3. I am all for "beautifying" this part of the road (it's been well overdue) and I think plants can still be placed on the side of the dual road (business side only) and also around Phoenix Shopping Centre. 4. As for changing the amount of entrances for businesses opposite my house (where Video Ezy is - this also gets hectic but i think an entrance needs to be removed) Only 1 entrance and 1 exit is required. Maybe even to have the exit come out onto the phoenix shopping centre driveway just outside McDonalds. As for the hectic intersection outside Phoenix Shopping Centre, I do believe it is a hazard. There have been many accidents here. 5. There is a lot of people who get off the bus and cross the road to go to the shops. Would be great to have an overpass, this would be ideal. 6. Another option is to create a dual lane huge roundabout there but again - not a single lane. This would create too much traffic bank up between Spearwood Avenue and Kent Street. 7. I think the traffic lights at Lancaster Street should remain. There doesn't seem to be an issue here and doesn't stop people crossing the road if need be. 8. Overall, I understand why you want to do this, but it's not beneficial. I think it will 	<p>Noted. However, improvements to Rockingham Road were an action in the Phoenix Revitalisation Strategy, and have been long awaited by much of the Spearwood community.</p> <p>The traffic modelling demonstrates free flowing traffic.</p> <p>There is insufficient opportunities for street trees and landscaping within the current road reserve.</p> <p>The proposed changes to these intersection, and use of the two proposed roundabout will provide much safer access to these properties.</p> <p>The roundabout at Lancaster Street is required to facilitate the U-turn movements that allow the continuous median and changes to access.</p> <p>There is insufficient space for a pedestrian overpass, and this would require substantial private land acquisitions (eg. Businesses and/or homes) which the City considers highly undesirable and not in the best interests of the community. In addition, pedestrian overpasses are very expensive, and would consume most of the budget available for the upgrade. It is also important to note that pedestrian overpasses do not actually provide good accessibility because the distances required to walk are significant due to the long ramps.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		create more traffic chaos. It's a busy flowing road which needs to remain this way. I would be happy to discuss this further if needed.	



Ref: jap001 Rockingham Rd Addendum 1

Mr John McDonald
City of Cockburn
Coleville Crescent
SPEARWOOD WA 6163

18 November 2016

Dear John

Rockingham Road Traffic Investigation – Addendum 1

This letter presents an addendum to the Urbsol report “Rockingham Road Streetscaping Project, Traffic Engineering Study” of August 2016 (Urbsol 2016). This addendum has been prepared due to a number of suggested modifications to the proposed streetscaping plan received by the City of Cockburn (the City) during its advertising period. As advised by the City, these modifications included the following:

- Inclusion of an additional roundabout on Rockingham Road between Phoenix Road and Lancaster Street, which will provide access to properties on the east and west sides of Rockingham Road (and removal of the initially proposed left in/out to the property on the west side of Rockingham Road).
- Inclusion of a right turn into the crossover near the southern side of McDonalds.

As a result of the proposed access adjustments, the following tasks were undertaken:

- Redistribution of traffic currently utilising the various access points to reflect the proposed arrangement (AM and PM peaks). Note that this now includes the McDonalds driveway, which was not previously included.
- Review the SIDRA analysis for the various access points and intersections (same as those assessed previously, plus the McDonalds driveway). This was undertaken for 2016 and 2031 AM and PM peak traffic periods for both base case and project cases.

The results of the revised traffic analysis are documented in the following sections.

Traffic Assessment

Traffic Redistribution

The assumptions around the redistribution of traffic that were documented in Table 2 of the Urbsol 2016 report were revised to reflect the latest suggested modifications to the project. The revised assumptions are documented in Table 1.

Table 1 Traffic Redistribution Assumptions

Intersection/Access	Impacted Movement	Anticipated Route
Phoenix Road Intersection	No change	N/A
BP Access	Right turn in & out removed	Northbound entering traffic to turn right into Liquorland driveway (roundabout) and travel through carpark. Northbound exiting traffic to exit via Liquorland driveway.
777 Access	No change – access relocated only (new roundabout)	All entering and exiting traffic transferred to new roundabout.
Liquorland Access	No change (new roundabout)	All entering and exiting traffic to use new roundabout.
Lancaster Street Intersection	No change	N/A
Cash Converters Access	Right turn in & out removed	Northbound entering traffic to U-turn at Lancaster St and turn left into access. Northbound exiting traffic to exit left onto Rockingham Rd and U-turn at Kent St.
Video Ezy Access	Right turn in & out removed	As per Cash Converters Access.
NAB Access	Right turn in & out removed	As per Cash Converters Access.
Shopping Centre Access	Right turn in & out removed	Northbound entering and exiting traffic transferred to new 4 th leg at Kent St.
McDonalds Access	No change	N/A
Coles Access/Kent Street	Current access closed and relocated as 4 th leg at Kent St	To accommodate northbound entering and exiting traffic from Shopping Centre Access (above).
Coleville Crescent Intersection	No change	N/A

The resultant network traffic flows are shown on the stick diagrams included in Appendix A.

Traffic Adjustment

The adjustments to traffic volumes were undertaken in accordance with the same methodology as documented in the Urbsol 2016 report. These adjustments reflected:

- the downgrade of Rockingham Road from two to one through lanes in each direction were undertaken, and
- traffic growth to 2031

The resultant 2016 network traffic flows are shown on the stick diagrams included in Appendix B.

The resultant 2031 network traffic flows are shown on the stick diagrams included in Appendix C.

Traffic Operational Analysis

Following the traffic redistribution and adjustment processes, capacity analysis was conducted at the nominated key intersections and access points using SIDRA Intersection. The following locations were assessed:

- Phoenix Road
- BP Access
- 777 Access/Liquorland Access
- Lancaster Street
- Cash Converters Access
- Video Ezy Access
- NAB Access
- Shopping Centre Access
- McDonalds Access
- Coles Access/Kent Street
- Coleville Crescent

Level of Service definitions used in these assessments are those from SIDRA and are shown in Figure 1.

Level of Service	Control delay per vehicle in seconds (d)		
	Signals	"SIDRA Roundabout LOS" method (1)	Sign Control
A	$d \leq 10$	$d \leq 10$	$d \leq 10$
B	$10 < d \leq 20$	$10 < d \leq 20$	$10 < d \leq 15$
C	$20 < d \leq 35$	$20 < d \leq 35$	$15 < d \leq 25$
D	$35 < d \leq 55$	$35 < d \leq 50$	$25 < d \leq 35$
E	$55 < d \leq 80$	$50 < d \leq 70$	$35 < d \leq 50$
F	$80 < d$	$70 < d$	$50 < d$

Source: SIDRA Intersection 7.0 User Guide

Figure 1 Level of Service Definitions

Table 2 provides a summary of the SIDRA analysis for the key intersections and access points for each the 2016 and 2031 peak periods with Rockingham Road capacity downgraded.

Table 2 Results of Traffic Operational Analysis

Intersection/Access	2016 AM		2016 PM		2031 AM		2031 PM	
	Average Delay (s)	LoS	Average Delay (s)					
Phoenix Rd	25	C	25	C	26	C	27	C
BP	<1	A	<1	A	<1	A	<1	A
777 / Liquorland	6	A	6	A	6	A	6	A
Lancaster St	5	A	6	A	5	A	7	A
Cash Converters	<1	A	<1	A	<1	A	<1	A
Video Ezy	<1	A	<1	A	<1	A	<1	A
NAB	<1	A	<1	A	<1	A	<1	A
Shop Access	<1	A	1	A	<1	A	1	A
McDonalds Access	2	A	2	A	2	A	2	A
Coles/Kent St	7	A	8	A	7	A	10	A
Coleville Cr	<1	A	<1	A	<1	A	<1	A

The results of the SIDRA analysis indicate very little change from the results documented in the Urbsol 2016 report, therefore similar conclusions as previously documented remain appropriate.

The analysis indicates that the proposed roundabout on Rockingham Road at the 777 and Liquorland driveways is expected to operate well with average delays of around 6s and levels of service A for all scenarios analysed. Nominal figures for through traffic from east to west and reverse were included in the analysis. An examination of the results indicates 95th percentile queues of up to around 30m on the Rockingham Road southern approach. This is within the approximate 70m available storage between this intersection and Lancaster Road. Similarly the results indicates 95th percentile queues of up to around 45m on the Rockingham northern approach to Lancaster Road intersection. Again this is within the approximate 70m available storage.

It should be noted however that the expected queue lengths on the Rockingham Road south approach to the Phoenix Road intersection were estimated at around 90m in 2016 and 100m in 2031. There is approximately 110m storage available between this intersection and the roundabout at 777/Liquorland. Queues should be monitored to minimise potential negative impacts of one intersection's operations impacting the other. There appears to be sufficient capacity at the Rockingham Road/Phoenix Road intersection to adjust signal timing if required to minimise such impacts.

For other access points assessed, the SIDRA analysis indicates that they will operate with minimal delays and good levels of service for all scenarios analysed.

Similarly to the previous analysis, it should be noted that traffic redistribution was not undertaken for the residential properties on the western side of Rockingham Road (southern section). The traffic generated by these properties is minimal compared to the other local land uses and the analysis indicates that there will be sufficient capacity at key intersections and access points should additional traffic movements be generated as a result of access restrictions on these properties.

Yours faithfully

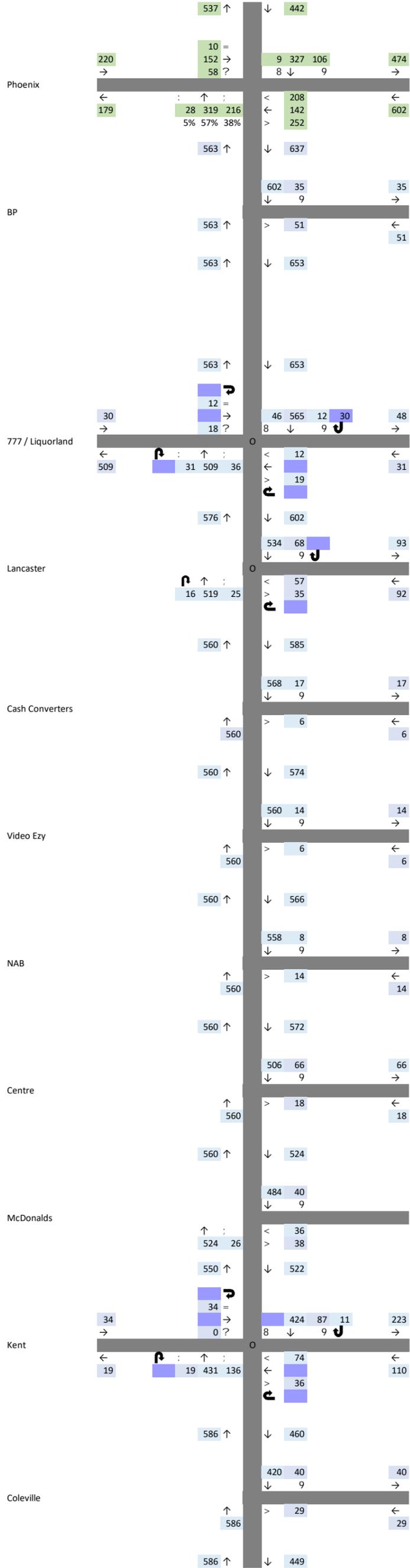


Jason Petsos
Principal
jpetsos@urbsol.com.au
mob: 0418 943 738

Appendix A – Redistributed 2016 Traffic Volumes

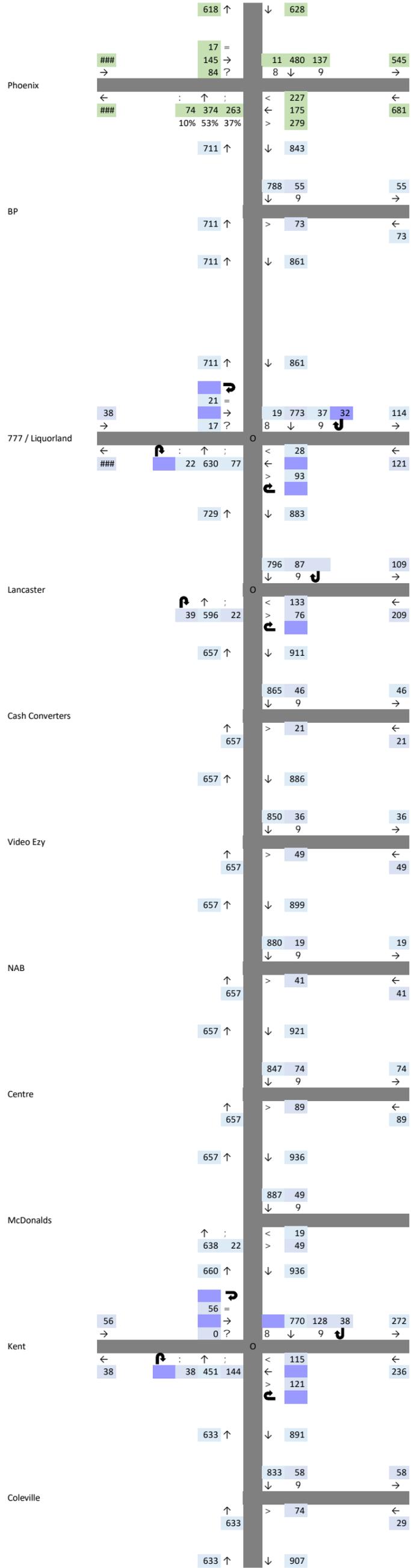
2016 AM Peak Redistributed Volumes

Austraffic
 Calculated
 New turns, uncertain use



2013 PM Peak Redistributed Volumes

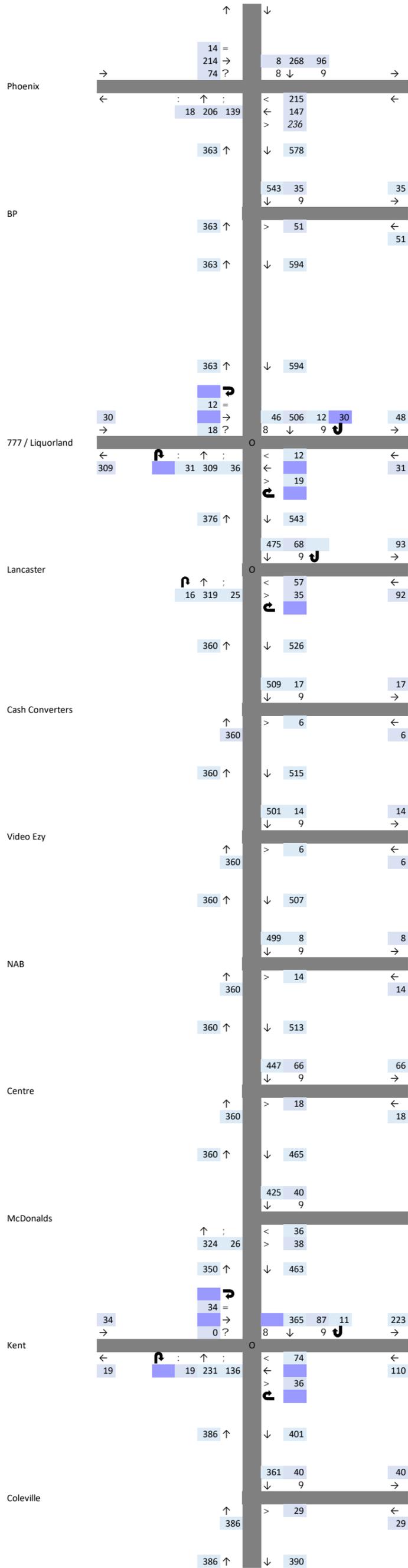
Austraffic
 Calculated
 New turns, uncertain use



Appendix B – Adjusted 2016 Traffic Volumes (Rockingham Road Capacity Downgraded)

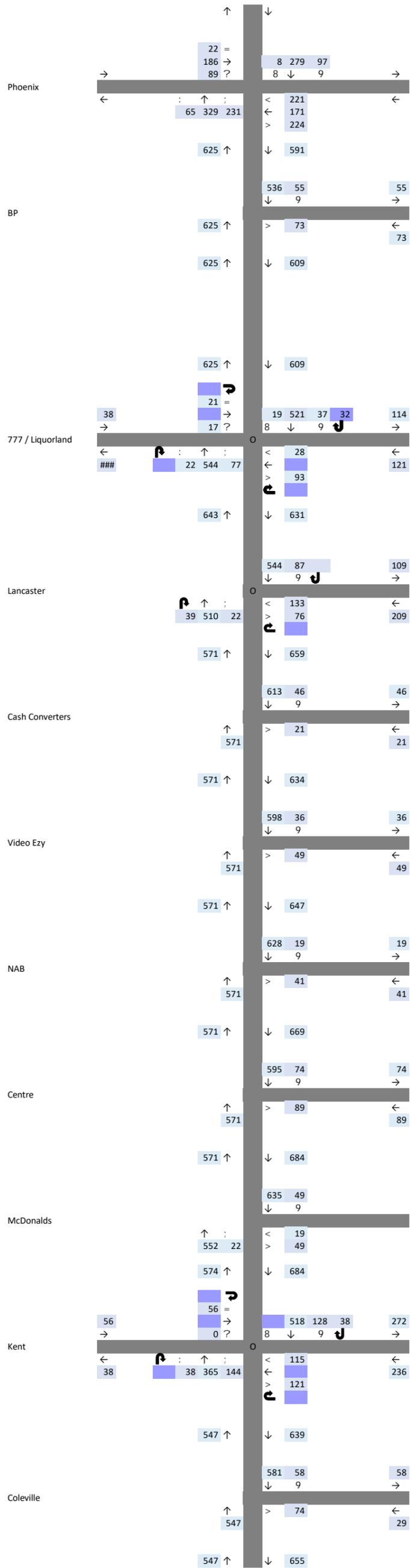
2016 AM Peak Redistributed Volumes - Downgraded

Calculated
New turns, uncertain use



2016 PM Peak Redistributed Volumes - Downgraded

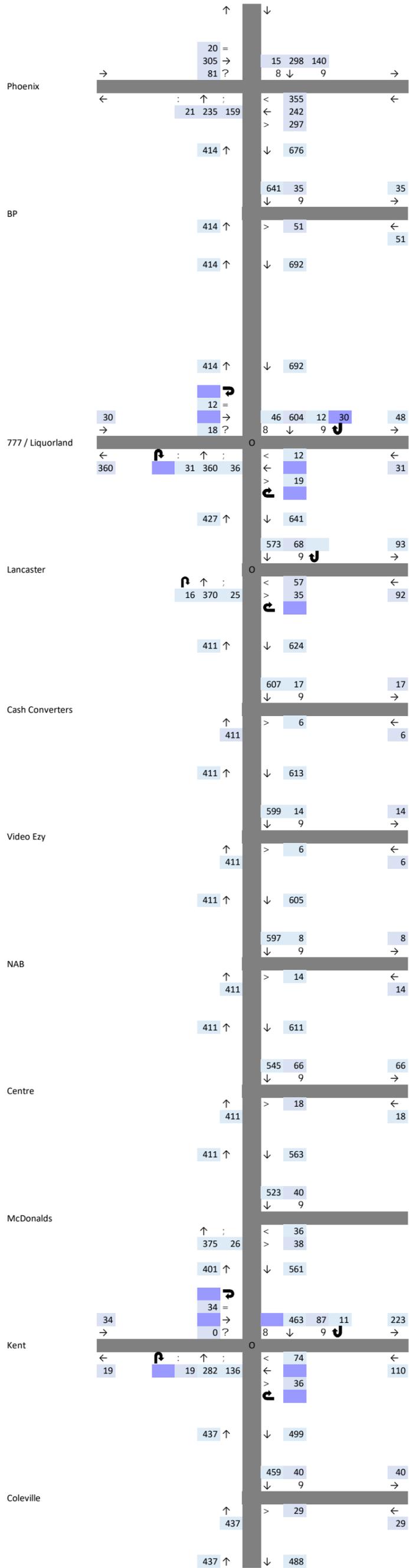
Calculated
New turns, uncertain use



Appendix C – Adjusted 2031 Traffic Volumes (Rockingham Road Capacity Downgraded)

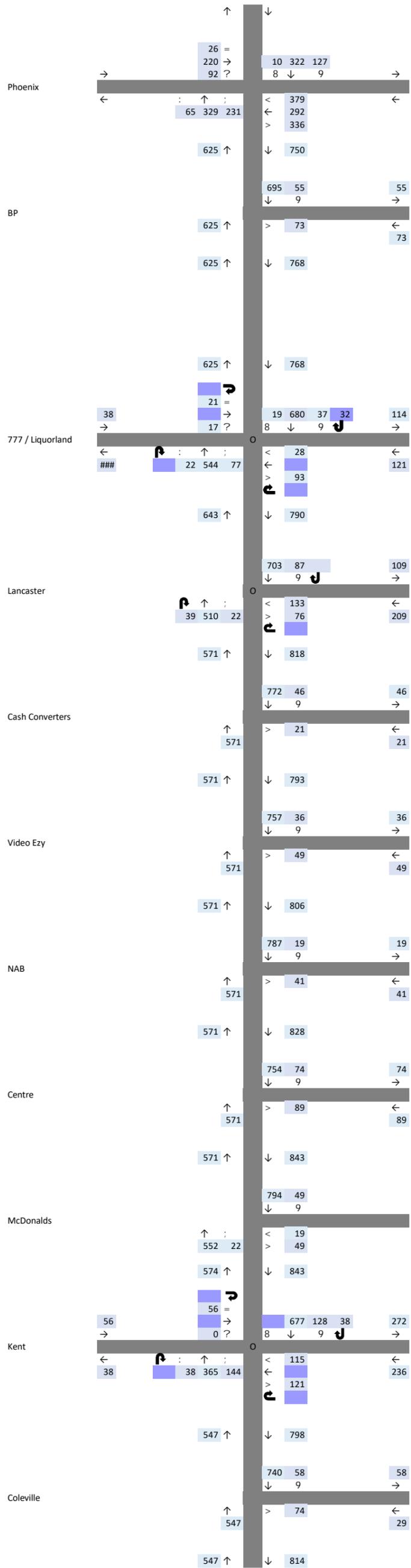
2031 AM Peak Redistributed Volumes - Downgraded

Calculated
New turns, uncertain use



2031 PM Peak Redistributed Volumes - Downgraded

Calculated
New turns, uncertain use



CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

OCM 8/12/2016 - Item 16.1

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF098142	10118	AUSTRALIA POST POSTAGE CHARGES	10/10/2016	49,687.21
EF098143	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	10/10/2016	1,541.75
EF098144	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	10/10/2016	366,525.00
EF098145	10244	BUILDING & CONST INDUSTRY TRAINING FUN LEVY PAYMENT	10/10/2016	46,168.87
EF098146	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	10/10/2016	3,551.27
EF098147	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	10/10/2016	295.08
EF098148	11001	LOCAL GOVERNMENT RACING & CEMETERIES PAYROLL DEDUCTIONS	10/10/2016	307.50
EF098149	11425	SOUTHERN METROPOLITAN REGIONAL COUN WASTE DISPOSAL GATE FEES	10/10/2016	18,968.93
EF098150	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	10/10/2016	603.20
EF098151	11860	45S CLUB PAYROLL DEDUCTIONS	10/10/2016	20.00
EF098152	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	10/10/2016	9,142.54
EF098153	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	10/10/2016	1,239.56
EF098154	23302	BUILDING SERVIC BUILDING SERVICES LEVIES	10/10/2016	49,590.17
EF098155	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	10/10/2016	567.62
EF098156	26820	NBN CO LTD TELECOMMUNICATIONS	10/10/2016	22,100.00
EF098157	26841	BLUE ZOO MANAGEMENT CONSULTING	10/10/2016	15,334.00
EF098158	26517	CLICKSUPER PAYROLL DEDUCTIONS	19/10/2016	469,071.15
EF098159	26535	JUANETTA ROSE KNAPP AND BRUCE REGINAL PURCHASE OF ARTWORK	20/10/2016	200.00
EF098160	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	24/10/2016	1,541.20
EF098161	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	24/10/2016	369,047.00
EF098162	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	24/10/2016	3,596.05
EF098163	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	24/10/2016	295.05
EF098164	11001	LOCAL GOVERNMENT RACING & CEMETERIES PAYROLL DEDUCTIONS	24/10/2016	328.00
EF098165	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	24/10/2016	602.80
EF098166	11860	45S CLUB PAYROLL DEDUCTIONS	24/10/2016	20.00
EF098167	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	24/10/2016	8,652.95
EF098168	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	24/10/2016	1,239.50
EF098169	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	24/10/2016	567.62
EF098170	99997	VERONICA KUNUM IN HOME CARE EDUCATOR	24/10/2016	1,649.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF098171	11867	KEVIN JOHN ALLEN MONTHLY COUNCILLOR, IT & COMM	27/10/2016	6,511.35
EF098172	12740	MAYOR LOGAN HOWLETT MONTHLY COUNCILLOR AND IT & COMM	27/10/2016	14,825.83
EF098173	19059	CAROL REEVE-FOWKES MONTHLY COUNCILLOR AND IT & COMM	27/10/2016	7,965.00
EF098174	20634	LEE-ANNE SMITH MONTHLY COUNCILLOR AND IT & COMM	27/10/2016	6,113.67
EF098175	21185	BART HOUWEN MONTHLY COUNCILLOR AND IT & COMM	27/10/2016	6,113.67
EF098176	23338	STEVE PORTELLI MONTHLY COUNCILLOR, IT & COMM	27/10/2016	7,339.97
EF098177	23339	STEPHEN PRATT MONTHLY COUNCILLOR AND IT & COMM	27/10/2016	6,113.67
EF098178	25352	LYNDSEY SWEETMAN MONTHLY COUNCILLOR AND IT & COMM	27/10/2016	6,113.67
EF098179	25353	PHILIP EVA MONTHLY COUNCILLOR AND IT & COMM	27/10/2016	6,113.67
EF098180	26696	CHAMONIX TERBLANCHE MONTHLY COUNCILLOR AND IT & COMM	27/10/2016	6,113.67
EF098181	99996	REMONDIS AUSTRALIA PTY LTD RATES REFUND	31/10/2016	883.74
EF098182	99996	JESSICA PALFALVY RATES REFUND	31/10/2016	100.00
EF098183	99996	GAIL McFARLANE RATES REFUND	31/10/2016	30.00
EF098184	99996	LYNETTE PEREIRA RATES REFUND	31/10/2016	30.00
EF098185	99996	SCOTT CAVANAGH RATES REFUND	31/10/2016	77.50
EF098186	99996	MALLISON REAL ESTATE RATES REFUND	31/10/2016	357.29
EF098187	99996	DENISE AND PETER HUGHES RATES REFUND	31/10/2016	900.00
EF098188	99996	CATHERINE DOUGLASS RATES REFUND	31/10/2016	1,898.88
EF098189	99996	AQUA SYNERGY PTY LTD RATES REFUND	31/10/2016	3,397.31
EF098190	99996	PRM PROPERTY MEVE PTY LTD RATES REFUND	31/10/2016	2,609.12
EF098191	99996	RACHEL ELIZABETH WOODROW RATES REFUND	31/10/2016	1,609.74
EF098192	23250	DEPARTMENT OF PLANNING DAP APPLICATIONS & DAP FEES	31/10/2016	6,540.00
EF098193	99997	ROBERTA BUNCE VOLUNTEER LUNCH FOR CLIENT OUTING	31/10/2016	82.75
EF098194	99997	MURDOCH WARRIORS KIDSPORT	31/10/2016	400.00
EF098195	99997	ASHLEIGH SANTICH KIDSPORT	31/10/2016	400.00
EF098196	99997	NICHOLLAS MONTERO KIDSPORT	31/10/2016	400.00
EF098197	99997	JOSHUA RIGOLI KIDSPORT	31/10/2016	400.00
EF098198	99997	MACY SUMICH KIDSPORT	31/10/2016	400.00
EF098199	99997	HANA LOWRY KIDSPORT	31/10/2016	400.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF098200	99997	JACK MUSIKA KIDSPORT	31/10/2016	400.00
EF098201	99997	WALTER SCOTT KIDSPORT	31/10/2016	400.00
EF098202	99997	ATO DIRECT CREDIT ACCOUNT UNDERGRADUATE CONTRIBUTION COLIN	31/10/2016	2,243.75
EF098203	99997	RANDALL GRAHAM COMPOST BIN REBATE	31/10/2016	50.00
EF098204	99997	COCKBURN NETBALL CLUB KIDSPORT	31/10/2016	200.00
EF098205	99997	YUEN LOONG TEOH COMPOST BIN REBATE	31/10/2016	50.00
EF098206	99997	SUBRAHMANYAM AND SITARAMA KROTHAPAI CROSSOVER CONTRIBUTION	31/10/2016	300.00
EF098207	99997	ZURICH AUSTRALIAN INSURANCE LTD MV EXCESS CLAIM NO 630120545	31/10/2016	1,000.00
EF098208	99997	MARGARET ANDERSON COMPOST BIN REBATE	31/10/2016	50.00
EF098209	99997	NAOMI LIGOVICH REIMBURSEMENT FOR SNAKE R AND R	31/10/2016	330.00
EF098210	99997	PARDEEP CHOUHAN COUNCIL CONTRIBUTION FOR TAFE STUDY	31/10/2016	337.50
EF098211	99997	MARK CALHOUN PRESCRIPTION SAFETY GLASSES	31/10/2016	209.55
EF098212	99997	STEPHEN ATHERTON CITY TO SURF REIMBURSEMENT	31/10/2016	36.00
EF098213	99997	COCKBURN NETBALL CLUB KIDSPORT	31/10/2016	200.00
EF098214	99997	PETER GLENN ANDERSON BATTLE OF THE BANDS WINNER	31/10/2016	250.00
EF098215	99997	HARRIS HAJDER CROSSOVER CONTRIBUTION	31/10/2016	300.00
EF098216	99997	SUCCESS STRIKERS KIDSPORT	31/10/2016	400.00
EF098217	99997	SUCCESS STRIKERS KIDSPORT	31/10/2016	400.00
EF098218	99997	SUCCESS STRIKERS KIDSPORT	31/10/2016	200.00
EF098219	99997	SUCCESS STRIKERS KIDSPORT	31/10/2016	200.00
EF098220	99997	KEVIN McCABREY BATTLE OF THE BANDS THIRD PLACE	31/10/2016	100.00
EF098221	99997	DALMATINAC NETBALL CLUB KIDSPORT	31/10/2016	220.00
EF098222	99997	DALMATINAC NETBALL CLUB KIDSPORT	31/10/2016	220.00
EF098223	99997	DALMATINAC NETBALL CLUB KIDSPORT	31/10/2016	220.00
EF098224	99997	DALMATINAC NETBALL CLUB KIDSPORT	31/10/2016	220.00
EF098225	99997	DALMATINAC NETBALL CLUB KIDSPORT	31/10/2016	220.00
EF098226	99997	DIANELLA WHITE EAGLES SOCCER CLUB KIDSPORT	31/10/2016	220.00
EF098227	99997	DOCKERS JUNIOR FOOTBALL CLUB KIDSPORT	31/10/2016	2,200.00
EF098228	99997	PHOENIX BEELIAR JUNIOR CRICKET CLUB INC KIDSPORT	31/10/2016	99.00

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EF098229	99997	THE FREMANTLE CITY FOOTBALL CLUB KIDSPORT	31/10/2016	220.00
EF098230	99997	JANDAKOT PARK SENIOR CRICKET CLUB KIDSPORT	31/10/2016	1,000.00
EF098231	99997	PHOENIX PARK LITTLE ATHLETICS CLUB KIDSPORT	31/10/2016	600.00
EF098232	99997	LARA KIRKWOOD BIRD BATH REBATE	31/10/2016	33.30
EF098233	99997	J AND M LAYTON BIRD BATH REBATE	31/10/2016	50.00
EF098234	99997	ATWELL SCOUT GROUP KIDSPORT	31/10/2016	200.00
EF098235	99997	HARRY CLARK PROMOTIONAL VIDEO PART	31/10/2016	200.00
EF098236	99997	COOGEE BASKETBALL CLUB KIDSPORT	31/10/2016	600.00
EF098237	99997	IVAN GEOK HOCK TEO COMPOST BIN REBATE	31/10/2016	50.00
EF098238	99997	SI AND DE THOMAS CAT STERILISATION SUBSIDY	31/10/2016	50.00
EF098239	99997	CURTIN JUNIOR LITTLE ATHLETICS CLUB KIDSPORT	31/10/2016	200.00
EF098240	99997	NORTH MANDURAH JUNIOR FOOTBALL CLUB KIDSPORT	31/10/2016	200.00
EF098241	99997	JANDAKOT FLYERS LITTLE ATHLETICS CLUB KIDSPORT	31/10/2016	600.00
EF098242	99997	SHANE READ CROSSOVER CONTRIBUTION	31/10/2016	300.00
EF098243	99997	AMIRA ROSTOM AND ATIF KHAN CROSSOVER CONTRIBUTION	31/10/2016	300.00
EF098244	99997	DANIEL WRIGHT CROSSOVER CONTRIBUTION	31/10/2016	300.00
EF098245	99997	SHAWN DSOUZA CROSSOVER CONTRIBUTION	31/10/2016	300.00
EF098246	99997	TUCK CHEONG WUN CROSSOVER CONTRIBUTION	31/10/2016	300.00
EF098247	99997	MANUEL AND TINA PIRES CROSSOVER CONTRIBUTION	31/10/2016	300.00
EF098248	99997	MANDY N MADRIGALI CROSSOVER CONTRIBUTION	31/10/2016	300.00
EF098249	99997	TRACEY RUTHERFORD CROSSOVER CONTRIBUTION	31/10/2016	300.00
EF098250	99997	KAREN DOWNES COMPOST BIN REBATE	31/10/2016	50.00
EF098251	99997	ARNAV AJWANI CROSSOVER CONTRIBUTION	31/10/2016	300.00
EF098252	99997	ROBERTA AND LIANA FRENCH INSURANCE CLAIM 0753 REIMBURSEMENT	31/10/2016	435.00
EF098253	99997	SUPERFINS WA INC KIDSPORT	31/10/2016	200.00
EF098254	99997	PHOENIX PARK LITTLE ATHLETICS CLUB KIDSPORT	31/10/2016	400.00
EF098255	99997	JANDAKOT FLYERS LITTLE ATHLETICS CLUB KIDSPORT	31/10/2016	400.00
EF098256	99997	STUART GREER PRESCRIPTION SAFETY GLASSES	31/10/2016	300.00
EF098257	99997	BIBRA LAKE JUNIOR FOOTBALL CLUB KIDSPORT	31/10/2016	1,820.00

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EF098258	99997	COCKBURN BASKETBALL CLUB KIDSPORT	31/10/2016	220.00
EF098259	99997	JILL ZUMACH MEAL REIMBURSEMENT WHILE AT AGE	31/10/2016	48.62
EF098260	99997	RELATIONSHIPS AUSTRALIA WA YOUNG CHAMPIONS TRAINING DAY	31/10/2016	605.00
EF098261	99997	COCKBURN CRICKET CLUB KIDSPORT	31/10/2016	1,000.00
EF098262	99997	COCKBURN BASKETBALL CLUB KIDSPORT	31/10/2016	220.00
EF098263	99997	SPEARWOOD HAWKS JUNIOR BASKETBALL CLUB KIDSPORT	31/10/2016	200.00
EF098264	99997	ITALIAN CLUB FREMANTLE DONATION LGACS2	31/10/2016	5,000.00
EF098265	99997	SPEARWOOD PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	50.00
EF098266	99997	PHOENIX PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	100.00
EF098267	99997	BLU CUM MONTESSORI SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	100.00
EF098268	99997	SOUTH COOGEE PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	50.00
EF098269	99997	BIBRA LAKE PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	100.00
EF098270	99997	EAST HAMILTON PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	50.00
EF098271	99997	COOLBELLUP COMMUNITY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	100.00
EF098272	99997	SUCCESS PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	100.00
EF098273	99997	COOGEE PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	50.00
EF098274	99997	FREMANTLE CHRISTIAN COLLEGE SCHOOL GRADUATE AWARD 2016	31/10/2016	50.00
EF098275	99997	YANGEBUP PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	100.00
EF098276	99997	NEWTON PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	100.00
EF098277	99997	ST JEROMES PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	50.00
EF098278	99997	ATWELL PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	100.00
EF098279	99997	SOUTH LAKE PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	100.00
EF098280	99997	AUBIN GROVE PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	50.00
EF098281	99997	BEELIAR PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	100.00
EF098282	99997	CANCELLED CHEQUE CANCELLED CHEQUE	31/10/2016	100.00
EF098283	99997	SPEARWOOD ALTERNATIVE SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	50.00
EF098284	99997	JANDAKOT PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	50.00
EF098285	99997	MATER CHRISTI CATHOLIC PRIMARY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	100.00
EF098286	99997	KERRY STREET COMMUNITY SCHOOL SCHOOL GRADUATE AWARD 2016	31/10/2016	50.00

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EF098287	99997	COOLBELLUP LEARNING CENTRE SCHOOL GRADUATE AWARD 2016	31/10/2016	50.00
EF098288	99997	CONSTANCE MOSES 2017 CALENDAR IMAGE	31/10/2016	200.00
EF098289	99997	SANDRA EGAN 2017 CALENDAR IMAGE	31/10/2016	200.00
EF098290	99997	WARREN JONES 2017 CALENDAR IMAGE	31/10/2016	200.00
EF098291	99997	COOGEE BEACH CARAVAN RESORT SOCIAL C BUS SUBSIDY	31/10/2016	65.00
EF098292	99997	DOATG OPERATING ACCOUNT OVERPAYMNET FROM FER INFRINGEMENT 213	31/10/2016	65.00
EF098293	99997	BRETT BARBARICH COOGEE MARINA PEN LICENCE SURRENDED	31/10/2016	1,538.63
EF098294	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	31/10/2016	292,862.19
EF098295	12025	TELSTRA CORPORATION COMMUNICATIONS SERVICES	31/10/2016	14,738.50
EF098296	10035	ADVENTURE WORLD WA PTY LTD ENTERTAINMENT SERVICES	31/10/2016	728.00
EF098297	10041	AIR LIQUIDE WA PTY LTD GAS SUPPLIES	31/10/2016	24.66
EF098298	10058	ALSCO PTY LTD HYGIENE SERVICES/SUPPLIES	31/10/2016	4,603.58
EF098299	10071	AUSTRALASIAN PERFORMING RIGHT ASSOC. I LICENCE - PERFORMING RIGHTS	31/10/2016	3,171.97
EF098300	10079	ARCUS AUSTRALIA REFRIGERATION REPAIRS	31/10/2016	584.41
EF098301	10091	ASLAB PTY LTD ASPHALTING SERVICES/SUPPLIES	31/10/2016	2,633.74
EF098302	10160	DORMA AUSTRALIA PTY LTD AUTOMATIC DOOR SERVICES	31/10/2016	770.00
EF098303	10184	BENARA NURSERIES PLANTS	31/10/2016	1,067.00
EF098304	10201	BIG W DISCOUNT STORES VARIOUS SUPPLIES	31/10/2016	14.00
EF098305	10206	BOB COOPER OUTB REPAIRS/MAINTENANCE SERVICES	31/10/2016	495.00
EF098306	10221	BP AUSTRALIA LIMITED DIESEL/PETROL SUPPLIES	31/10/2016	22,261.76
EF098307	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	31/10/2016	40,539.05
EF098308	10235	BRUCE SHANNAHANS MELVILLE TOYOTA MOTOR VEHICLES/PARTS/SERVICES	31/10/2016	134.65
EF098309	10239	BUDGET RENT A CAR - PERTH MOTOR VEHICLE HIRE	31/10/2016	1,096.87
EF098310	10246	BUNNINGS BUILDING SUPPLIES PTY LTD HARDWARE SUPPLIES	31/10/2016	1,871.37
EF098311	10247	BUNZL AUSTRALIA LTD PAPER/PLASTIC/CLEANING SUPPLIES	31/10/2016	195.84
EF098312	10255	CABCHARGE AUSTRALIA PTY LTD CABCHARGES	31/10/2016	40.92
EF098313	10279	CASTROL AUSTRALIA PTY LTD GREASE/LUBRICANTS	31/10/2016	1,554.74
EF098314	10325	CITY OF FREMANTLE SPONSORSHIP - INDIAN OCEAN SKY SHOW	31/10/2016	2,393.70
EF098315	10346	COATES HIRE OPERATIONS PTY LTD EQUIPMENT HIRING SERVICES	31/10/2016	229.02

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EF098316	10348	COCA COLA AMATIL SOFT DRINK SUPPLIES	31/10/2016	944.25
EF098317	10353	COCKBURN CEMENT LTD RATES REFUND	31/10/2016	344.52
EF098318	10359	COCKBURN PAINTING SERVICE PAINTING SUPPLIES/SERVICES	31/10/2016	6,369.00
EF098319	10360	COCKBURN PARTY HIRE HIRE OF PARTY EQUIPMENT	31/10/2016	299.50
EF098320	10375	VEOLIA ENVIRONMENTAL SERVICES WASTE SERVICES	31/10/2016	9,726.05
EF098321	10384	PROGILITY PTY LTD COMMUNICATION SERVICES	31/10/2016	23,163.03
EF098322	10386	COMMUNITY NEWSPAPER GROUP ADVERTISING SERVICES	31/10/2016	14,873.33
EF098323	10483	LANDGATE MAPPING/LAND TITLE SEARCHES	31/10/2016	6,689.91
EF098324	10526	E & MJ ROSHER PTY LTD MOWER PARTS	31/10/2016	7,878.90
EF098325	10535	WORKPOWER INCORPORATED EMPLOYMENT SERVICES - PLANTING	31/10/2016	15,993.98
EF098326	10578	FARINOSI & SONS PTY LTD HARDWARE SUPPLIES	31/10/2016	1,136.72
EF098327	10580	FC COURIERS COURIER SERVICES	31/10/2016	4,036.48
EF098328	10588	FINANCIAL COUNSELLORS ASSOC OF WA INC MEMBERSHIP RENEWAL	31/10/2016	586.50
EF098329	10590	DEPARTMENT OF FIRE AND EMERGENCY SER ESL LEVY & RELATED COSTS	31/10/2016	114,749.35
EF098330	10597	FLEXI STAFF PTY LTD EMPLOYMENT SERVICES	31/10/2016	47,639.07
EF098331	10636	FUJI XEROX AUSTRALIA PTY LTD PHOTOCOPY CHARGES	31/10/2016	8,372.17
EF098332	10641	GALVINS PLUMBING SUPPLIES PLUMBING SERVICES	31/10/2016	489.63
EF098333	10655	GHD PTY LTD CONSULTANCY SERVICES	31/10/2016	9,266.40
EF098334	10679	GRASSTREES AUSTRALIA PLANTS & PLANTING SERVICES	31/10/2016	4,629.90
EF098335	10709	HECS FIRE FIRE SYSTEM MAINTENANCE	31/10/2016	3,619.00
EF098336	10711	HERALD PUBLISHING COMPANY PTY LTD ADVERTISING SERVICES	31/10/2016	793.10
EF098337	10726	HOLTON CONNOR ARCHITECTS & PLANNERS ARCHITECTURAL SERVICES	31/10/2016	16,104.00
EF098338	10771	INTERLEC PTY LTD STREET LIGHT INSTALLATION & RELOCATION	31/10/2016	1,588.40
EF098339	10779	J F COVICH & CO PTY LTD ELECTRICAL SERVICES	31/10/2016	21,484.52
EF098340	10783	JANDAKOT METAL INDUSTRIES METAL SUPPLIES	31/10/2016	73.70
EF098341	10787	JANDAKOT ACCIDENT REPAIR CENTRE PANEL BEATING SERVICES	31/10/2016	2,378.47
EF098342	10794	JASON SIGNMAKERS SIGNS	31/10/2016	18,576.80
EF098343	10814	JR & A HERSEY PTY LTD SAFETY CLOTHING SUPPLIES	31/10/2016	91.96
EF098344	10879	LES MILLS AEROBICS INSTRUCTION/TRAINING SERVICES	31/10/2016	1,131.73

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EF098345	10883	LIFTRITE HIRE & SALES LIFTING SERVICES	31/10/2016	814.00
EF098346	10884	WSP BUILDINGS PTY LTD CONSULTANCY SERVICES	31/10/2016	5,150.00
EF098347	10888	LJ CATERERS CATERING SERVICES	31/10/2016	7,792.37
EF098348	10912	M2 TECHNOLOGY PTY LTD MESSAGING SERVICES	31/10/2016	396.00
EF098349	10913	BUCHER MUNICIPAL PTY LTD PURCHASE OF NEW PLANT / REPAIR	31/10/2016	3,096.62
EF098350	10917	MAGIC NISSAN PURCHASE OF VEHICLES, PARTS & REPAIRS	31/10/2016	18,347.10
EF098351	10923	MAJOR MOTORS PTY LTD REPAIRS/MAINTENANCE SERVICES	31/10/2016	505.43
EF098352	10939	LINFOX ARMAGUARD BANKING SECURITY SERVICES	31/10/2016	1,470.82
EF098353	10942	MCGEES PROPERTY PROPERTY CONSULTANCY SERVICES	31/10/2016	17,875.00
EF098354	10944	MCLEODS LEGAL SERVICES	31/10/2016	31,462.28
EF098355	10991	BEACON EQUIPMENT MOWING EQUIPMENT	31/10/2016	84.50
EF098356	11004	MURDOCH UNIVERSITY OFFICE OF FINANCE, ANALYSING SERVICES	31/10/2016	305.80
EF098357	11022	NATIVE ARC GRANTS & DONATIONS	31/10/2016	1,025.00
EF098358	11028	NEVERFAIL SPRINGWATER LTD BOTTLED WATER SUPPLIES	31/10/2016	1,963.00
EF098359	11036	NORTHLAKE ELECTRICAL ELECTRICAL SERVICES	31/10/2016	78,560.11
EF098360	11039	NOVUS AUTO GLASS WINDSCREEN REPAIR SERVICES	31/10/2016	485.00
EF098361	11068	VODAFONE HUTCHISON AUSTRALIA PTY LTD PAGING SERVICES	31/10/2016	667.15
EF098362	11077	P & G BODY BUILDERS PTY LTD PLANT BODY BUILDING SERVICES	31/10/2016	7,122.50
EF098363	11132	PERTH ZOO ENTERTAINMENT SERVICES	31/10/2016	258.00
EF098364	11152	FULTON HOGAN INDUSTRIES PTY LTD ROAD MAINTENANCE	31/10/2016	4,100.80
EF098365	11164	PMP PRINT PTY LTD PRINTING SERVICES	31/10/2016	517.12
EF098366	11182	PREMIUM BRAKE & CLUTCH SERVICE BRAKE SERVICES	31/10/2016	1,340.90
EF098367	11205	QUALITY TRAFFIC MANAGEMENT PTY LTD TRAFFIC CONTROL SERVICES	31/10/2016	31,782.93
EF098368	11208	QUICK CORPORATE AUSTRALIA PTY LTD STATIONERY/CONSUMABLES	31/10/2016	7,460.90
EF098369	11235	REINFORCED CONCRETE PIPES PTY LTD CONCRETE PIPE SUPPLIES	31/10/2016	4,328.50
EF098370	11261	ROCKFACE INDOOR ROCK CLIMBING GYM ENTERTAINMENT ENTRY FEES	31/10/2016	437.00
EF098371	11307	SATELLITE SECURITY SERVICES PTY LTD SECURITY SERVICES	31/10/2016	19,436.47
EF098372	11308	SBA SUPPLIES HARDWARE SUPPLIES	31/10/2016	4,185.09
EF098373	11311	SCITECH DISCOVERY CENTRE ENTERTAINMENT SERVICES	31/10/2016	645.00

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EF098374	11331	SHAWMAC PTY LTD CONSULTANCY SERVICES - CIVIL	31/10/2016	2,640.00
EF098375	11337	SHERIDANS FOR BADGES NAME BADGES & ENGRAVING	31/10/2016	261.64
EF098376	11361	SIGMA CHEMICALS PTY LTD CHEMICAL SUPPLIES	31/10/2016	547.31
EF098377	11373	SKIPPER TRUCK PARTS SPARE PARTS & MAINTENANCE SERVICES	31/10/2016	1,041.04
EF098378	11375	SLATER-GARTRELL SPORTS SPORT SUPPLIES	31/10/2016	2,470.60
EF098379	11387	BIBRA LAKE SOILS SOIL & LIMESTONE SUPPLIES	31/10/2016	3,285.00
EF098380	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL WASTE DISPOSAL GATE FEES	31/10/2016	1,319,097.74
EF098381	11469	SPORTS TURF TECHNOLOGY TURF CONSULTANCY SERVICES	31/10/2016	11,308.00
EF098382	11483	ST JOHN AMBULANCE AUST WA OPERATIONS FIRST AID COURSES	31/10/2016	466.00
EF098383	11493	SAI GLOBAL LTD PUBLICATIONS - STANDARDS	31/10/2016	1,004.08
EF098384	11546	T FAULKNER & CO INSTALLATIONS/SUPPLY OF HAND RAILS	31/10/2016	1,210.00
EF098385	11625	TOTAL EDEN PTY LTD RETICULATION SUPPLIES	31/10/2016	26,070.57
EF098386	11642	TRAILER PARTS PTY LTD TRAILER PARTS	31/10/2016	2,311.85
EF098387	11651	TREE WATERING SERVICES TREE WATERING SERVICES	31/10/2016	9,104.00
EF098388	11655	TRISLEYS HYDRAULIC SERVICES PTY LTD POOL EQUIPMENT/REPAIRS	31/10/2016	792.00
EF098389	11657	TRUCKLINE PARTS CENTRES AUTOMOTIVE SPARE PARTS	31/10/2016	1,462.70
EF098390	11667	TURFMASTER FACILITY MANAGEMENT TURFING SERVICES	31/10/2016	53,567.99
EF098391	11697	VAT MAN-FAT FILTERING SYSTEMS FILTER CLEANING SERVICES	31/10/2016	421.20
EF098392	11699	VERNON DESIGN GROUP ARCHITECTURAL SERVICES	31/10/2016	1,540.00
EF098393	11701	VIBRA INDUSTRIA FILTER SUPPLIES	31/10/2016	1,319.45
EF098394	11708	VITAL PACKAGING PTY LTD PACKAGING SUPPLIES	31/10/2016	4,675.00
EF098395	11710	VOLUNTEERING WA SUBSCRIPTIONS	31/10/2016	50.00
EF098396	11715	WA BLUEMETAL ROADBASE SUPPLIES	31/10/2016	4,591.89
EF098397	11722	WA HINO SALES & SERVICE PURCHASE OF NEW TRUCKS / MAINTENANCE	31/10/2016	1,415.75
EF098398	11753	WASTE MANAGEMENT & RECYCLING FUND QUARTERLY LANDFILL LEVY PAYMENT	31/10/2016	836,264.26
EF098399	11773	WESFARMERS LANDMARK LIMITED CHEMICAL SUPPLIES	31/10/2016	1,971.09
EF098400	11787	DEPT OF TRANSPORT VEHICLE SEARCH FEES	31/10/2016	1,053.70
EF098401	11789	WALGA ADVERTISING/TRAINING SERVICES	31/10/2016	2,966.00
EF098402	11793	WESTERN IRRIGATION PTY LTD IRRIGATION SERVICES/SUPPLIES	31/10/2016	11,271.17

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EF098403	11795	WESTERN POWER ELECTRICAL SERVICES	31/10/2016	6,345.77
EF098404	11828	WORLDWIDE ONLINE PRINTING - O'CONNOR PRINTING SERVICES	31/10/2016	1,665.42
EF098405	11835	WURTH AUSTRALIA PTY LTD HARDWARE SUPPLIES	31/10/2016	1,141.28
EF098406	11854	ZIPFORM PRINTING SERVICES	31/10/2016	9,668.92
EF098407	11972	COBEY MAINTENANCE SERVICES TURF MANAGEMENT	31/10/2016	3,960.00
EF098408	11985	IVO GRUBELICH BUS HIRE	31/10/2016	5,280.00
EF098409	11987	SAFETY ZONE AUSTRALIA PTY LTD SAFETY EQUIPMENT	31/10/2016	90.87
EF098410	11990	EARTHCARE (AUSTRALIA) P/L LANDSCAPING SERVICES	31/10/2016	12,341.81
EF098411	12014	TUTT BRYANT EQUIPMENT BT EQUIPMENT PT EXCAVATING/EARTHMOVING EQUIPMENT	31/10/2016	11,525.98
EF098412	12079	CHARTER PLUMBING & GAS PLUMBING SERVICES	31/10/2016	194.70
EF098413	12153	HAYS PERSONNEL SERVICES PTY LTD EMPLOYMENT SERVICES	31/10/2016	671.63
EF098414	12178	COLLIERS INTERNATIONAL (WA) PTY LTD ELECTRICITY CHARGES	31/10/2016	4.92
EF098415	12357	TACTILE INDICATORS WA PTY LTD PAVING SERVICES	31/10/2016	847.00
EF098416	12415	FACE PAINTING FUN AND GAMES ENTERTAINMENT SERVICES	31/10/2016	285.00
EF098417	12500	ELLENBY TREE FARM PLANT SUPPLIES	31/10/2016	935.00
EF098418	12589	AUSTRALIAN INSTITUTE OF MANAGEMENT TRAINING SERVICES	31/10/2016	3,249.00
EF098419	12672	NORMAN DISNEY & YOUNG CONSULTANCY SERVICES	31/10/2016	3,388.00
EF098420	12796	ISENTIA PTY LIMITED MEDIA MONITORING SERVICES	31/10/2016	6,512.43
EF098421	12811	SPORTS CIRCUIT LINEMARKING SPORTS LINE MARKING SERVICES	31/10/2016	7,469.00
EF098422	13000	BORAL ASPHALT WA SUPPLY OF ASPHALT	31/10/2016	414.43
EF098423	13056	CLEANDUSTRIAL SERVICES PTY LTD CLEANING SERVICES	31/10/2016	63,859.94
EF098424	13102	MICHAEL PAGE INTERNATIONAL EMPLOYMENT SERVICES	31/10/2016	4,008.37
EF098425	13325	MARTINS ENVIRONMENTAL SERVICES WEED SPRAYING SERVICES	31/10/2016	38,021.50
EF098426	13462	ATI-MIRAGE PTY LTD TRAINING SERVICES	31/10/2016	1,874.68
EF098427	13563	GREEN SKILLS INC EMPLOYMENT SERVICES	31/10/2016	12,682.45
EF098428	13671	STAPLES AUSTRALIA PTY LTD OFFICE/STATIONERY SUPPLIES	31/10/2016	103.15
EF098429	13767	ELLIOTTS IRRIGATION PTY LTD IRRIGATION SERVICES	31/10/2016	4,493.50
EF098430	13825	JACKSON MCDONALD LEGAL SERVICES	31/10/2016	8,044.49
EF098431	13860	KRS CONTRACTING WASTE COLLECTION SERVICES	31/10/2016	17,056.50

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EF098432	13873	COCKBURN SES TRAFFIC MANAGEMENT SERVICES	31/10/2016	2,174.58
EF098433	14297	ARTREF PTY LTD OFFICE EQUIPMENT	31/10/2016	2,242.32
EF098434	14300	A & G CARPET CLEANING CARPET CLEANING SERVICES	31/10/2016	650.00
EF098435	14350	BAILEYS FERTILISERS FERTILISER SUPPLIES	31/10/2016	2,057.00
EF098436	14459	BIDVEST (WA) FOOD/CATERING SUPPLIES	31/10/2016	1,082.18
EF098437	14598	ALF REBOLA THE GOOD GUYS ELECTRICAL GOODS	31/10/2016	549.00
EF098438	14667	APPEALING SIGNS SIGNS	31/10/2016	1,308.34
EF098439	15455	PHOENIX PARK LITTLE ATHLETICS CLUB SPORTS FEES	31/10/2016	600.00
EF098440	15541	JANDAKOT NEWS NEWSPAPER SUPPLIERS	31/10/2016	257.60
EF098441	15588	NATURAL AREA HOLDINGS PTY LTD WEED SPRAYING	31/10/2016	11,400.40
EF098442	15678	A2Z PEST CONTROL THE TRUSTEE FOR CALD PEST CONTROL	31/10/2016	7,308.00
EF098443	15746	WESTERN AUSTRALIA POLICE SERVICE POLICE CLEARANCES	31/10/2016	134.10
EF098444	15914	T-QUIP MOWING EQUIPMENT	31/10/2016	1,178.55
EF098445	16064	CMS ENGINEERING PTY LTD AIRCONDITIONING SERVICES	31/10/2016	9,634.01
EF098446	16107	WREN OIL WASTE DISPOSAL SERVICES	31/10/2016	66.00
EF098447	16108	ALTIFORM PTY LTD OUTDOOR FURNITURE	31/10/2016	9,786.70
EF098448	16257	THE FINISHING TOUCH GALLERY FRAMING SERVICES	31/10/2016	89.00
EF098449	16396	MAYDAY EARTHMOVING ROAD CONSTRUCTION MACHINE HIRE	31/10/2016	13,964.50
EF098450	16548	RED HOT DESIGN T-SHIRTS/SCREEN PRINTING	31/10/2016	445.50
EF098451	16704	ACCIDENTAL FIRST AID SUPPLIES - PERTH SC MEDICAL SUPPLIES	31/10/2016	1,714.12
EF098452	16778	SPECIALTY TIMBER FLOORING WA FLOORING SERVICES	31/10/2016	3,817.00
EF098453	16985	WA PREMIX CONCRETE SUPPLIES	31/10/2016	10,860.96
EF098454	16997	AUS SECURE SECURITY SERVICES/PRODUCTS	31/10/2016	100.00
EF098455	17092	CENTRAL SCREENS SECURITY SYSTEMS/PRODUCTS	31/10/2016	140.00
EF098456	17097	VALUE TISSUE PAPER PRODUCTS	31/10/2016	511.50
EF098457	17279	AUSSIE COOL SHADES SHADE SAILS & AWNINGS	31/10/2016	484.00
EF098458	17471	PIRTEK (FREMANTLE) PTY LTD HOSES & FITTINGS	31/10/2016	1,078.67
EF098459	17481	ADS AUTOMATION PTY LTD DOOR/GATE REPAIRS	31/10/2016	2,363.50
EF098460	17550	THE IRRIGATION ASSOCIATION OF AUST SUBSCRIPTION	31/10/2016	740.00

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EF098461	17798	WESTERN DIAGNOSTIC PATHOLOGY ANALYTICAL SERVICES	31/10/2016	700.43
EF098462	17887	RED SAND SUPPLIES PTY LTD MACHINERY HIRE	31/10/2016	2,653.20
EF098463	17942	MRS MAC'S FOOD SUPPLIES	31/10/2016	786.15
EF098464	18126	DELL AUSTRALIA PTY LTD COMPUTER HARDWARE	31/10/2016	3,476.95
EF098465	18203	NATSYNC ENVIRONMENTAL PEST CONTROL	31/10/2016	1,950.00
EF098466	18249	LASSO KIP PTY LTD ADVERTISING	31/10/2016	1,353.00
EF098467	18272	AUSTRACLEAR LIMITED INVESTMENT SERVICES	31/10/2016	93.89
EF098468	18293	EASTERN PRESS PRINTING	31/10/2016	1,953.00
EF098469	18508	JOHN TURNER BRICK LAYING SERVICES	31/10/2016	242.00
EF098470	18695	MYAREE CRANE HIRE CRANE HIRE	31/10/2016	1,586.75
EF098471	18734	P & R EDWARDS ENTERTAINMENT SERVICES	31/10/2016	815.00
EF098472	18763	LOCAL COMMUNITY INSURANCE SERVICES COMMUNITY INSURANCE POLICIES	31/10/2016	9,660.20
EF098473	18799	DOWN TO EARTH TRAINING & ASSESSING TRAINING SERVICES	31/10/2016	2,960.00
EF098474	18962	SEALANES (1985) P/L CATERING SUPPLIES	31/10/2016	1,680.03
EF098475	19306	ZIP HEATERS (AUST) PTY LTD HEATERS	31/10/2016	416.20
EF098476	19436	WHITCHURCH REFRIGERATION & AIRCONDIT AIR CONDITIONING SERVICES	31/10/2016	880.00
EF098477	19533	WOOLWORTHS LTD GROCERIES	31/10/2016	3,293.98
EF098478	19541	TURF CARE WA PTY LTD TURF SERVICES	31/10/2016	39,086.50
EF098479	19546	THE BIG PICTURE FACTORY PRINTING SERVICES	31/10/2016	237.60
EF098480	19657	BIGMATE MONITORING SERVICES PTY LTD COMPUTER HARDWARE/SOFTWARE	31/10/2016	316.80
EF098481	19718	SIFTING SANDS CLEANING SERVICES - SAND	31/10/2016	9,169.10
EF098482	19847	PFD FOOD SERVICES PTY LTD CATERING SERVICES	31/10/2016	714.85
EF098483	19938	ECHELON AUSTRALIA PTY LTD INSURANCE SERVICES	31/10/2016	1,320.00
EF098484	19967	FINGER FOOD CATERING CATERING SERVICES	31/10/2016	408.00
EF098485	20000	AUST WEST AUTO ELECTRICAL P/L AUTO ELECTRICAL SERVICES	31/10/2016	26,336.00
EF098486	20247	CHRISTIE PARKSAFE PARKS & RECREATIONAL PRODUCTS	31/10/2016	5,722.20
EF098487	20307	OCTAGON-BKG LIFTS MAINTENANCE SERVICES	31/10/2016	1,442.00
EF098488	20321	RIVERJET P/L EDUCTING-CLEANING SERVICES	31/10/2016	25,344.00
EF098489	20535	HOME-GROWN THEATRE DRAMA CLASSES	31/10/2016	4,510.00

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EF098490	20549	A1 CARPET, TILE & GROUT CLEANING CLEANING SERVICES - TILES/CARPET	31/10/2016	2,794.00
EF098491	20857	DOCKSIDE SIGNS SIGN MAKERS	31/10/2016	272.80
EF098492	21005	BRAIN TEASERS OZ PTY LTD EDUCATIONAL PRODUCTS	31/10/2016	66.00
EF098493	21120	SHOREWATER MARINE PTY LTD MARINE CONSTRUCTION SERVICES	31/10/2016	6,809.00
EF098494	21127	JOANNA AYCKBOURN (VOICES IN SINC) INSTRUCTION - SINGING	31/10/2016	600.00
EF098495	21139	AUSTRAFFIC WA PTY LTD TRAFFIC SURVEYS	31/10/2016	3,850.00
EF098496	21294	CAT HAVEN ANIMAL SERVICES	31/10/2016	1,807.00
EF098497	21371	LD TOTAL SANPOINT PTY LTD LANDSCAPING WORKS/SERVICES	31/10/2016	56,472.05
EF098498	21469	JOHN HUGHES VOLKSWAGON PURCHASE OF NEW VEHICLE	31/10/2016	15,678.40
EF098499	21627	MANHEIM PTY LTD IMPOUNDED VEHICLES	31/10/2016	103.40
EF098500	21672	MEGA MUSIC AUSTRALIA MUSICAL INSTRUMENTS/SOUND EQUIPMENT	31/10/2016	729.00
EF098501	21673	BAG PEOPLE PTY LTD CARRY BAGS	31/10/2016	1,577.40
EF098502	21744	JB HI-FI - COMMERCIAL ELECTRONIC EQUIPMENT	31/10/2016	3,679.00
EF098503	21915	ECOWATER SERVICES PTY LTD MAINTENANCE SERVICES - WASTE SYSTEMS	31/10/2016	155.40
EF098504	21946	RYAN'S QUALITY MEATS MEAT SUPPLIES	31/10/2016	1,710.42
EF098505	22012	ELEGANT GLOVES EVENTS AND SERVICES CATERING SERVICES	31/10/2016	5,708.50
EF098506	22106	INTELFIE GROUP SERVICES - DAIP	31/10/2016	3,125.76
EF098507	22109	PUBLIC LIBRARIES WESTERN AUSTRALIA INC PROFESSIONAL ORGANISATION	31/10/2016	385.00
EF098508	22182	K-LINE FENCING GROUP FENCING SERVICES	31/10/2016	10,190.40
EF098509	22242	ASPHALT SURFACES PTY LTD ASPHALTING SERVICES	31/10/2016	13,853.45
EF098510	22307	CREATIVE SPACES GRAPHIC DESIGN	31/10/2016	492.25
EF098511	22376	BCI SALES PTY LTD BUS SALES, REPAIRS, MAINTENANCE	31/10/2016	152.68
EF098512	22448	CAKES WEST PTY LTD CATERING	31/10/2016	151.51
EF098513	22541	SURFING WESTERN AUSTRALIA INC. TRAINING SERVICES - SURFING	31/10/2016	750.00
EF098514	22553	BROWNES FOOD OPERATIONS CATERING SUPPLIES	31/10/2016	1,210.71
EF098515	22569	SONIC HEALTH PLUS PTY LTD MEDICAL SERVICES	31/10/2016	1,420.65
EF098516	22589	JB HI FI - COCKBURN ELECTRICAL EQUIPMENT	31/10/2016	1,252.00
EF098517	22613	VICKI ROYANS ARTISTIC SERVICES	31/10/2016	900.00
EF098518	22623	LANDMARK PRODUCTS LIMITED LANDSCAPE INFRASTRUCTURE	31/10/2016	257,235.00

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EF098519	22624	AUSSIE EARTHWORKS PTY LTD EARTHWORKS	31/10/2016	17,582.00
EF098520	22680	LEONARD THORN CULTURAL PRESENTATION SERVICES	31/10/2016	150.00
EF098521	22682	BEAVER TREE SERVICES PTY LTD TREE PRUNING SERVICES	31/10/2016	78,012.23
EF098522	22805	COVS PARTS PTY LTD MOTOR PARTS	31/10/2016	4,658.47
EF098523	22806	PUMA ENERGY (AUSTRALIA) FUELS PTY LTD FUEL SUPPLIES	31/10/2016	62,018.82
EF098524	22854	LGISWA INSURANCE PREMIUMS	31/10/2016	987,889.10
EF098525	22903	UNIQUE INTERNATIONAL RECOVERIES LLC DEBT COLLECTORS	31/10/2016	320.00
EF098526	23213	SPOTLESS FACILITY SERVICES PTY LTD (LAUNDRY) LAUNDRY SERVICES	31/10/2016	245.34
EF098527	23253	KOTT GUNNING LEGAL SERVICES	31/10/2016	2,033.50
EF098528	23351	COCKBURN GP SUPER CLINIC LIMITED T/A COCKBURN GP LEASING FEES	31/10/2016	886.69
EF098529	23450	CLEVER DESIGNS UNIFORMS	31/10/2016	1,888.74
EF098530	23457	TOTALLY WORK WEAR FREMANTLE CLOTHING - UNIFORMS	31/10/2016	7,931.30
EF098531	23516	BOS SURVEYING PTY LTD SURVEY RESULTS SURVEYING SERVICES	31/10/2016	3,066.25
EF098532	23570	A PROUD LANDMARK PTY LTD LANDSCAPE CONTRUCTION SERVICES	31/10/2016	32,716.60
EF098533	23579	DAIMLER TRUCKS PERTH PURCHASE OF NEW TRUCK	31/10/2016	225,885.30
EF098534	23670	LIEBHERR AUSTRALIA PTY LTD SPARE PARTS	31/10/2016	1,504.25
EF098535	23671	URBAN MODELLING SOLUTIONS TRAFFIC DESIGN	31/10/2016	27,368.00
EF098536	23685	ASTRO SYNTHETIC TURF PTY LTD SITE INSPECTIONS	31/10/2016	440.00
EF098537	23694	TIGER FITNESS (WA) PTY LTD GYM EQUIPMENT/SERVICE	31/10/2016	4,296.49
EF098538	23848	GREENBASE PTY LTD ENVIROMENTAL CONSULTANCY	31/10/2016	3,080.00
EF098539	23854	FRATELLE GROUP PTY LTD ARCHITECTUAL SERVICES	31/10/2016	26,565.00
EF098540	23858	SPECIALISED SECURITY SHREDDING DOCUMENT DESTRUCTION SERVICES	31/10/2016	10.12
EF098541	23971	FIND WISE LOCATION SERVICES LOCATING SERVICES - UNDERGROUND	31/10/2016	6,689.65
EF098542	24038	ASHLEY GROUP PTY LTD CCTV	31/10/2016	17,091.16
EF098543	24183	WELLARD GLASS GLASS REPAIR SERVICES	31/10/2016	808.50
EF098544	24195	PAYNE'S WINDOW CLEANING AND SERVICES WINDOW CLEANING SERVICES	31/10/2016	7,269.69
EF098545	24198	RICOCHET CIRCUS ENTERTAINMENT SERVICES	31/10/2016	792.00
EF098546	24272	AFLEX AQUATIC SUPPLIES	31/10/2016	253.00
EF098547	24275	TRUCK CENTRE WA PTY LTD PURCHASE OF NEW TRUCK	31/10/2016	276.85

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EF098548	24298	TANKS FOR HIRE EQUIPMENT HIRE	31/10/2016	574.20
EF098549	24506	AMARANTI'S PERSONAL TRAINING PERSONAL TRAINING SERVICES	31/10/2016	675.00
EF098550	24524	CALO HEALTH HEARTMOVE CLASSES	31/10/2016	2,760.00
EF098551	24527	AUSTRALIAN ASSOCIATION FOR ENVIRONMEN COURSE REGISTRATION	31/10/2016	30.00
EF098552	24595	CONTEMPORARY IMAGE PHOTOGRAPHY PTY L PHOTOGRAPHY SERVICES	31/10/2016	932.25
EF098553	24599	POOLWERX SPEARWOOD ANALYTICAL SERVICES	31/10/2016	1,523.45
EF098554	24655	AUTOMASTERS SPEARWOOD VEHICLE SERVICING	31/10/2016	4,525.00
EF098555	24736	ZENIEN CCTV CAMERA LICENCES	31/10/2016	1,908.50
EF098556	24748	PEARMANS ELECTRICAL & MECHANICAL SER ELECTRICAL SERVICES	31/10/2016	4,652.15
EF098557	24945	NS PROJECTS PTY LTD PROJECT MANAGEMENT SERVICES	31/10/2016	30,332.50
EF098558	24949	BITUMEN SURFACING THE TRUSTEE FOR COM BITUMEN SUPPLIES	31/10/2016	4,021.16
EF098559	24974	SCOTT PRINT PRINTING SERVICES	31/10/2016	35,432.10
EF098560	24976	SNAP PRINTING - COCKBURN CENTRAL PRINTING SERVICES	31/10/2016	91.60
EF098561	25060	DFP RECRUTIMENT SERVICES EMPLOYMENT SERVICES	31/10/2016	12,904.55
EF098562	25063	SUPERIOR PAK PTY LTD VEHICLE MAINTENANCE	31/10/2016	2,889.70
EF098563	25092	LINKS MODULAR SOLUTIONS PTY LTD COMPUTER SOFTWARE	31/10/2016	6,050.00
EF098564	25102	FREMANTLE MOBILE WELDING WELDING SERVICES	31/10/2016	4,246.00
EF098565	25115	FIGG INVESTMENT MANAGEMENT SERVICES	31/10/2016	2,750.00
EF098566	25121	IMAGESOURCE DIGITAL SOLUTIONS BILLBOARDS	31/10/2016	1,571.90
EF098567	25262	SANDOVER PINDER ARCHITECTS ARCHITECTURAL SERVICES	31/10/2016	60,011.65
EF098568	25264	ACURIX NETWORKS PTY LTD WIFI ACCESS SERVICE	31/10/2016	1,072.50
EF098569	25325	NATSALES ADVERTISING PTY LTD PRINTING SERVICES	31/10/2016	4,455.00
EF098570	25418	CS LEGAL LEGAL SERVICES	31/10/2016	3,328.33
EF098571	25586	ENVIROVAP PTY LTD HIRE OF LEACHATE UNITS	31/10/2016	3,740.00
EF098572	25644	DYMOCKS GARDEN CITY PURCHASE OF BOOKS	31/10/2016	2,142.28
EF098573	25645	YELAKITJ MOORT NYUNGAR ASSOCIATION IN WELCOME TO THE COUNTRY PERFORMANCES	31/10/2016	150.00
EF098574	25657	LOCK JOINT AUSTRALIA THE TRUSTEE FOR T LOCKSMITH SERVICES	31/10/2016	4,290.00
EF098575	25713	DISCUS ON DEMAND THE TRUSTEE FOR DISC PRINTING SERVICES	31/10/2016	1,279.41
EF098576	25733	MIRACLE RECREATION EQUIPMENT PLAYGROUND INSTALLATION / REPAIRS	31/10/2016	1,358.50

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EF098577	25813	LGCONNECT PTY LTD DEVELOPMENT CONSULTANCY	31/10/2016	29,040.00
EF098578	26029	AUTOSWEEP WA SWEEPING SERVICES	31/10/2016	6,864.00
EF098579	26067	SPRAYKING WA PTY LTD CHEMICAL WEED CONTROL SERVICES	31/10/2016	627.00
EF098580	26090	FREMANTLE MILK DISTRIBUTORS MILK DISTRIBUTORS	31/10/2016	374.05
EF098581	26110	DASH CIVIL CONTRACTING CONCRETING SERVICES	31/10/2016	58,793.83
EF098582	26113	BENJ BERNAL MUSIC ENTERTAINMENT SERVICES	31/10/2016	550.00
EF098583	26114	GRACE RECORDS MANAGEMENT RECORDS MANAGEMENT SERVICES	31/10/2016	6,190.55
EF098584	26120	ECOBURBIA ENVIRONMENTAL WASTE WORKSHOPS	31/10/2016	1,950.00
EF098585	26123	KENTICO SOFTWARE SOFTWARE LICENSE	31/10/2016	27,607.80
EF098586	26160	CORROSION CONTROL ENGINEERING (WA) PTY CONSULTANCY SERVICES	31/10/2016	2,614.00
EF098587	26173	SOUTHSIDE PLUMBING PLUMBING SERVICES	31/10/2016	2,530.00
EF098588	26195	PLAY CHECK CONSULTING SERVICES	31/10/2016	17,875.00
EF098589	26253	CREATE IT TIME LAPSE CAMERA	31/10/2016	913.00
EF098590	26257	PAPERBARK TECHNOLOGIES ARBORICULTURAL CONSULTANCY SERVICES	31/10/2016	5,679.00
EF098591	26303	GECKO CONTRACTING TURF & LANDSCAPE M TURF & LANDSCAPE MAINTENANCE	31/10/2016	122,582.90
EF098592	26314	CPE GROUP TEMPORARY EMPLOYMENT SERVICES	31/10/2016	262.45
EF098593	26323	AT THE KITCHEN CATERING SERVICES	31/10/2016	820.00
EF098594	26330	KENNARDS HIRE - BIBRA LAKE EQUIPMENT HIRE	31/10/2016	826.00
EF098595	26382	RANGS GRAPHICS AND DESIGN SOFTWARE LICENCES	31/10/2016	605.00
EF098596	26386	AIRMASTER AUSTRALIA PTY LTD AIRCONDITIONING MAINTENANCE SERVICES	31/10/2016	1,372.63
EF098597	26399	PAPERSCOUT THE TRUSTEE FOR PETERS MO GRAPHIC DESIGN SERVICES	31/10/2016	7,144.50
EF098598	26403	CHES POWER GROUP ENGINEERING SOLUTIONS / BACK UP	31/10/2016	962.55
EF098599	26416	COOLBELLUP NEWSAGENCY THE TRUSTEE FO NEWSPAPER DELIVERY SERVICES	31/10/2016	834.85
EF098600	26423	ALPHA PEST ANIMAL SOLUTIONS INVASIVE SP PEST CONTROL SERVICES	31/10/2016	748.00
EF098601	26424	JITTERBUGS SYNCHRO ICE SKATING CLUB IN KIDSPORT REGISTRATION FEES	31/10/2016	200.00
EF098602	26442	BULLANT SECURITY PTY LTD KEY WEST LOCK LOCKSMITH & SECURITY SERVICES	31/10/2016	8,904.53
EF098603	26460	KISS PHOTOBOOTHS PHOTOBOOTH HIRE	31/10/2016	450.00
EF098604	26461	777 MAINTENANCE PTY LTD MAINTENANCE SERVICES	31/10/2016	839.30
EF098605	26470	SCP CONSERVATION AND LAND MANAGEMENT FENCING SERVICES	31/10/2016	9,053.00

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EF098606	26480	MATTRESS REMOVAL WA MATRESS REMOVAL SERVICES	31/10/2016	1,870.00
EF098607	26486	BIBRA LAKE FABRICATORS PTY LTD FABRICATION SERVICES	31/10/2016	3,300.00
EF098608	26536	SKYLINE LANDSCAPE SERVICES (WA) LANDSCAPING SERVICES	31/10/2016	80,162.52
EF098609	26550	GAME VAULT PTY LTD AMUSEMENT SERVICES	31/10/2016	1,120.00
EF098610	26558	HEALTHCARE AUSTRALIA PTY LTD TEMPORARY EMPLOYMENT SERVICES	31/10/2016	47.50
EF098611	26574	EVA BELLYDANCE ENTERTAINMENT - BELLY DANCING	31/10/2016	300.00
EF098612	26582	ROAD SPECIALIST AUSTRALIA HYDRAULIC REPAIRS	31/10/2016	5,808.00
EF098613	26586	WA TEMPORARY FENCING SUPPLIES FENCING - TEMPORARY	31/10/2016	264.00
EF098614	26589	AQUENTA CONSULTING PTY LTD PROJECT SERVICES CONSULTANCY	31/10/2016	4,675.00
EF098615	26596	QUANTUM BUILDING SERVICES PLEASE REFE BUILDING MAINTENANCE	31/10/2016	4,897.53
EF098616	26597	WEST COAST SHADE PTY LTD SHADE STRUCTURES	31/10/2016	6,292.00
EF098617	26602	OCLC (UK) LTD SOFTWARE LICENCES	31/10/2016	342.10
EF098618	26606	ENVIRO INFRASTRUCTURE PTY LTD CONSTRUCTION& FABRICATION	31/10/2016	8,416.43
EF098619	26609	BASICS APPROVAL SERVICES BUILDING SURVEYING	31/10/2016	330.00
EF098620	26610	TRACC CIVIL PTY LTD CIVIL CONSTRUCTION	31/10/2016	504,778.84
EF098621	26611	PETE'S CONCRETE CONSTRUCTION CONCRETE SERVICES	31/10/2016	2,629.00
EF098622	26613	AVE BIN AND BBQ CLEANING PTY LTD CLENAING SERVICES (BBQ - BINS)	31/10/2016	4,331.00
EF098623	26614	MARKETFORCE PTY LTD ADVERTISING	31/10/2016	3,210.47
EF098624	26619	SPEARWOOD NEWS DELIVERY NEWSPAPER DELIVERY	31/10/2016	503.56
EF098625	26623	TELFORD INDUSTRIES CHEMICALS - POOL	31/10/2016	413.38
EF098626	26625	ANDOVER DETAILERS CAR DETAILING SERVICES	31/10/2016	1,453.06
EF098627	26637	SYLEX ERGONOMICS OFFICE FUNITURE	31/10/2016	1,395.90
EF098628	26639	SAFEGUARD INDUSTRIES SECURITY DOORS, SCREENS AND ROLLER	31/10/2016	680.00
EF098629	26644	FIRE PROTECTION ASSOCIATION AUSTRALIA FIRE SERVICES TRAINING	31/10/2016	4,080.00
EF098630	26649	KUBED MEDIA HIRE OF ADVERTISING LED SCREENS	31/10/2016	792.00
EF098631	26655	WORLDWIDE PRINTING SOLUTIONS EAST PER PRINTING SERVICES	31/10/2016	220.00
EF098632	26669	TURNER DESIGN PTY LTD GRAPHIC DESIGN CONSULTANCY	31/10/2016	13,277.00
EF098633	26699	FORTUS GROUP SPARE PARTS - MECHANICAL	31/10/2016	1,276.28
EF098634	26713	STONERIDGE QUARRIES WA RECYCLING SERVICES	31/10/2016	738.80

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EF098635	26721	QUAD SERVICES PTY LTD CLEANING SERVICES	31/10/2016	17,691.77
EF098636	26730	TICKETMASTER AUSTRALASIA P/L TICKETS - ENTERTAINMENT	31/10/2016	4,406.85
EF098637	26732	AMARE SAFETY CLOTHING UNIFORMS	31/10/2016	650.10
EF098638	26735	SHANE MCMASTER SURVEYS SURVEY SERVICES	31/10/2016	30,580.00
EF098639	26739	KERB DOCTOR KERB MAINTENANCE	31/10/2016	6,459.75
EF098640	26741	COMMUNITY PERSPECTIVES CONSULTANCY - STRATEGIC AND COMMUNITY	31/10/2016	1,507.00
EF098641	26743	STATEWIDE TURF SERVICES TURF RENOVATION	31/10/2016	73,576.41
EF098642	26745	EMBROIDME MYAREE EMBROIDERY	31/10/2016	1,679.70
EF098643	26746	MOWER CITY LAWN MAINTENANCE	31/10/2016	1,013.00
EF098644	26747	BELL-VISTA FRUIT & VEG FRUIT AND VEGETABLES.	31/10/2016	1,720.25
EF098645	26748	TENDERLINK.COM ONLINE TENDER SUBSCRIPTION	31/10/2016	330.00
EF098646	26750	KLEENIT PTY LTD CLEANING	31/10/2016	27,525.00
EF098647	26752	MG GROUP WA CONSTRUCTION	31/10/2016	323,718.64
EF098648	26754	INSIGHT CALL CENTRE SERVICES CALL CENTRE SERVICES	31/10/2016	6,286.07
EF098649	26759	METRO FILTERS CANOPY, FLUE AND FANS CLEANIND AND	31/10/2016	415.80
EF098650	26766	JPW EARTHMOVING PTY LTD EARTHMOVING SERVICES	31/10/2016	2,750.00
EF098651	26775	BERGMANS AUTO GROUP VEHICLE PURCHASE	31/10/2016	51,239.96
EF098652	26779	SAFEMASTER SAFETY PRODUCTS PTY LTD SAFETY PRODUCTS	31/10/2016	10,901.00
EF098653	26781	THE ARCHERY CENTRE & LASER RANGER ENTRY FEES	31/10/2016	1,100.00
EF098654	26782	SOFT LANDING RECYCLING SERVICES	31/10/2016	5,200.00
EF098655	26786	NUTURF HERBICIDE PRODUCTS	31/10/2016	1,716.00
EF098656	26794	TASKERS MANUFACTURES SHADE SALES	31/10/2016	200.00
EF098657	26795	OPUS INTERNATIONAL CONSULTANTS (AUSTR) ENGINEERING CONSULTANCY	31/10/2016	71,071.00
EF098658	26797	DONEGAN ENTERPRISES PTY LTD INSTALL PARK FURNITURE	31/10/2016	440.00
EF098659	26798	CASTLEROCK INSTITUTE OF MUSIC MUSIC PRODUCTION /D.J/ MUSIC EDUCATION	31/10/2016	660.00
EF098660	26800	THE GOODS RETAIL	31/10/2016	220.00
EF098661	26803	JACOBS GROUP (AUSTRALIA) PTY LTD CONSULTANCY - ENGINEERING	31/10/2016	15,768.72
EF098662	26810	RMSS SOFTWARE	31/10/2016	4,070.00
EF098663	26811	ROMERI MOTOR TRIMMERS UPHOLSTERY REPAIR	31/10/2016	780.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF098664	26817	CROWDSPOT PTY LTD CONSULTANCY	31/10/2016	1,980.00
EF098665	26824	WEB KEY IT PTY LTD WEBSITE CONSULTANCY	31/10/2016	4,689.58
EF098666	26826	PINDAN CONTRACTING PTY LTD BUILDING CONSTRUCTION SERVICES	31/10/2016	1,027,309.25
EF098667	26830	ECO EATS CATERING CATERING	31/10/2016	215.00
EF098668	26831	AFL SPORTS READY LTD EDUCATION & TRAINING	31/10/2016	1,032.16
EF098669	26833	DRILLING CONTRACTORS OF AUSTRALIA DRILLING SERVICES	31/10/2016	321,961.14
EF098670	26836	GREY MEANS WELL CATERING - COFFEE - MOBILE	31/10/2016	900.00
EF098671	26843	ERGOLINK ERGONOMIC OFFICE FURNITURE	31/10/2016	96.11
EF098672	26855	MKDC INTERIOR DESIGN SERVICES	31/10/2016	9,900.00
EF098673	26864	GUARDIAN TACTILE SYSTEMS P/L TACTILES,STAIRNOSING,WHEEL STOPS	31/10/2016	1,551.63
EF098674	26867	EINSTEINS TOP SECRET SCIENCE CHILDRENS WORKSHOPS	31/10/2016	300.00
EF098675	26888	MEDIA ENGINE GRAPHIC DESIGN, MARKETING, VIDEO	31/10/2016	2,030.00
EF098676	26894	PRC BUILDING SERVICES PTY LTD ROOFING/BUILDING REFURBISHMENTS	31/10/2016	112,564.42
EF098677	26898	SPANDEX ASIA PACIFIC PTY LTD SIGNAGE SUPPLIER	31/10/2016	9,734.07
EF098678	26899	MAKE YOUR MARK ART CAFE POTTERY PAINTING	31/10/2016	375.00
EF098679	26901	ALYKA PTY LTD DIGITAL CONSULTANCY AND WEB	31/10/2016	11,665.50
EF098680	26902	KEOGH BAY TRAINING PTY LTD CULTURAL AND TEAM LEADERSHIP TRAINING	31/10/2016	1,980.00
EF098681	26909	WEST COAST PROFILERS PTY LTD ROAD PLANING COLD SERVICES	31/10/2016	26,580.64
EF098682	26913	MIRANDA KISSELL CONTRACTING CARPENTRY SERVICES	31/10/2016	1,465.20
EF098683	26914	NATURE CALLS PORTABLE TOILETS SUPPLY OF PORTABLE TOILETS	31/10/2016	1,039.50
EF098684	26915	FOCUSED VISION CONSULTING PTY LTD CONSULTING	31/10/2016	3,885.20
EF098685	26917	CIRRUS NETWORKS PTY LTD IT SERVICES	31/10/2016	866.05
EF098686	26923	WOODLANDS DISTRIBUTORS & AGENCIES PTY RUBBISH COLLECTION EQUIPMENT	31/10/2016	545.35
EF098687	26925	DISC GOLF PARK DESIGN SERVICES - GOLF COURSES	31/10/2016	19,404.00
EF098688	26929	ELAN ENERGY MATRIX PTY LTD RECYCLING SERVICES	31/10/2016	415.22
EF098689	26931	PROGRESSIVE DIAGNOSTICS PTY LTD TRAINING AND INSTRUCTION SERVICES	31/10/2016	450.00
EF098690	26938	MAJESTIC PLUMBING PLUMBING	31/10/2016	5,480.20
EF098691	26939	UDLA PTY LTD LANDSCAPE ARCHITECTURE AND URBAN	31/10/2016	2,653.69
EF098692	26945	COMMUNITY INFORMATION SUPPORT SERVIC CONSULTANCY - IT	31/10/2016	4,400.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF098693	26955	KILIAN ALBRECHT ENTERTAINMENT - BAND	31/10/2016	2,200.00
EF098694	26962	DESERT SHADOW PTY LTD ARTISTIC	31/10/2016	285.00
EF098695	26963	LOGIKAL PROJECTS PTY LTD PROJECT MANAGEMENT	31/10/2016	17,900.00
EF098696	26964	SOUTH METROPOLITAN TAFE EDUCATION	31/10/2016	370.03
EF098697	26965	END OF LIFE CARE ARTISTIC	31/10/2016	500.00
EF098698	26968	THE DISTRIBUTORS PERTH CONFECTIONARY WHOLESALER	31/10/2016	593.30
EF098699	26970	FARHANA AZ CLEAK SPEECH WRITING	31/10/2016	320.00
EF098700	26974	MISTER MAGNETS PROMOTIONAL PRODUCTS - MAGNETS	31/10/2016	2,658.00
026806	13932	ARMAGUARD BANKING SERVICES	6/10/2016	2,859.60
026807	13932	ARMAGUARD BANKING SERVICES	13/10/2016	1,793.70
026808	13932	ARMAGUARD BANKING SERVICES	20/10/2016	1,813.45
026809	13932	ARMAGUARD BANKING SERVICES	27/10/2016	3,539.05
026810	99999	ROWE GROUP REFUND DAP15/016 BOND	31/10/2016	3,503.00
026811	99999	TOBIAS J NOSSITER BOND REFUND	31/10/2016	1,875.00
026812	99999	SHIKISAI JAPANESE COOKING CLASS COOKING CLASS	31/10/2016	450.00
026813	99999	WEST AUSTRALIAN SLEEP DISORDERS PRESENTATION	31/10/2016	220.00
026814	99999	CRITICAL COMPONENTS REPORT CONSULTANCY	31/10/2016	100.00
026815	99999	FIONA HALL BOND REFUND	31/10/2016	1,500.00
026816	99999	KERSTIN WOOSNAM BOND REFUND	31/10/2016	150.00
026817	99999	DEPARTMENT OF FIRE AND EMERGENCY SER ESL LEVY AND RELATED COSTS	31/10/2016	2,518.83
026818	99999	GUISEPPE FAVAZZO BOND REFUND	31/10/2016	1,000.00
026819	99999	ATO DIRECT CREDIT ACCOUNT BOOKING ROOM REFUND	31/10/2016	200.00
026820	99999	GOLD ESTATES HOLDINGS PTY LTD BOND REFUND	31/10/2016	57,507.98
026821	99999	KIM O'MEARA LAUGHTER YOGA SESSION MENTAL HEALTH	31/10/2016	150.00
026822	24015	PORT CATHERINE DEVELOPMENT P/L RATES REFUND	31/10/2016	1,328.32
026823	99995	HOUSING AUTHORITY RATES REFUND	31/10/2016	776.87
026824	99995	HOUSING AUTHORITY RATES REFUND	31/10/2016	1,488.57
026825	99995	PLUNKETT HOMES 1903 OTY LTD RATES REFUND	31/10/2016	930.88
026826	99995	C AND J BIZZINTINO RATES REFUND	31/10/2016	147.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
026827	99995	DANMAR HOMES PTY LTD RATES REFUND	31/10/2016	876.98
026828	99995	MARK BRUNT RATES REFUND	31/10/2016	74.00
026829	26983	HITECH SPORTS PTY LTD SPORTING EQUIPMENT	31/10/2016	783.36
026830	11758	WATER CORP WATER USAGE / SUNDRY CHARGES	31/10/2016	23,558.46
		ADD RETENTION HELD NIL		-
		LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS		
EF097977	99997	ROBERTA BUNCE		-82.75
EF098089	99997	WALTER SCOTT		-400.00
EF098066	99997	NICHOLLAS MONTERO		-400.00
EF098072	99997	JOSHUA RIGOLI		-400.00
EF098077	99997	HANA LOWRY		-400.00
EF098073	99997	MACY SUMICH		-400.00
EF098049	99997	ASHLEIGH SANTICH		-400.00
EF098035	99997	MURDOCH WARRIORS		-400.00
EF098086	99997	JACK MUSIKA		-400.00
EF098110	99997	ATO DIRECT CREDIT ACCOUNT		-2,243.75
026795	99999	MALCOLM D REES		-2,000.00
		PAYMENT LIST TOTAL		10,777,375.41
		TOTAL AS PER AP SOURCE 16GLACT9991000		10,777,375.41
		ADDITIONAL DIRECT PAYMENTS		
		BANK FEES		
		MERCHANT FEES COC		
		MERCHANT FEES SLLC		
		MERCHANT FEES VARIOUS OUT CENTRES		
		NATIONAL BPAY CHARGE		4,263.68
		RTGS/ACLR FEE		41.00
		NAB TRANSACT FEE		5,185.36
		MERCHANDISE / OTHER FEES		
				9,490.04
		FAMILY DAY CARE AND IN HOME CARE PAYMENTS		
		FDC PAYMENTS		84,590.00
		IHC PAYMENTS		157,503.69
				242,093.69
		PAYROLL TRANSACTIONS		
5/10/2016		AUTOMATIC DRAWING COC04/10/16 PYMTID 86075853 City o		1163590.34
6/10/2016		AUTOMATIC DRAWING COC06/10/16 PYMTID 86141331 City o		1959.87
19/10/2016		AUTOMATIC DRAWING COC06/10/16 PYMTID 86775229 City o		3805.29
19/10/2016		AUTOMATIC DRAWING COC18/10/16 PYMTID 86774893 City o		1174100.15
				2,343,455.65
		CREDIT CARD PAYMENTS		
		CBA CREDIT CARD PAYMENT		
		TOTAL PAYMENTS FOR SEPTEMBER		13,372,414.79

PAYMENT SUMMARY

CHEQUE PAYMENTS

026806- 026830

ELECTRONIC FUNDS TRANSFER PAYMENT

EF098142 – EF098700

CANCELLED PAYMENTS

EF097977; EF098089; EF098066; EF098072; EF098077; EF098073;
EF098049; EF098035; EF098086; EF098110; 026795

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 October 2016

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Operating Revenue						
Governance	96,941,283	95,594,821	1%	1,346,461	√	104,743,874
Financial Services	328,681	497,883	-34%	(169,202)		690,050
Information Services	3,250	500	550%	2,750		1,500
Human Resource Management	69,455	97,331	-29%	(27,876)		292,000
Library Services	17,076	22,793	-25%	(5,717)		55,146
Recreation & Community Safety	1,570,910	1,538,300	2%	32,610		5,680,403
Community Development & Services	3,248,394	2,786,528	17%	461,866	√	6,865,336
Corporate Communications	2,808	8,700	-68%	(5,892)		13,400
Statutory Planning	513,056	529,000	-3%	(15,944)		1,587,000
Strategic Planning	1,326,565	1,353,895	-2%	(27,330)		2,955,811
Building Services	570,773	535,136	7%	35,637		1,605,408
Environmental Health	269,489	181,567	48%	87,922		260,500
Waste Services	4,773,194	4,958,591	-4%	(185,397)		9,907,593
Parks & Environmental Services	7,965	633	1158%	7,332		1,900
Engineering Services	86,514	106,040	-18%	(19,526)		318,120
Infrastructure Services	871,261	927,737	-6%	(56,476)		1,147,099
	110,600,673	109,139,455	1%	1,461,218		136,125,140
Total Operating Revenue	110,600,673	109,139,455	1%	1,461,218		135,616,850

Operating Expenditure

Governance	(1,028,763)	(1,138,643)	-10%	109,880		(4,544,453)
Strategy & Civic Support	(327,748)	(317,521)	3%	(10,227)		(1,177,428)
Financial Services	(3,469,315)	(2,600,588)	33%	(868,728)	X	(6,350,165)
Information Services	(1,720,485)	(1,879,649)	-8%	159,164		(5,056,418)
Human Resource Management	(888,017)	(793,942)	12%	(94,076)		(2,782,444)
Library Services	(1,148,193)	(1,123,760)	2%	(24,433)		(3,563,075)
Recreation & Community Safety	(3,005,993)	(3,189,030)	-6%	183,037		(12,614,633)
Community Development & Services	(3,129,505)	(2,801,062)	12%	(328,443)	X	(9,095,764)
Corporate Communications	(878,473)	(933,331)	-6%	54,858		(3,418,681)
Statutory Planning	(415,294)	(441,490)	-6%	26,196		(1,478,763)
Strategic Planning	(604,927)	(513,918)	18%	(91,009)		(1,866,193)
Building Services	(464,388)	(490,118)	-5%	25,730		(1,651,768)
Environmental Health	(502,368)	(547,812)	-8%	45,444		(1,809,573)
Waste Services	(6,901,554)	(6,932,174)	0%	30,620		(20,898,986)
Parks & Environmental Services	(3,787,568)	(3,996,299)	-5%	208,731	√	(12,606,094)
Engineering Services	(2,467,416)	(2,449,987)	1%	(17,429)		(7,795,741)
Infrastructure Services	(2,740,426)	(3,251,656)	-16%	511,231	√	(9,630,988)
	(33,480,435)	(33,400,981)	0%	(79,454)		(106,341,166)
						(104,999,071)

OCM 8/12/2016 - Item 16.2

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 October 2016

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	784,960	1,438,184	-45%	(653,223) X	2,439,608	2,232,245
Add: Depreciation & Amortisation on Non-Current Assets						
Computer & Electronic Equip	(75,159)	(85,824)	-12%	10,665	(257,472)	(257,472)
Furniture & Equipment	(47,678)	(61,540)	-23%	13,862	(184,620)	(184,620)
Plant & Machinery	(968,502)	(1,011,476)	-4%	42,974	(3,034,473)	(3,034,473)
Buildings	(1,427,537)	(1,725,344)	-17%	297,807 ✓	(5,175,945)	(5,175,945)
Roads	(3,175,028)	(3,676,436)	-14%	501,408 ✓	(11,029,308)	(11,029,308)
Drainage	(826,010)	(874,296)	-6%	48,286	(2,622,888)	(2,622,888)
Footpaths	(395,293)	(404,888)	-2%	9,595	(1,214,664)	(1,214,664)
Parks Equipment	(1,211,054)	(944,748)	28%	(266,306) X	(2,834,244)	(2,834,244)
Landfill	(366,681)	(397,044)	-8%	30,363	(1,191,132)	(1,191,132)
Marina Services	(318,727)	-	0%	(318,727) X	-	-
	(8,811,667)	(9,181,596)	-4%	369,929	(27,544,746)	(27,544,746)
Total Operating Expenditure	(41,507,142)	(41,144,393)	1%	(362,748)	(131,446,303)	(130,311,572)
Change in Net Assets Resulting from Operations	69,093,532	67,995,062	2%	1,098,470	4,678,836	5,305,277
Non-Operating Activities						
Profit/(Loss) on Assets Disposal						
Plant & Machinery	19,780	629,000	-97%	(609,220) X	434,650	14,650
Freehold Land	-	500,000	-100%	(500,000) X	12,840,000	-
Furniture & Office Equipment	-	-	0%	-	-	-
Buildings	-	-	0%	-	-	-
	19,780	1,129,000	-98%	(1,109,220)	13,274,650	14,650
Asset Acquisitions						
Land and Buildings	(19,416,032)	(25,591,000)	-24%	6,174,968 ✓	(60,080,962)	(58,655,520)
Infrastructure Assets	(5,978,713)	(15,287,728)	-61%	9,309,015 ✓	(35,919,828)	(19,767,538)
Plant and Machinery	(903,457)	(2,998,000)	-70%	2,094,543 ✓	(8,199,000)	(5,791,000)
Furniture and Equipment	(47,933)	(33,808)	42%	(14,125)	(2,561,558)	(33,808)
Computer Equipment	(65,696)	(514,547)	-87%	448,851 ✓	(1,499,167)	(484,800)
Note 1.	(26,411,832)	(44,425,083)	-41%	18,013,251	(108,260,515)	(84,732,666)
Add: Land - Vested in Crown	-	-	0%	-	-	-
Add: Transfer to Reserves	(24,888,628)	(25,392,882)	-2%	504,254 ✓	(57,347,004)	(44,411,004)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 October 2016

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Add Funding from						
Grants & Contributions - Asset Development	8,594,737	9,729,681	-12%	(1,134,945) X	33,761,287	34,967,106
Proceeds on Sale of Assets	161,233	1,129,000	-86%	(967,767) X	14,524,650	1,264,650
Reserves	34,945,098	45,799,780	-24%	(10,854,683) X	77,560,066	52,676,958
Loan Funds Raised	-	-	0%	-	-	-
	43,701,068	56,658,462	-23%	(12,957,394)	125,846,003	88,908,714
Non-Cash/Non-Current Item Adjustments						
Depreciation on Assets	8,444,986	8,784,552	-4%	(339,566) X	26,353,614	26,353,614
Amortisation on Assets	366,681	397,044	-8%	(30,363)	1,191,132	1,191,132
Profit/(Loss) on Assets Disposal	(19,780)	(1,129,000)	-98%	1,109,220 ✓	(13,274,650)	(14,650)
Loan Repayments	-	-	0%	-	(2,593,138)	(2,593,138)
Non-Current Leave Provisions	169,071	-	0%	169,071	-	-
	8,983,165	8,052,596	12%	930,569	11,676,958	24,936,958
Opening Funds	9,267,511	10,500,000	-12%	(1,232,489)	10,500,000	10,500,000
Closing Funds	79,764,596	74,517,154	7%	5,247,442	368,929	521,930
	-	-		-	-	-

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	(19,416,032)	(21,293,450)	(40,709,482)	(25,591,000)	(60,080,962)	19,371,480
Infrastructure Assets	(5,978,713)	(10,308,798)	(16,287,512)	(15,287,728)	(35,919,828)	19,632,316
Plant and Machinery	(903,457)	(3,641,703)	(4,545,160)	(2,998,000)	(8,199,000)	3,653,840
Furniture and Equipment	(47,933)	(69,645)	(117,578)	(33,808)	(2,561,558)	2,443,980
Computer Equipment	(65,696)	(66,560)	(132,256)	(514,547)	(1,499,167)	1,366,911
	(26,411,832)	(35,380,156)	(61,791,988)	(44,425,083)	(108,260,515)	46,468,527

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	173,459,725	178,671,880	113,947,104	115,107,942
Rates Outstanding	39,249,771	1,600,000	1,600,000	1,600,000
Rubbish Charges Outstanding	275,199	133,800	133,800	133,800
Sundry Debtors	2,347,111	5,300,000	5,300,000	5,300,000
GST Receivable	1,419,967	-	-	-
Prepayments	790	65,000	65,000	65,000
Accrued Debtors	-	-	-	-
Stock on Hand	11,601	13,700	13,700	13,700
	216,764,163	185,784,380	121,059,604	122,220,442
Current Liabilities				
Creditors	(12,884,403)	(2,225,000)	(2,225,000)	(2,225,000)
Income Received in Advance	(597,526)	-	-	-
GST Payable	83,352	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(3,977,664)	-	-	-
Provision for Long Service Leave	(2,113,784)	(2,000,000)	(2,000,000)	(2,000,000)
	(19,490,025)	(4,225,000)	(4,225,000)	(4,225,000)
Net Current Assets	197,274,138	181,559,380	116,834,604	117,995,442
Add: Non Current Investments	4,772,179	4,668,070	4,668,070	4,668,070
	202,046,317	186,227,450	121,502,674	122,663,512
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(116,543,487)	(105,380,784)	(105,824,620)	(115,812,070)
Deposits & Bonds Liability *	(5,738,234)	(6,329,512)	(6,329,512)	(6,329,512)
Grants & Contributions Unspent *	-	-	-	-
	79,764,596	74,517,154	9,348,542	521,930
Closing Funds (as per Financial Activity Statement)	79,764,596	74,517,154	9,348,542	521,930

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)				299,049
GL	202	Remove transport expenses		Operating Expenditure		2,100		301,149
GL	410	Recovery of administration charged to NDIS		Operating Income		46,181		347,330
			OCM 8/10/15					
GL	378	Council contribution to the Financial Counselling	#5614	Operating Expenditure			8,128	339,202
GL	161	FESA budget reallocation		Operating Expenditure		10,789		349,991
GL	162	FESA budget reallocation		Operating Expenditure		13,619		363,610
GL	175	FESA budget reallocation		Operating Expenditure		5,319		368,929
				Closing Funds Surplus (Deficit)	0	78,008	8,128	368,929

Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 October 2016

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	93,318,125	92,067,197	1,250,928	96,950,928	95,700,000	95,700,000
02 Specified Area Rates	312,130	330,000	(17,870)	312,130	330,000	330,000
05 Fees and Charges	Note 1 10,349,242	10,719,769	(370,527)	23,997,972	24,368,500	24,368,500
06 Service Charges	440,700	443,000	(2,300)	440,700	450,000	450,000
10 Grants and Subsidies	3,922,870	3,774,845	148,025	10,013,964	9,865,939	9,357,649
15 Contributions, Donations and Reimbursements	171,572	213,966	(42,394)	596,271	638,665	638,665
20 Interest Earnings	2,086,036	1,590,679	495,357	5,267,393	4,772,036	4,772,036
25 Other revenue and Income	-	-	-	-	-	-
Total Operating Revenue	110,600,673	109,139,455	1,461,218	137,579,358	136,125,140	135,616,850
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	Note 2 (14,930,051)	(14,422,573)	(507,477)	(49,637,656)	(49,130,179)	(47,426,397)
51 Employee Costs - Indirect Oncosts	(244,825)	(297,283)	52,458	(1,346,599)	(1,399,057)	(1,395,994)
55 Materials and Contracts	Note 3 (11,808,845)	(13,116,961)	1,308,117	(37,689,088)	(38,997,205)	(40,989,213)
65 Utilities	(1,423,116)	(1,509,765)	86,649	(4,580,511)	(4,667,161)	(4,684,525)
70 Interest Expenses	-	-	-	(930,000)	(930,000)	(930,000)
75 Insurances	(2,139,893)	(1,282,537)	(857,355)	(3,101,403)	(2,244,048)	(2,244,048)
80 Other Expenses	(2,933,706)	(2,771,861)	(161,845)	(9,135,362)	(8,973,516)	(7,328,893)
85 Depreciation on Non Current Assets	(8,444,986)	(8,784,552)	339,566	(26,014,048)	(26,353,614)	(26,353,614)
86 Amortisation on Non Current Assets	(366,681)	(397,044)	30,363	(366,681)	(1,191,132)	(1,191,132)
Add Back: Indirect Costs Allocated to Capital Works	784,960	1,438,184	(653,223)	1,786,385	2,439,608	2,232,245
Total Operating Expenditure	(41,507,142)	(41,144,393)	(362,748)	(131,014,964)	(131,446,303)	(130,311,572)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES						
	69,093,532	67,995,062	1,098,470	6,564,394	4,678,836	5,305,277
NON-OPERATING ACTIVITIES						
11 Capital Grants & Subsidies	1,125,002	1,895,621	(770,619)	16,179,484	16,950,103	21,075,184
16 Contributions - Asset Development	5,422,827	5,186,752	236,075	6,452,827	6,216,752	2,170,000
95 Profit/(Loss) on Sale of Assets	19,780	1,129,000	(1,109,220)	12,165,430	13,274,650	14,650
57 Acquisition of Crown Land for Roads	-	-	-	-	-	-
58 Underground Power Scheme	-	-	-	-	-	-
Total Non-Operating Activities	6,567,609	8,211,373	(1,643,765)	34,797,741	36,441,505	23,259,834
NET RESULT	75,661,140	76,206,435	(545,295)	41,362,135	41,120,342	28,565,111

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	207,790	189,593	568,780	568,780
South Lake Leisure Centre	850,014	984,964	2,231,074	2,231,074
Law and Public Safety	176,528	172,832	518,496	518,496
	1,250,082	1,347,389	5,141,627	5,141,627
<u>Waste Services:</u>				
Waste Collection Services	2,604,893	2,547,727	2,675,000	2,675,000
Waste Disposal Services	2,148,198	2,410,864	7,232,593	7,232,593
	4,753,091	4,958,591	9,907,593	9,907,593
<u>Infrastructure Services:</u>				
Marina & Coastal Services	875,255	926,638	1,068,802	1,068,802
	875,255	926,638	1,068,802	1,068,802
	6,878,427	7,232,619	16,118,022	16,118,022

Note 2.

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

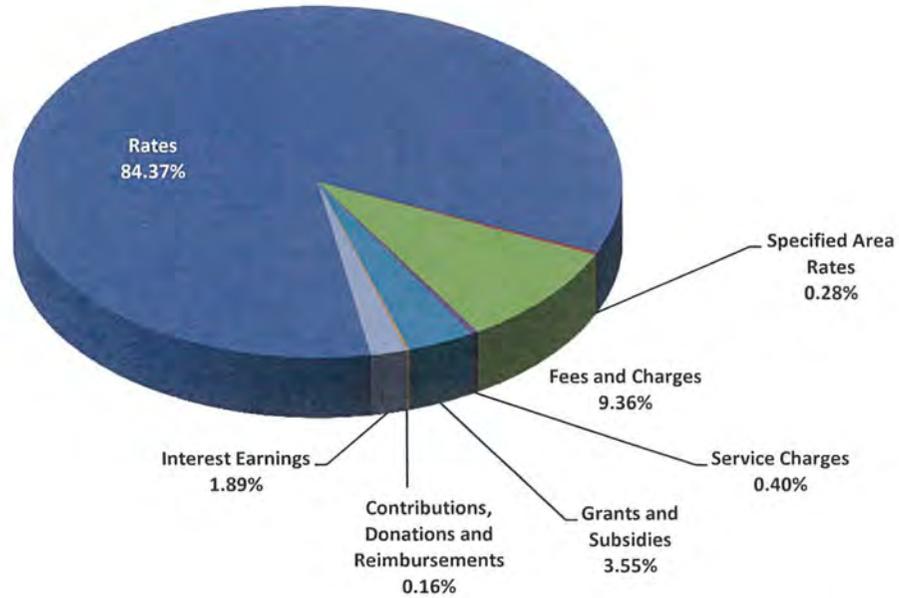
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(712,123)	(764,525)	(2,578,913)	(2,578,913)
Finance & Corporate Services Division	(2,406,974)	(2,151,513)	(7,232,487)	(7,232,487)
Governance & Community Services Division	(4,657,929)	(4,586,405)	(16,247,784)	(14,544,002)
Planning & Development Division	(1,699,261)	(1,649,839)	(5,488,489)	(5,488,489)
Engineering & Works Division	(5,453,764)	(5,270,291)	(17,582,506)	(17,582,506)
	(14,930,051)	(14,422,573)	(49,130,179)	(47,426,397)

Note 3

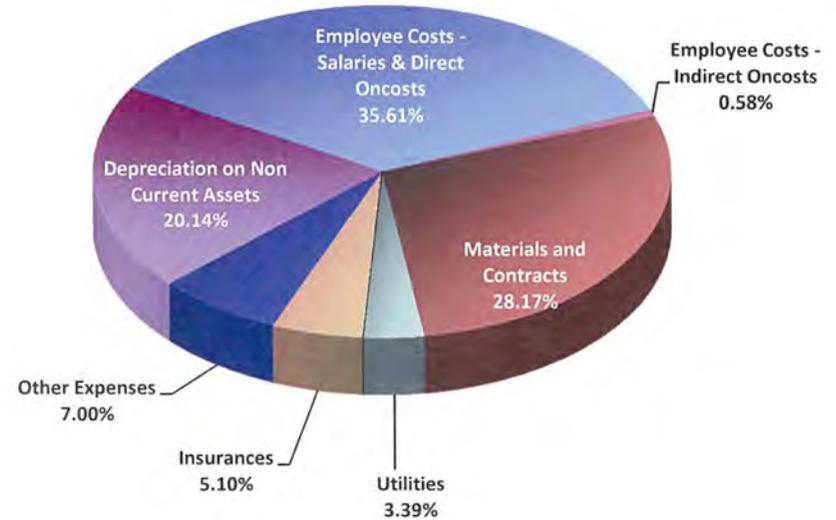
Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(587,132)	(621,779)	(1,956,181)	(2,113,205)
Finance & Corporate Services Division	(1,287,439)	(1,591,397)	(3,858,696)	(3,796,510)
Governance & Community Services Division	(2,839,811)	(2,973,507)	(9,645,605)	(10,577,544)
Planning & Development Division	(233,568)	(318,530)	(1,157,591)	(1,135,933)
Engineering & Works Division	(6,860,895)	(7,611,749)	(22,379,133)	(23,366,022)
Not Applicable	0	0	0	0
	(11,808,845)	(13,116,961)	(38,997,205)	(40,989,213)

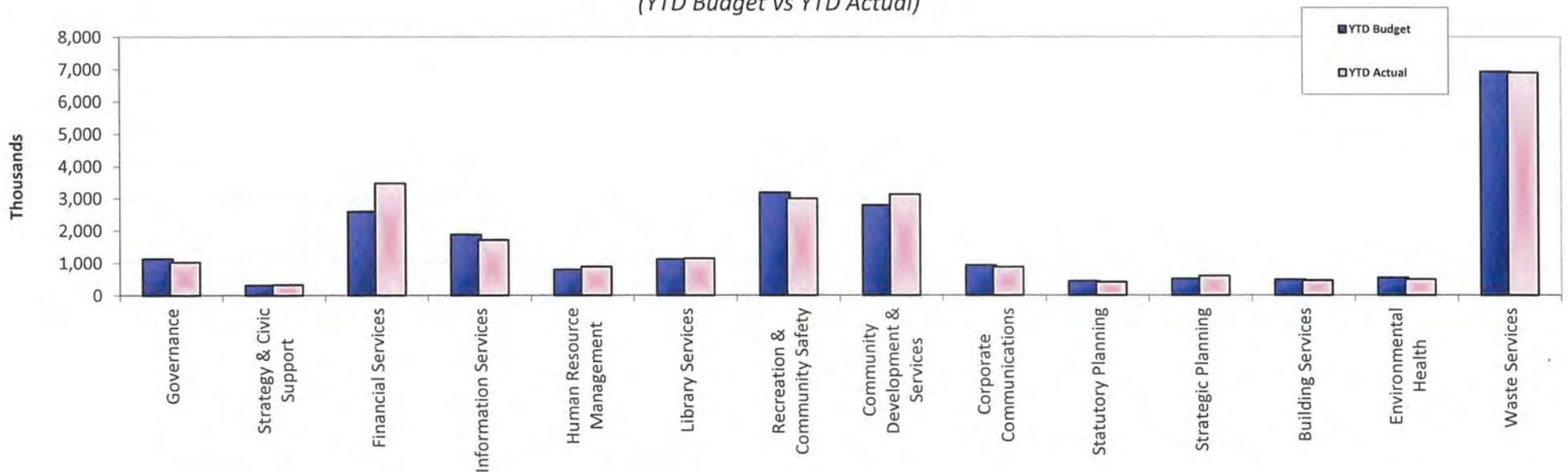
Operating Income by Nature and Type
(YTD Actual)



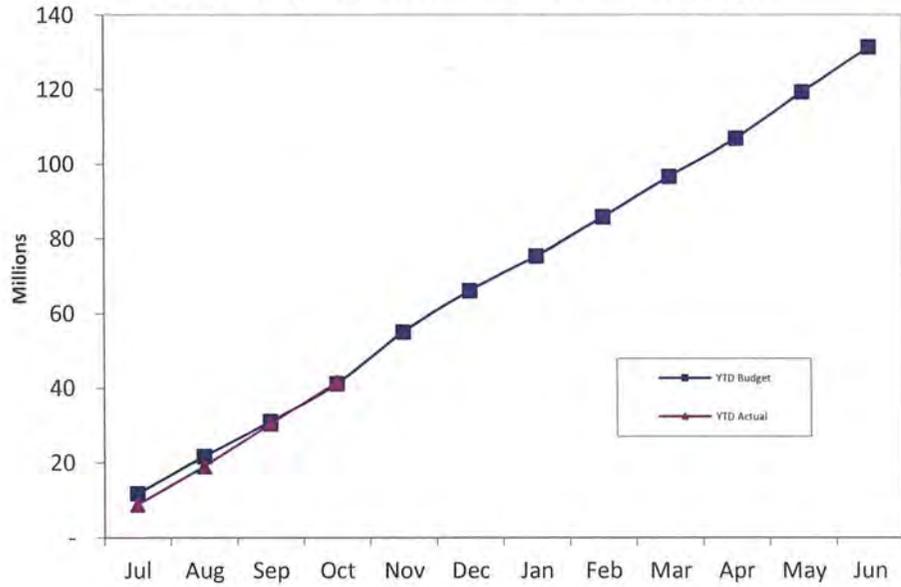
Operating Expenditure by Nature and Type
(YTD Actual)



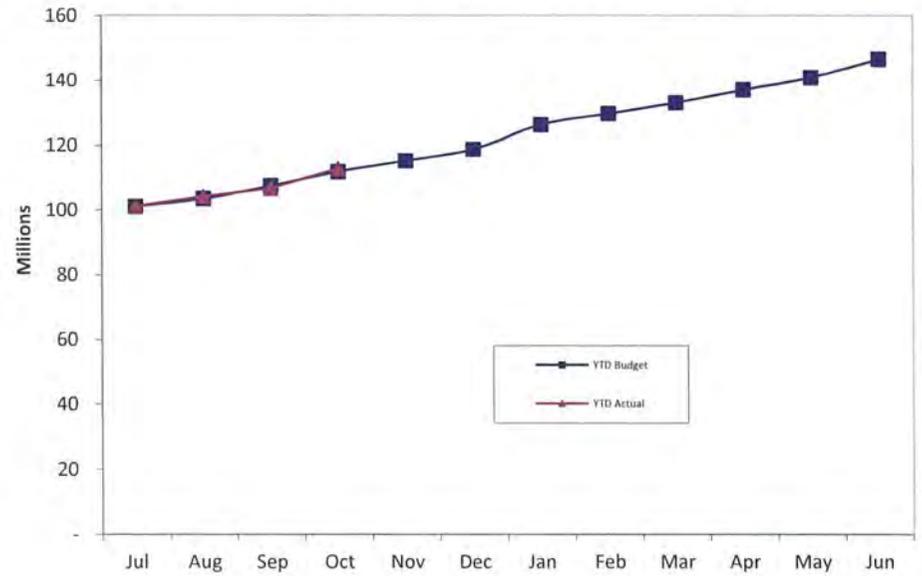
Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)



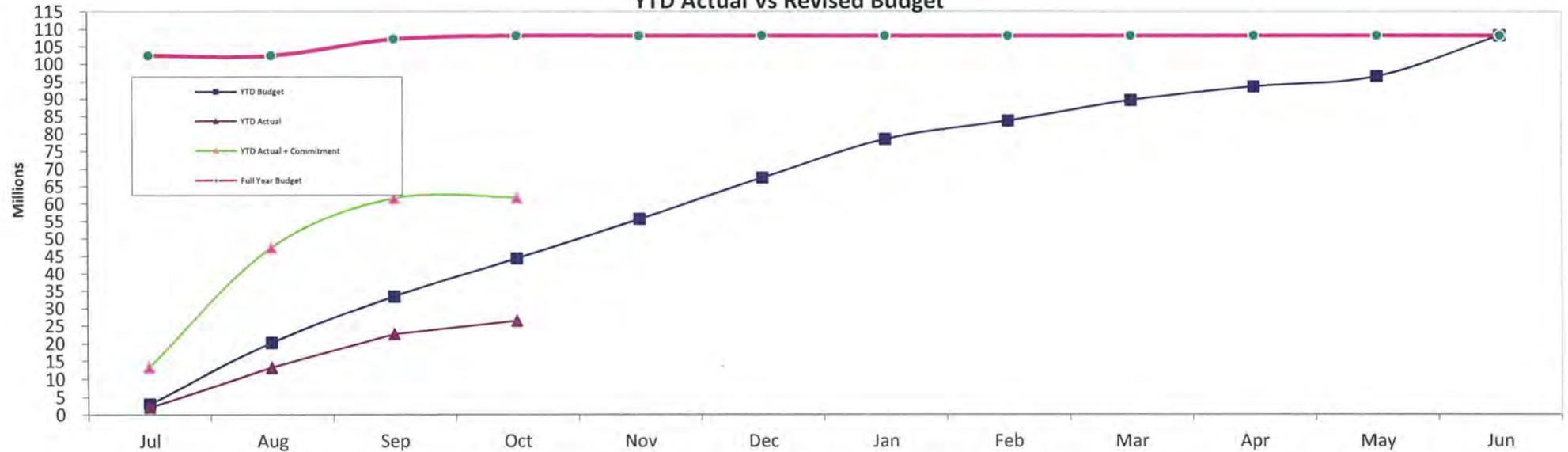
YTD Operating Expenditure Vs YTD Revised Budget



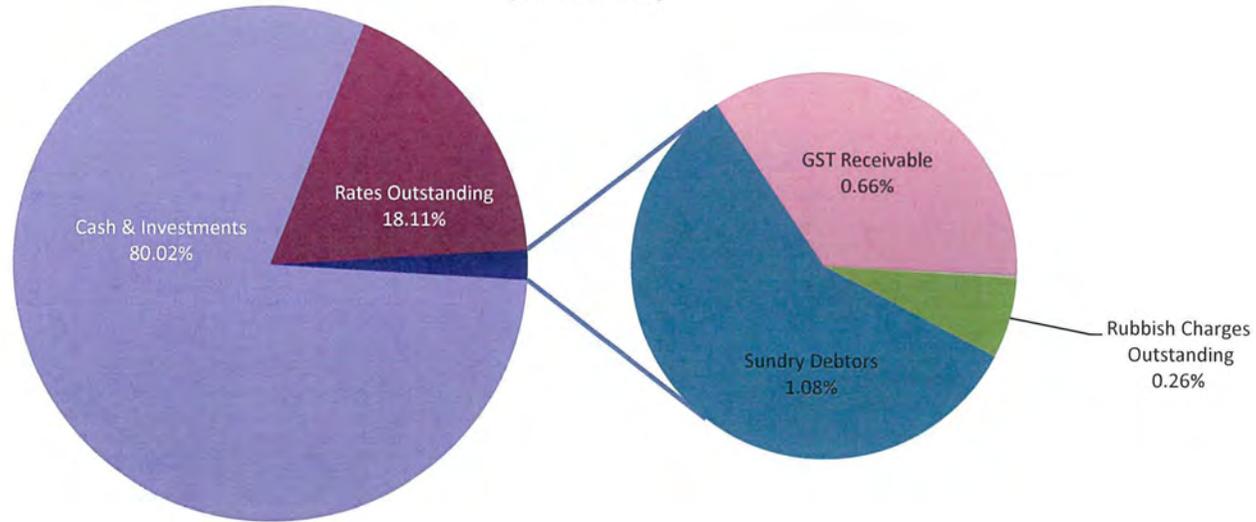
YTD Operating Income Vs YTD Revised Budget



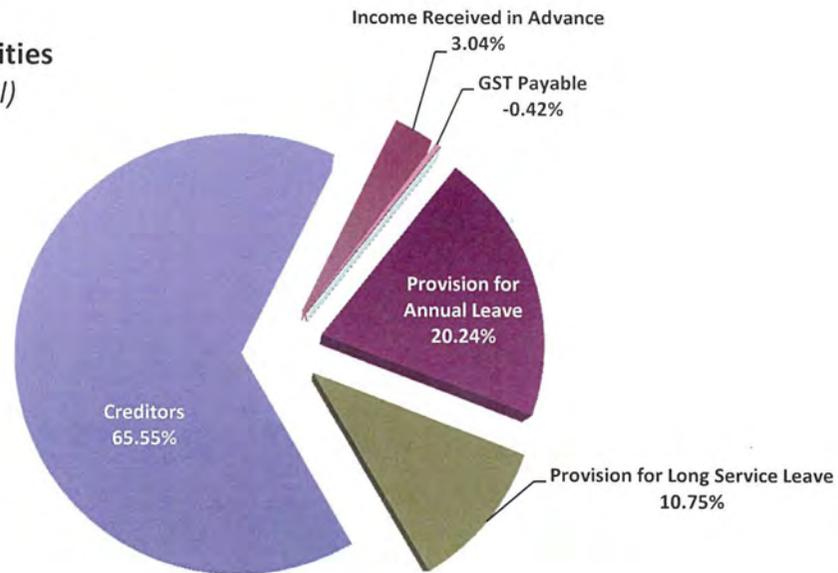
**Capital Expenditure
YTD Actual Vs Revised Budget**



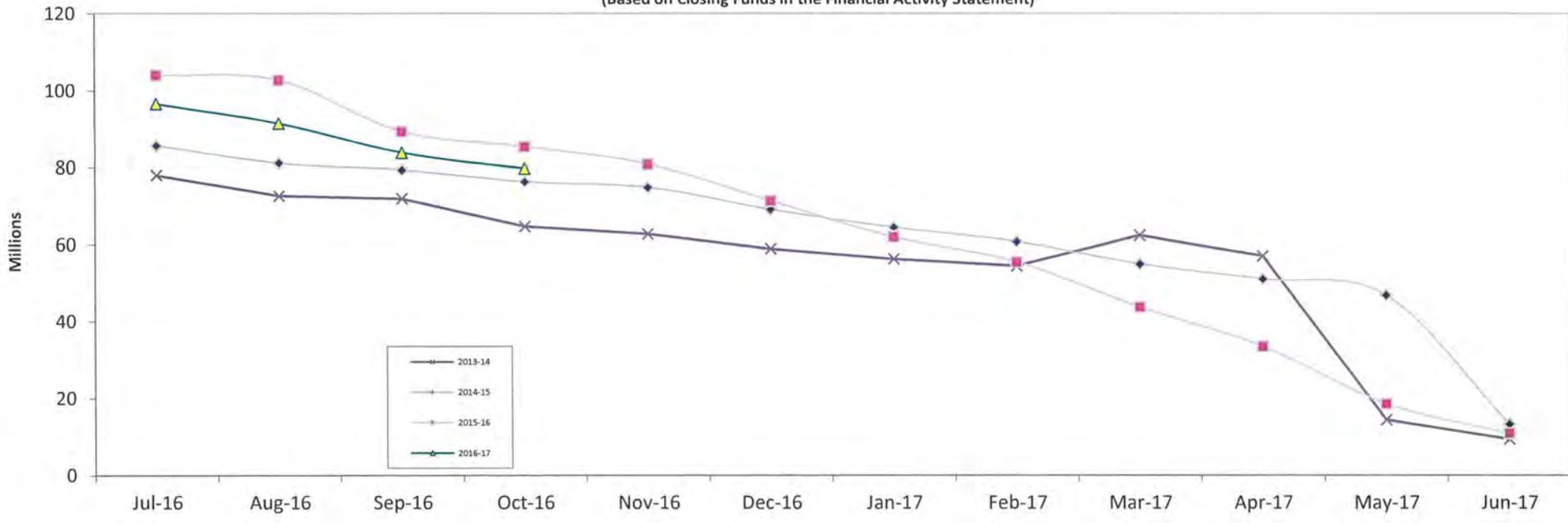
Current Assets
(YTD Actual)



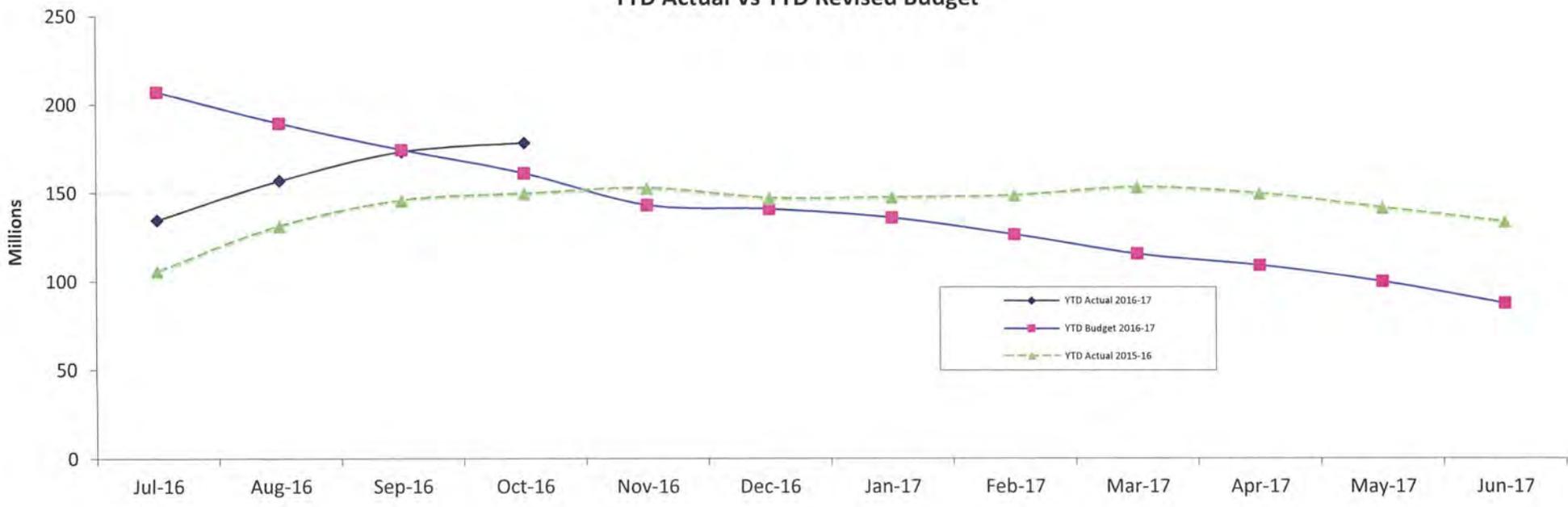
Current Liabilities
(YTD Actual)



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 October 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	532,426	985,439	10,648	7,617	-	-	(789,367)	(318,713)	(246,293)	674,343
C/FWD Projects Reserve	498,831	4,020,698	-	-	7,500,000	7,500,000	(8,006,228)	(3,884,526)	(7,397)	7,636,173
CCW Development Fund	15,647,202	10,880,762	53,000	111,752	8,300,000	8,300,000	(17,814,000)	(13,570,661)	6,186,202	5,721,853
Community Infrastructure	11,229,764	12,096,036	109,782	94,237	1,304,636	-	(4,010,722)	(304,587)	8,633,460	11,885,686
Community Surveillance Levy Reserve	1,229,695	1,245,490	22,594	9,931	200,000	-	(334,000)	(9,389)	1,118,289	1,246,032
DCD Redundancies Reserve	39,839	40,825	797	327	-	-	-	-	40,636	41,152
Environmental Offset Reserve	284,550	291,595	7,691	2,334	-	-	-	-	292,241	293,929
Green House Emissions Reductions	478,171	901,331	10,330	7,207	1,450,000	-	(2,362,700)	(9,503)	(424,199)	899,036
HWRP Post Closure Management	2,089,461	2,322,695	47,780	18,572	-	-	(100,000)	(5,451)	2,037,241	2,335,816
Information Technology	259,123	379,658	8,082	3,039	100,000	-	(347,186)	-	20,019	382,697
Land Development & Investment Fund Reserve	14,799,330	6,348,831	251,777	42,372	13,330,095	103,489	(10,852,895)	(3,824,057)	17,528,307	2,670,635
Major Buildings Refurbishment	9,706,691	9,828,567	133,850	78,667	1,500,000	-	-	-	11,340,541	9,907,234
Municipal Elections	14,027	34,213	2,681	274	120,000	-	-	-	136,708	34,487
Naval Base Shacks	969,751	935,871	22,969	7,510	158,696	-	-	-	1,151,416	943,380
Plant & Vehicle Replacement	6,527,521	8,252,372	105,975	64,756	2,949,690	-	(4,413,350)	(457,756)	5,169,836	7,859,372
Port Coogee Marina Assets Replcmt	-	-	-	-	-	-	(50,000)	-	(50,000)	-
Port Coogee Special Maintenance Reserve	1,325,909	1,400,129	26,794	10,494	274,000	256,130	(313,509)	(301,381)	1,313,194	1,365,372
Port Coogee Waterways Reserve	-	-	8,685	879	188,590	188,590	(79,742)	-	117,533	189,469
Port Coogee WEMP	-	-	40,372	3,965	2,100,000	2,163,409	(203,192)	-	1,937,180	2,167,374
Roads & Drainage Infrastructure	2,593,975	8,159,206	64,880	77,087	4,250,000	3,000,000	(3,692,542)	(15,711)	3,216,313	11,220,582
Staff Payments & Entitlements	2,133,594	2,115,293	45,068	16,931	119,822	-	(162,000)	(131,000)	2,136,484	2,001,223
Waste & Recycling	23,007,894	23,846,752	348,847	142,214	1,949,433	-	(12,598,318)	(8,717,490)	12,707,855	15,271,476
Waste Collection Levy	1,566,660	2,641,530	63,366	20,475	1,638,621	-	(1,385,000)	(193,327)	1,883,647	2,468,677
Workers Compensation	504,509	488,961	8,090	3,914	-	-	-	-	512,599	492,875
POS Cash in Lieu (Restricted Funds)	5,256,925	5,471,641	108,937	43,908	96,000	96,000	(65,000)	(65,000)	5,396,862	5,546,550
	100,695,848	102,687,894	1,502,995	768,460	47,529,583	21,607,618	(67,579,751)	(31,808,551)	82,148,674	93,255,421
Grant Funded										
Aged & Disabled Vehicle Expenses	172,895	326,947	8,628	2,617	-	-	(162,000)	(145,000)	19,523	184,564
CIHF Building Maintenance Resrv	3,189,423	3,323,192	-	26,885	1,400,000	284,932	(250,000)	(35,977)	4,339,423	3,599,032
Family Day Care Accumulation Fund	-	8,295	-	49	-	-	-	-	-	8,343
Naval Base Shack Removal Reserve	456,167	461,814	10,217	3,696	54,693	-	-	-	521,077	465,510
Restricted Grants & Contributions Reserv	2,077,647	2,230,479	-	-	-	-	(1,835,597)	(2,230,243)	242,050	236
UNDERGROUND POWER	208,864	222,504	-	1,781	-	-	-	-	208,864	224,285
Welfare Projects Employee Entitlements	454,366	479,810	10,933	3,754	13,000	4,333	(7,670)	-	470,629	487,897
	6,559,363	7,053,040	29,778	38,782	1,467,693	289,265	(2,255,267)	(2,411,220)	5,801,567	4,969,867
Development Cont. Plans										
Aubin Grove DCP	178,293	500	4,705	383	-	-	(656)	-	182,342	883
Cockburn Coast DCP14	-	(66,932)	-	(536)	-	-	(54,716)	-	(54,716)	(67,467)
Community Infrastructure DCA 13	8,567,662	10,361,258	220,238	85,935	5,000,000	1,775,588	(5,865,800)	(725,327)	7,922,100	11,497,454
Gaebler Rd Development Cont. Plans	1,020,949	500	18,924	4	-	-	(3,385)	-	1,036,488	504
Hammond Park DCP	847,961	975,033	9,354	8,656	396,000	145,483	(15,491)	-	1,237,824	1,129,172
Munster Development	1,140,507	1,079,480	18,147	8,695	443,798	39,828	(10,883)	-	1,591,569	1,128,002
Muriel Court Development Contribution	105,882	(92,248)	-	(738)	206,000	-	(32,025)	-	279,857	(92,986)
Packham North - DCP 12	430,828	25,036	10,529	200	434,388	-	(7,128)	-	868,617	25,237
Solomon Road DCP	531,776	617,423	8,493	4,942	120,000	-	(5,166)	-	655,103	622,365
Success Lakes Development	909,215	500	3,817	4	-	-	(1,061)	-	911,971	504
Success Nth Development Cont. Plans	1,721,054	2,398,845	15,311	19,200	11,700	-	(4,596)	-	1,743,469	2,418,045
Thomas St Development Cont. Plans	12,686	12,699	294	102	-	-	-	-	12,980	12,801
Wattleup DCP 10	(12,571)	(3,401)	-	(27)	-	84,451	(10,161)	-	(22,732)	81,022
Yangebup East Development Cont. Plans	984,159	1,130,859	6,026	9,051	130,036	-	(2,161)	-	1,118,060	1,139,910
Yangebup West Development Cont. Plans	384,413	419,471	9,195	3,282	-	-	(2,161)	-	391,447	422,753
	16,822,813	16,859,023	325,033	139,153	6,741,922	2,045,349	(6,015,390)	(725,327)	17,874,378	18,318,199
Total Reserves										
	124,078,024	126,599,957	1,857,806	946,395	55,739,198	23,942,233	(75,850,408)	(34,945,098)	105,824,620	116,543,487



City of Cockburn Road Safety and Travelsmart Reference Group

Terms of Reference

TERM OF REFERENCE ADMINISTRATION	
DOCUMENT CODE:	XXXX 3904966
DIRECTORATE:	Engineering and Works Services
BUSINESS UNIT:	Engineering
SERVICE UNIT:	Road Construction and Maintenance
RESPONSIBLE OFFICER:	John McDonald
FILE NO.:	027/012
DATE FIRST ADOPTED:	9 May 2013
DATE LAST REVIEWED:	
ATTACHMENTS:	
VERSION NO.	1

GOVERNANCE REFERENCE	
STATUTORY COMPLIANCE	NIL
INDUSTRY COMPLIANCE:	WALGA RoadWise Program
ORGANISATION COMPLIANCE:	Policy
PROCESS LINKS:	Corporate Procedure – Meeting Management - Reference Group

VISION

The vision of the City of Cockburn Road Safety and Travelsmart Reference Group is for the City of Cockburn to have a robust, safe and integrated transport network that meets people and industry needs while minimising environmental impacts.

GUIDING PRINCIPLES

This Reference Group has been established with the guiding principles to:

- Promote an integrated transport system which balances environmental impacts and community needs;
- Raise community awareness of road safety issues and initiatives in local communities;
- Review road safety strategies that may be adopted by the City of Cockburn, Main Roads WA, the Western Australian Police Service or any other statutory authority that has the ability to influence road safety in the community;
- Identify community concerns about road safety and road safety issues, potential black spot projects and poor road user behaviour and develop initiatives to address these identified road safety issues;
- Facilitate and promote healthy transport opportunities by promoting the City's TravelSmart initiative and implementation of walkway, bike and trails master plans;
- Identify a holistic regional approach to freight management.

DELEGATED AUTHORITY

The City of Cockburn Road Safety and Travelsmart Reference Group will not have any authority to act on behalf of the City of Cockburn. The Reference Group cannot direct staff, call tenders, award contracts, expend monies, direct volunteers or do anything that is the responsibility of the City of Cockburn.

ESTABLISHMENT AND MEMBERSHIP

The Reference Group is to be established and Membership appointed by Council in accordance with these Terms of Reference. The membership of the Road Safety and Travelsmart Reference Group shall generally comprise the following:

- Up to four (4) elected members as delegates of the City of Cockburn. The Elected Member representation will consist of the Mayor (or his delegate) and an elected Member from each Ward.
- One (1) WALGA RoadWise representative
- Up to six (6) representatives of organisations relevant to the promotion of road safety issues, which may be drawn from groups such as the following:

- Western Australian Police Service
- Main Roads Western Australia
- Travelsmart Officer
- Youth Advisory Committee (YAC representative)
- Emergency Services
- Associations (Road User or Road Safety Group representative)

PRESIDING MEMBER

The presiding member shall be appointed by the Reference Group at its inaugural meeting under a procedure general agreed to by members present.

Where the Presiding Member is unable to attend a scheduled meeting of the Reference Group, an Acting Presiding Member is to be elected from the membership in attendance and is to preside for the duration of that meeting only.

The Presiding Member is responsible for the good and reasonable conduct of Reference Group meetings and shall determine the meeting procedures as required.

MEETINGS

Meetings will generally be held on a quarterly basis in February, May, August and November, with the start time and venue being determined by the Group. The Group will however determine meeting frequency based on the level of business required to be transacted.

DEPUTATIONS

With the prior approval of the Presiding Member any person/s or organisation/s may be invited to attend a meeting. At the discretion of the Presiding Member such person/s may address the meeting and/or contribute to discussion. They are however not entitled to vote on any decision arising at such meetings.

SUB REFERENCE GROUP

The Reference Group may appoint a Sub-Reference Group of its members to undertake a scope of work determined by the Group. Such work is to be at the direction of the Reference Group and be within the purpose of this Terms of Reference and the activities and budget allocations approved by Council.

CONDUCT OF MEMBERS

Members will act in good faith, with honesty and integrity, demonstrating due regards for the authority of the Presiding Member and courtesy and respect in their dealings with all persons whilst undertaking the activities of the Road Safety and Travelsmart Reference Group.

DECLARATION OF MEMBERS INTEREST
Members of the Reference Group are bound to disclose their interests on any issue which may influence their impartiality as determined by their financial or other likely involvements.
QUORUM
The quorum of any meeting shall be a half plus one of the number of appointed members.
ATTENDANCE AT MEETING
Members of the Reference Group shall endeavor to attend all scheduled meetings of the Reference Group. A member unable to attend a meeting of the Reference Group shall inform either the Presiding Member or the City's nominated officer of his or her inability to attend and the reason for such, prior to the scheduled commencement of the meeting. Where a member is absent without reasonable grounds throughout three (3) consecutive meetings of the Reference Group, the continuance of that membership position may be referred to Council for determination in order to ensure that the effective operation of the Reference Group is supported through sufficient membership participation.
VOTING
Voting shall be by consensus of the members present or by a simple majority if deemed necessary by the Presiding Member.
MINUTES
Minutes or notes of the Reference Group meetings shall be kept as a record of the Group's activities. Where a resolution of the Reference Group is required to be endorsed by Council, it will be subject to an officer report to an appropriate Meeting of the City of Cockburn.
ADMINISTRATIVE SUPPORT
The Traffic and Transport Engineer is the officer nominated to provide administrative support to the Reference Group. All activities and communications will be coordinated through the Traffic and Transport Engineer. All enquiries and requests for support should be directed through this officer.

4x12m pavilion. Memorial retaining wall and benches to rear of building.

Five stone monuments

Two flag poles mark end of access path.

Decorative stone cross paving.





ORIGINAL SIZE A3

				CITY OF COCKBURN 9 COLEVILLE CRESCENT, SPEARWOOD WA 6163 PHONE: (08) 9411 3444 FAX: (08) 9347 3333		TITLE COOGEE SURF CLUB PROPOSED CARPARK CONCEPT PLAN OPTION 1		DESIGNED T.C DRAWN T.C CHECKED	APPROVED DESIGN MANAGER	SCALE 1:1000 DWG No.	JOB No. SHEET No.	REV A
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S:\Engineering and Works\Engineering\Design\Projects\Cockburn Road and Poore Grove\Project\2. Design\3.3 Drawings\Updated Design\Cor Park V 3 & Survey 3D Design.dwg



REV	DESCRIPTION	DRAWN	DATE	CHECKED



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

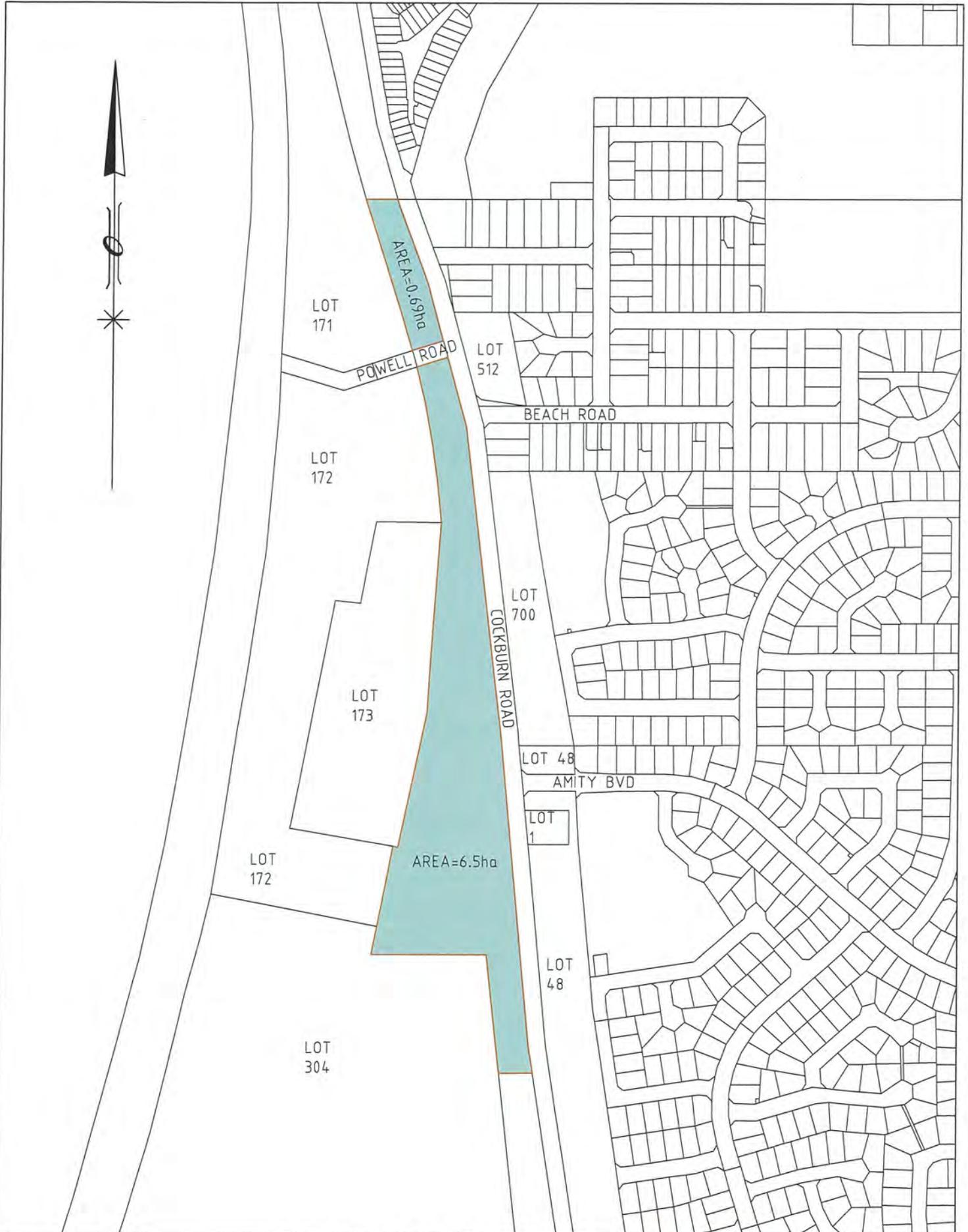
TITLE
**COOGEE SURF CLUB
 PROPOSED CARPARK
 CONCEPT PLAN OPTION 2**

DESIGNED	T.C
DRAWN	T.C
CHECKED	

APPROVED
DESIGN MANAGER

SCALE	1:1000	JOB No.	
DWG No.		SHEET No.	
		REV	

ORIGINAL SIZE A3



REFERENCE DRGS SR PG Metro Sheet 4 Fedad 2016 PCG Sheet 23 and 24		SCALE : 1:4000 (A3)	DESIGNED DRAWN 05	Government of Western Australia Public Transport Authority PROPERTY MANAGEMENT LEASE OF COCKBURN ROAD TO CITY OF COCKBURN COOGEE 04.10.16 PTA Drawing No: L 7415-2 REV : A
DATUM : HORIZONTAL: VERTICAL: DOC REVIEW NOTE No.		CHECKED APPROVED FOR ISSUE EXECUTIVE DIRECTOR PTA Director / External Company DATE		
REV A DATE 04.10.16 ORIG SIZE A3 AT ORIGINAL PLOT SIZE	L 7415-2 AMENDMENT 05 DSN DRN CHKD APP	This document must not be copied without PTA's written permission, and the contents thereof must not be inserted in a third party's use for any unauthorised purposes.		

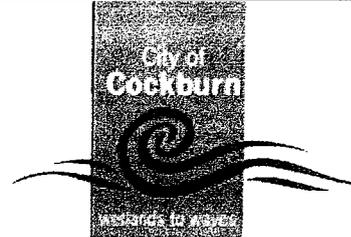
Lynette Jakovcevic

From: Lee Gatt
Sent: Tuesday, 29 November 2016 2:14 PM
To: Charles Sullivan
Subject: FW: PTA L7415 Coogee - Variation of Area by way of an exchange of letters

fyi

Lee Gatt
Property & Lands Officer
Strategic Planning Services
9 Coleville Crescent, Spearwood WA 6163
PO Box 1215, Bibra Lake DC WA 6965
P 08 9411 3441 F 08 9411 3333

lgatt@cockburn.wa.gov.au
www.cockburn.wa.gov.au



stay connected



From: Jim Mullins [mailto:JMullins@burgessrawson.com.au]
Sent: Tuesday, 29 November 2016 2:14 PM
To: Lee Gatt
Subject: RE: PTA L7415 Coogee - Variation of Area by way of an exchange of letters

Hi Lee

PTA and BRWA's only concern is to finalise this matter so happy for the E-Mail trail to be presented to council

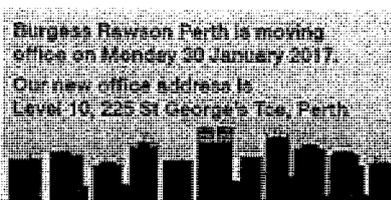
Regards,

Jim Mullins
Senior Property Manager (PTA)

D 08 9288 0255
E jmullins@burgessrawson.com.au
T 08 9288 0288 F 08 9481 5353



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Commercial Property Consultants
Level 7, 221 St Georges Terrace, Perth WA 6000
PO Box 7658 Cloisters Square, Perth WA 6850

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From: Lee Gatt [<mailto:lgatt@cockburn.wa.gov.au>]

Sent: Tuesday, 29 November 2016 1:08 PM

To: Jim Mullins

Cc: Charles Sullivan

Subject: RE: PTA L7415 Coogee - Variation of Area by way of an exchange of letters

Hi Jim

We are intending to take this proposal to Council on December 7 however would you please confirm if either Burgess Rawson or the Public Transport Authority have any objections to this email trail being included as an attachment to the Council report? If you could get back to us today so that we can finalise the report it would be appreciated.

Regards

Lee Gatt

Property & Lands Officer
Strategic Planning Services

9 Coleville Crescent, Spearwood WA 6163
PO Box 1215, Bibra Lake DC WA 6965
P 08 9411 3441 F 08 9411 3333

lgatt@cockburn.wa.gov.au

www.cockburn.wa.gov.au

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From: Jim Mullins [<mailto:JMullins@burgessrawson.com.au>]

Sent: Friday, 25 November 2016 9:23 AM

To: Lee Gatt

Subject: RE: PTA L7415 Coogee - Variation of Area by way of an exchange of letters

Hi Lee

Still peppercorn rental - but Licence Preparation fee of \$350 plus GST will still apply

Regards,

Jim Mullins

Senior Property Manager (PTA)

D 08 9288 0255

E jmullins@burgessrawson.com.au

T 08 9288 0288 F 08 9481 5353



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Our new office address is
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Burgess Rawson
Commercial Property Consultants
Level 7, 221 St Georges Terrace, Perth WA 6000
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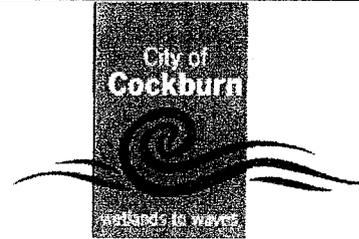
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From: Lee Gatt [<mailto:lgatt@cockburn.wa.gov.au>]
Sent: Friday, 25 November 2016 9:17 AM
To: Jim Mullins
Subject: RE: PTA L7415 Coogee - Variation of Area by way of an exchange of letters

Sorry about the piecemeal question, is it still a peppercorn cost?

Lee Gatt
Property & Lands Officer
Strategic Planning Services
9 Coleville Crescent, Spearwood WA 6163
PO Box 1215, Bibra Lake DC WA 6965
P 08 9411 3441 F 08 9411 3333
lgatt@cockburn.wa.gov.au
www.cockburn.wa.gov.au



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From: Jim Mullins [<mailto:JMullins@burgessrawson.com.au>]
Sent: Friday, 25 November 2016 8:57 AM
To: Lee Gatt
Subject: RE: PTA L7415 Coogee - Variation of Area by way of an exchange of letters

Hi Lee

Normal Ten years to allow for all delays and contingencies in creating Management Orders etc

And as I said previously, the new licence would extinguish anyway upon creation of a Formal Management Order to the City of Cockburn

Regards,

Jim Mullins
Senior Property Manager (PTA)

D 08 9288 0255
E jmullins@burgessrawson.com.au
T 08 9288 0288 F 08 9481 5353



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From: Lee Gatt [<mailto:lgatt@cockburn.wa.gov.au>]
Sent: Friday, 25 November 2016 8:54 AM
To: Jim Mullins
Subject: RE: PTA L7415 Coogee - Variation of Area by way of an exchange of letters

Hi Jim

What is the term of the proposed licence please?

Regards

Lee Gatt
Property & Lands Officer
Strategic Planning Services
9 Coleville Crescent, Spearwood WA 6163
PO Box 1215, Bibra Lake DC WA 6965
P 08 9411 3441 F 08 9411 3333
lgatt@cockburn.wa.gov.au
www.cockburn.wa.gov.au



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From: Jim Mullins [<mailto:JMullins@burgessrawson.com.au>]
Sent: Thursday, 24 November 2016 11:03 AM
To: Lee Gatt
Cc: Charles Sullivan; Daniel Arndt; Anton Lees; Andrew Trosic
Subject: RE: PTA L7415 Coogee - Variation of Area by way of an exchange of letters

Morning Lee

PTA has reviewed the City of Cockburn's request outlined in your E-Mail of 23/11/16 and has responded as follows

PTA is not prepared to further amend the plan of the proposed lease area (attached).

However can you please advise the City of Cockburn that PTA would favourably consider a request from the City (via DoL) to grant a Crown Reserve/Management Order, once all the issues regarding land rationalisation are resolved.

It is not anticipated that these issues will be resolved for some considerable time (years), hence should the City of Cockburn wish to continue to use the land in the interim and thus enter into a completely new Licence to Occupy (at its cost) then PTA will assist

Naturally the new Licence created will expire once the Crown Reserve/Management Order is eventually put in place.

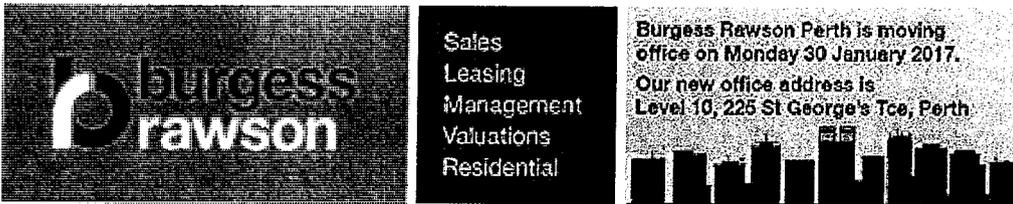
On that basis Does City of Cockburn wish to have a new Licence put in place for the 7.19 HA shown in the attached plan

Trust this clarifies the situation, but should you have any queries please feel free to contact this office.

Regards,

Jim Mullins
Senior Property Manager (PTA)

D 08 9288 0255
E jmullins@burgessrawson.com.au
T 08 9288 0288 F 08 9481 5353



The image contains three main elements: the Burgess Rawson logo on the left, a list of services in the middle, and an office relocation notice on the right. The logo features a stylized 'b' and the company name. The services listed are Sales, Leasing, Management, Valuations, and Residential. The relocation notice states that the Perth office is moving on Monday 30 January 2017 to Level 10, 225 St George's Tce, Perth.

Burgess Rawson
Commercial Property Consultants
Level 7, 221 St Georges Terrace, Perth WA 6000
PO Box 7658 Cloisters Square, Perth WA 6850

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From: Lee Gatt [<mailto:lgatt@cockburn.wa.gov.au>]
Sent: Wednesday, 23 November 2016 12:01 PM
To: Jim Mullins
Cc: Charles Sullivan; Daniel Arndt; Anton Lees; Andrew Trosic
Subject: RE: PTA L7415 Coogee - Variation of Area by way of an exchange of letters

Hi Jim

Thank you for the offer provided on behalf of the Public Transport Authority (PTA) to extend the licence area of Licence #7415. The City is unable to extend the licence area via an exchange of letters as we will require a formal decision of Council to enter into this arrangement and a new licence.

Based on previous discussions and correspondence, the City would like to propose a different scenario and request that you please present this to the relevant officer/s at the PTA for their consideration.

The attached Sketch 1 details three different areas hatched in orange and one unhatched coloured blue. The City, subject to Council consent, proposes a new licence arrangement with the PTA for the area coloured blue on the map.

The PTA has previously agreed to transfer the southern portion (hatched orange) to the Crown as a reserve for the City and to dedicate the road land. Also in our most recent meeting we discussed the northern portion north of Powell Road (hatched orange) being transferred to a reserve for the City. Neither of these proposals appear to have been considered in this offer.

Below are some of the reasons the City requests that the northern and southern (hatched orange) areas be transferred to the Crown free of charge to be amalgamated with nearby Reserves with Management Order/s to the City:

- City is already maintaining these areas in accordance with defined levels of service
- City's infrastructure, i.e. footpaths, signage, car bays, etc. is already located in these areas;
- Utilities which the City accesses are already located in these areas;
- The entrance to the Surf Lifesaving Facility is located in the hatched area to the south and the area coloured blue on the Sketch 2 details the portion of land that has been agreed to be transferred to the City from Department of Parks and Wildlife (DPAW), the portion of the PTA land could then be amalgamated with this land in the future;
- A dedicated entrance north of the Coogee Beach Caravan Park is proposed as part of the Coogee Beach Master Plan to service the permanent and short stay residents. The access road will enable vehicles to enter and exit directly off Cockburn Road mitigating the requirement to use Powell Road as is the case at present. This development will enable the City to reconfigure the current parking layout and circulation of the Coogee Beach precinct which will improve pedestrian movement through the site.

The attached Sketch 2 details in blue a portion of a DPAW reserve which is to be transferred to the Crown with a Management Order to City, this process is currently still awaiting the Department of Lands determination. We have included this sketch to demonstrate that the southern portion of the PTA land could be amalgamated with the abutting land (coloured blue on Sketch 2) which will in the future be a reserve managed by the City.

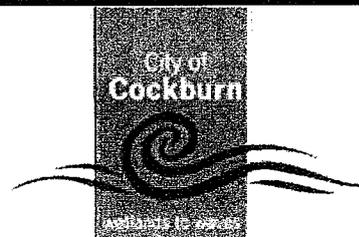
Regards

Lee Gatt
Property & Lands Officer
Strategic Planning Services

9 Coleville Crescent, Spearwood WA 6163
PO Box 1215, Bibra Lake DC WA 6965
P 08 9411 3441 F 08 9411 3333

lgatt@cockburn.wa.gov.au
www.cockburn.wa.gov.au

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From: Jim Mullins [<mailto:JMullins@burgessrawson.com.au>]
Sent: Friday, 21 October 2016 3:12 PM
To: Lee Gatt
Subject: PTA L7415 Coogee - Variation of Area by way of an exchange of letters

Afternoon Lee

Please find attached

1. Letter of Variation &
2. Copy of new colour plan confirming proposed new area for L7415 to be a total of 7.19HA

If the City of Cockburn is agreeable to enlarging the area of L7415 as proposed, kindly sign the attached letter and return same to this office.

If the City of Cockburn is however not prepared to accept the proposal to vary the area by way of an "Exchange of Letters", then kindly confirm same as it will then be necessary to have a completely new Licence to Occupy prepared - at the expense of the City of Cockburn.

Any queries please feel free to contact me to discuss

Have a good weekend

Regards,

Jim Mullins
Senior Property Manager (PTA)

D 08 9288 0255
E jmullins@burgessrawson.com.au
T 08 9288 0288 F 08 9481 5353



Burgess Rawson
Commercial Property Consultants
Level 7, 221 St Georges Terrace, Perth WA 6000
PO Box 7658 Cloisters Square, Perth WA 6850

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REF JPM/PTAWA/L7415

Friday, 21 October 2016

**Lee Gatt
City of Cockburn
PO Box 1215
BIBRA LAKE WA 6163**

Burgess Rawson (WA) Pty Ltd
ABN 74 172 857 543 ACN 009 109 648
Commercial Property Consultants
Level 7, 221 St Georges Terrace, Perth WA 6000
PO Box 7658 Cloisters Square, Perth WA 6850
T 08 9288 0288 F 08 9481 5353
E perth@burgessrawson.com.au
burgessrawson.com.au

Dear Lee

Re **PTAWA L7415 Coogee – Variation of Area of Licence to Occupy**

Further to City of Cockburn's previous meetings with PTA on this matter, PTA has requested Burgess Rawson to write to City of Cockburn seeking to vary the total area of the Licence to Occupy L7415 Coogee by way of an "exchange of letters".

If the City of Cockburn is agreeable to increasing the area of L7415 from its current 32,401 M2 to 7.19HA (see area shaded blue on attached plan L7415-2) please sign the attached document and return to this office

I/Wefor and on behalf of the City of Cockburn (as Licensee) hereby agree to vary the area of the PTA Licence to Occupy L7415 Coogee from its current area of 32,401M2 to the area shown blue on the attached copy of plan L7415-2 – namely 7.19 HA – effective from the date of signing this letter – with all other terms and conditions unchanged.

Signed Dated

Position

Should you have any queries please feel free to contact this office

Yours faithfully


**Jim Mullins
Senior Property Manager
PTAWA**

E-MAIL jmullins@burgessrawson.com.au



Perth
Brisbane
Melbourne
Sydney
Kuala Lumpur

project3

COCKBURN LIGHTS EVENT CONCEPT DEVELOPMENT

prepared by
PROJECT3

prepared for
CITY OF COCKBURN

project
COCKBURN LIGHTS DEVELOPMENT

date
NOVEMBER 2016

events.
digital.
marketing.

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PHONE: 08 9314 3820
8/11 MILSON PLACE, O'CONNOR 6163
WWW.PROJECT3.COM
INFO@PROJECT3.COM
ABN 25 874 014 092

1.0 EXECUTIVE SUMMARY

Project3 recently completed a review of the City of Cockburn's event schedule. This review also covered event delivery planning and procedures internally as well as proposing a number of new event concepts and opportunities.

Following the presentation of findings and recommendations a proposal was requested to further develop a major event opportunity. "Cockburn Lights" is a topline concept proposed as a strategy to engage the Cockburn coastal strip and provide a unique and engaging event property that develops opportunity for the Cockburn community while also showcasing the Cockburn lifestyle and environment to a wider audience.

The Cockburn coastal strip is expected to significantly increase the number of residents in the area due to the current and future development. Major events will play an important part in building a vibrant and engaging community atmosphere that promotes the area and encourages future residents to move to Cockburn.

Unique and engaging events with broad appeal provide the perfect vehicle to promote an area or region while also building community pride and ownership. Project3 believes the Cockburn Lights concept provides the ideal opportunity to capitalize on Cockburn's natural assets and drive future growth.

The following report details key considerations to inform the City of Cockburn Council and assist in their decision to progress further consultation and development of the concept.

Key Recommendations:

- Further consultation to prepare applications and reporting
- Initial brand development commences to enable key sponsorship collateral to be created
- Formal application is made to key funding bodies Lotterywest and Healthway as soon as possible
- An assessment of the opportunity is completed in May 2017 to enable key budget decision making and officer recommendation

2.0 BACKGROUND

2.1 REPORT SCOPE

Following successful review and reporting on the City of Cockburn annual event program, Project3 were appointed to conduct further investigation into a new event concept. The following scope was agreed to develop the concept and provide information to enable the City of Cockburn elected members to discuss the opportunity further.

The following report scope was agreed:

Programming:

The programming element of the concept development would detail potential entertainment ideas, performance suggestions, lighting and laser light performance opportunities and consider site locations. The concept development would also include a suggested timeline with a number of phases that would include an initial decision to proceed through to delivery.

Marketing & Communications Considerations:

Once the concept was developed recommendations and suggestions would be made around what would need to be done to market effectively to attract people from outside Cockburn. The proposal would also identify what platforms or mediums would be best suited to promote and communicate the concept and educate the public about the event.

Sponsorship Opportunities:

Sponsorship will be essential to the successful delivery of a large scale event of this nature. The proposal will identify potential funding partners both government and private supporters. The report will detail activation strategies and the process involved to approach and secure support as well as ongoing relationship management.

Budgeting:

A potential revenue and expenditure budget will be developed taking into account potential funding streams as well as City initial commitment, suggested locations and site costs, entertainment, performers, marketing and commercial delivery costs.

The report will include the development of a detailed concept including:

- suggested potential artists, performers and entertainers
- site and operational considerations
- a proposed commercial acquisition strategy with potential sponsors and funding partners identified and initial concept meetings facilitated to establish levels of interest and next steps

- suggested marketing timeline from concept development to event announcement to post event reporting across appropriate communications channels, collateral production and media partners
- budget breakdown with detailed suggested likely funding streams and corresponding expenditure commitments
- SWOT analysis of the concept with considerations for any risk mitigation that may be appropriate through the analysis process
- City of Cockburn to retain IP contained in the completed concept proposal document for future implementation as required

2.2 SWOT ANALYSIS

The following assessment considered the event concept opportunity as outlined in the report and based on industry knowledge, experience and comparable events and outcomes.

Often aspects of strength can also be a weakness and with focus on specific areas threats can be turned into opportunity.

<p style="text-align: center;">STRENGTH</p> <p>Unique cultural event Supportive events and marketing team Accessible and diverse venues Interest expressed from potential funding partners Support expressed from potential key stakeholders & local business Council support for event development</p>	<p style="text-align: center;">OPPORTUNITY</p> <p>Desirable coastline location Digital engagement Opportunity to raise awareness of area Economic benefit to local area Population growth Engagement with stakeholders and community groups</p>
<p style="text-align: center;">WEAKNESS</p> <p>Committed budget allocations Public transport large scale access Activity/investment focused only on coastal strip</p>	<p style="text-align: center;">THREAT</p> <p>Community event competition Additional funding required Risk management on event Negative PR from any change to City event schedule to accommodate</p>

3.0 PROGRAMMING

3.1 PROPOSED ROUTE

The proposed trail route is planned to activate 3 key areas of entertainment with 3 main event hubs for the public. The Entertainment areas will be at the man-made beach and marina at Port Coogee, the jetty at Coogee Beach and the Coogee Beach Surf Life Saving Club.



3.2 PROPOSED LOCATIONS

Based on the information gathered during the site visits it is suggested that 3 main event "hubs" be developed that will provide basic services and amenities to the public and link all areas of activity. At these hubs there would be services and facilities such as:

- Shuttle bus drop off/pick up
- Toilets
- Food & beverages
- Event info

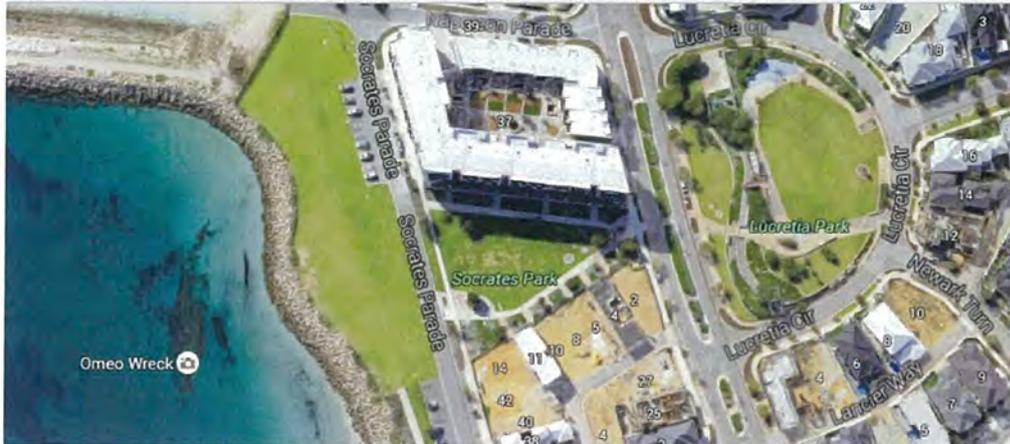
There would also entertainment and family activities but it is suggested that this is focused on the beach and water more as a trail for people to follow and the hubs are stop offs along the way to make it more accessible, enjoyable and easy to manage to service the anticipated crowds.

The hubs would also ultimately provide opportunity for sponsor engagement through information stands and branded pop up bars or food and entertainment areas.

The 3 proposed hubs are:

Port Coogee Event Hub – Omeo Park

A central and easily accessible location that will provide for a good view of the Omeo Dive Wreck and the marina lights. With further development around the precinct this area will have even better facilities with local business development and the ongoing construction of the marina access and residential areas.



Coogee Beach Event Hub

A well serviced space that has a good track record in hosting events of this nature. Consideration would need to be given to ensuring access for the Caravan Park however this could also be seen as a positive opportunity for guests and drive business.



Coogee Beach Surf Lifesaving Event Hub

The Coogee Beach Surf Lifesaving Club is continually developing new content and initial topline discussions have indicated that they are welcoming of any new opportunity of this nature. Before confirming an actual date if the opportunity arises consultation to ensure this fits within their calendar will need to take place. The opportunity for business development and revenue generation for the club at the end of the season is appealing.



3.3 CREATIVE & ENTERTAINMENT

It is proposed that the entertainment and programming forms a trail from the Port Coogee Marina at the man-made beach to the Coogee Beach Surf Life Saving Club. It is suggested that the activities and entertainment be located on the beach and by the water where possible with the event hubs servicing the trail as stop off points.

Port Coogee Event Hub – Omeo Park

- Mini Film Festival – this is proposed with a screen based on the western side of the man made beach which will allow the public to picnic on the beach and play in the shallow of the water and watch the screenings. Suggested content would be themed each evening and welcome community generated content as well as professionally produced short films that celebrate the themes of the event.
- Marina Installation – An artist who works with light and water would be invited to develop the concept for an engaging installation and activation that would include the boats in the marina and welcome community participation on water during the displays. Assistance and support would be sought from Sea Search & Rescue and water police to deliver the event safely for the public both on and off the water.
- Trail walk – the walk between the marina and Omeo Park will be in a variable state of completion and ideally offer scope to develop an exploratory and engaging walk between the two locations. Atmospheric lighting and festooning would build the atmosphere with acoustic music performances placed strategically through the trail.
- Omeo Wreck – With future investment in the dive trail and Omeo Wreck we believe this is an opportunity to grow visitation to the area and highlight the location of the wreck with an illuminated guided night dive. A partnership could be established with the local relevant marine industries to facilitate this safely.

Coogee Beach Event Hub

- Collaborative performance by an organisation such as the West Australia Symphony Orchestra and a profile artist. The performances would be supported by a choreographed lighting display on the main jetty and side pontoons. The performances could possibly be the same 20 set repeated 2 or 3 times each evening to give the public the opportunity to walk the full trail in an evening or spend more time in each location and come back over multiple evenings.
- Jetty Lighting display – this could be developed either as a separate activation that is done in conjunction with the live music performance or could be activated in between the live music sets and choreographed in time to recorded music.
- Swimming Area – we believe the opportunity to develop illuminated and inflatable features on the water could add a unique aspect to the event and encourage the public to swim, provided the weather is suitable. Artists could be contracted to develop things such as large illuminated floating beach chairs and sun lounges that can

accommodate groups of people. Illuminated synchronised swim teams or water polo games etc could also be played for the public to watch or join in.

Coogee Beach Surf Lifesaving Event Hub

- Large scale projection artists could be contracted to develop a series of storytelling projections that would be developed for projection on appropriate sides of the surf lifesaving building. Large scale projections of this nature are particularly good at engaging the local communities to develop the narrative and content for the projections. There could be various stories developed highlighting the cultural history of the City. The stories would run on loop for the 3 evenings with approximately a 20 min
- Beach Residency – an expression of interest could be run for an artist in residency program for an artist who works with and is influenced by the ocean and wind. The Seabreeze is a well known afternoon occurrence and an artist could be contracted to develop beach sculptures that are driven by the wind, either to create sound or movement to engage the public. The artist could be accommodated for up to 2 weeks near the location and be contracted to hold workshops and talks for the schools and local community during the development phase.
- Pontoon Electronic Music Residency – A pontoon located just off the beach at the Surf Lifesaving Club could be illuminated and provide a location for an electronic music artist or DJ to perform each evening that will be broadcast into the surf lifesaving club for the public either on the beach or at the club enjoying the pop up food vendors and markets. We would not intend this to be heavy electronic music but more something that the general public could enjoy and appreciate as part of the overall experience.
- Laser Lights display – We believe that the combination of a pontoon and the Surf Lifesaving building would provide the perfect platform for a laser light display. This would work well with the electronic/DJ artist on the pontoon.

4.0 MARKETING & COMMUNICATIONS

4.1 DRAFT SCHEDULE OF ACTIVITY

DATE	Marketing activity / Key Milestone
February	
	Commercial: commence sponsor approach Design: commence design development PR: approach potential media partners with opportunity
April	
	Commercial: prepare outline of sponsorship interest Digital: scope and commence website and social channel development PR: approach potential media partners with opportunity
July	
	Decision to proceed on event made
August	
	Design: design brief and collateral requirements confirmed
October	
	Commercial: Key partners confirmed with additional support acquisition ongoing Design: event brand look and feel confirmed Digital: website and social channels established PR: Media partners confirmed and draft activity schedule developed
November	
	PR: Event announced with media partners Digital: website and social channels live
January	
	PR: Creative content staggered release as relevant and confirmed Digital: Drive social engagement and website enews sign up Design: program content draft confirmed
February	
	Advertising: above the line campaigns commence across media partners and social to promote attendance Digital: support of advertising campaign Design: program content draft confirmed PR: artists and performer profiles released

March	
	<p>Advertising: campaigns continue across media partners and social to promote attendance</p> <p>Digital: support of advertising campaign</p> <p>Design: program printed and available pre event</p> <p>PR: cross promotion with key partners to support activity</p>
March	EVENT LIVE
April	
	<p>Digital: image galleries and post event activity</p> <p>PR: positive coverage from event collated and included in post event report</p>

4.2 BRAND DEVELOPMENT

The marketing and communications topline planning will guide the brand design based on feedback from key partners. This should also be finalized once the operational and site scope has been reviewed and attendance objectives and targets are confirmed.

The event name "Cockburn Lights" is a working title. The event name (if not Cockburn Lights) should be succinct, identify with the area and be easily remembered. The opportunity to also work in well with social channels hashtags etc is also important to grow engagement quickly.

The budget has been drafted considering a key strategic partnership being negotiated with major print and radio partners that will see a program of events developed by them and heavily promoted the week prior to the event.

We would recommend that you consider that the event has its own identity with a dedicated website and social channels to provide an effective and easy platform for the general public to find out information about the event programming in the lead up to the event as well as essential information such as public transport and parking arrangements etc.

The website and social channels will also be an important aspect of benefits that can be delivered to event sponsors and partners.

4.3 CONCEPT VISUALS

To assist in communicating the concept effectively 3 creative concept boards were developed to outline the location, trail development and creative concept.

(A3 versions of the visuals are included in the Appendix)

Location Identity:

COCKBURN LIGHTS

Free vibrant community event to promote the diverse and family friendly lifestyle in Cockburn. This event will inspire and delight the locals of Cockburn and visitors to the area. The main objective of this festival is to promote the City of Cockburn as a fun and thriving place to live and work. Suitable for all ages and lifestyles.

This event is an entertainment trail that runs from Port Coogee to Coogee Beach and on to the Coogee Surf Life Savers. Along the way there will be free large and small scale events that will appeal to the whole family as well as young professionals and empty nesters.



COCKBURN LIGHTS TRAIL MAP



The trail will be self-guided with directional signage to lead the public along the way. At night there will be atmospheric lighting along the trail creating a family friendly environment that is accessible to all.

LOCATIONS AND EVENT HUBS



PORT COOGEE
Port Coogee will be the start of the trail with film screenings in the harbour and light shows and installations in the Marina.

For the duration of the festival the Marina will be hub of life and light



OMEOPARK
With guided wreck tours, food vans and stalls throughout the evening. Omeo Park will be the perfect stop off point along the trail. Enjoy a beer in the licensed bar and listen to the acoustic music while you watch the divers under the water



COOGEE BEACH
Coogee Beach event hub will be a fun and family friendly centre in the afternoon zorbing for adults and kids will be a main feature as well as swimming displays and night water polo competitions.

At night the beach will come alive with the sounds of WAGO and other acoustic performances



COOGEE BEACH SLS
Coogee Surf Life Savers hub will include laser light displays to a live DJ set and beach disco.



Trail Development

COCKBURN LIGHTS – TRAIL DEVELOPMENT



ARTISTS IN RESIDENCE

By commissioning artists to create a piece of art that illuminates the trail we hope to create installations of light that surprise and delight the public as they explore the trail in addition, we'd like to invite artists to exhibit their existing works along the trail, providing locals and visitors with a unique opportunity to see this artwork in their local area.

Art and installations could include:

- ILLUMINATED SAND DRAWINGS
- LIGHT AND LASER SCULPTURES
- DIGITAL PROJECTIONS ON OBJECTS
- SHADOW ART ON THE TRAIL
- STUDENT WORKS



WAY FINDING & EXPLORING

We want to make the trail an inviting inspiring place to wander and explore, way finding and directional signage that highlights both historical locations and key event hubs. By creating signage that provides an element of play and exploration we'd like the trail to be an engaging and interactive creative space. Signage installations can be a combination of temporary and permanent fixtures.



WHAT IF YOU LIVED HERE?

A sign that provokes thought and inspiration around living in the area.

DIRECTIONAL PILLARS

These pillars will provide the public with event information and encourage interaction.

ORGANIC REUSABLE SIGNS

These sign posts will be made of natural materials and will sit in with the beach landscape.

INTERACTION BOARDS

These signs will be user generated and will give the public a chance to feedback on events and locations as well as provide a creative place for the public express and play.

DIRECTIONAL LIGHTING

The use of the natural environment too light and lead the public through the trail. Illuminated zones will create mini hubs for people to sit and reflect.



Creative Concepts

COCKBURN LIGHTS – PROGRAMMING



Throughout the weekend a calendar of events and entertainment will be delivered for the whole family from fun and accessible swimming sessions with giant Zorb balls to film screenings at Port Coogee, laser and DJ sets on Coogee Beach. All events will have a fresh young twist in keeping with the spirit of the City of Cockburn and the new developments.

DEMOS AND DISPLAYS



ZORBING

Public Zorbing Hire
Zorbing demonstrations – illuminated dance routines in Zorb balls at night.

SYNCHRONIZED SWIMMING ROUTINES AND DEMOS

Night synchronized swimming routines by synchronized swimming groups. Water Polo and other water based sports to appeal to locals and visitors will also be co-ordinated.

LASER LIGHT DISPLAYS

Laser lights will illuminate the sky over Coogee Beach. Put to music this event will create a real festival carnival atmosphere. In addition, they will draw visitors to the event from further afield.

PROJECTIONS

Projection lighting on the jetty. Both under and on top of the jetty will create a fun and engaging place for adults and children.

MUSIC AND ENTERTAINMENT



LIVE MUSIC

From a beach party with a difference, to orchestral music collaborations, visitors will experience it all. We'd put the DJ on a floating pontoon out at sea or the Orchestra at the end of the Jetty. In addition, we'd have acoustic performances throughout the day and into the evening at other locations along the trail.

FILM SCREENINGS

As well as the conventional beanbags, deckchairs and a fun new element to film screenings inflatable boats! Guests could book a boat and watch the film from the comfort of their boat. Deck chairs and bean bags will be provided too.



5.0 SPONSORSHIP OPPORTUNITY

5.1 CONSULTATION

The attached budget details a topline sponsorship breakdown with a number of key potential partners identified. Early liaison with the key partners will be essential to establishing the financial viability of the event.

Healthway – Healthway are identified as another key partner whose funding criteria align with the event objectives well. An initial in person meeting with the Arts and Culture Manger for Healthway have indicated that they are very interested in supporting a concept like Cockburn Lights and would welcome an application for funding.

Lotterywest – we believe that Lotterywest could be a key strategic partner with this style of event complying with their core funding parameters. Initial phone discussions with Lotterywest have indicated that they are interested in discussing the opportunity further and aligning it with the City of Cockburn strategic plan for events over a number of years. A presentation with concept visuals will be prepared to guide discussions to establish interest as soon as possible.

There are a number of other grant funding opportunities for lower levels that can be researched once the decision to proceed has been made.

Commercial partners will be approached once the decision to proceed has been made however a detailed list of potential targets could be prepared in advance. An initial sponsorship proposal should be prepared with a tiered acquisition strategy so that on the decision to proceed discussions can commence immediately.

In kind support could also be sought and this will provide valuable assistance to the budget bottom line. Key partnerships with communication service providers such as Telstra will be valuable in improving the overall experience for the public. Project3 have existing positive relationships with Telstra and believe that an event of this nature will be of interest to them.

Local businesses – support from local businesses and stakeholders will be important to insure successful delivery and will provide opportunity for sponsorship. However we believe any potential sponsorship will be of a lower level and it will be advisable to make the approach once the concept is established and proceeding as it will make concept development easier to explain in detail. Stakeholders such as the property developers in Port Coogee could be approached prior however detailed sponsorship discussions will be progressed once the event is confirmed.

5.2 PROPOSED SPONSORSHIP MATRIX

COCKBURN LIGHTS PROPOSED MATRIX					
	Presenting Partner	Major Partner	Supporting Partners	Business Partners	Media Partners
Investment level (benchmark only)	Over \$100k	\$25-\$100k	\$5 - \$25k	Up to \$5k	Neg
Exposure					
Logo on selected marketing collateral	✓	✓			
Use of Event IP	✓	✓	✓	✓	✓
Major marketing collateral as mutually agreed	Neg				
Acknowledgement at the Event Info booth	✓	✓	✓	✓	✓
Other event & outdoor signage opportunities (all TBC)	✓	✓	✓		✓
Logo on official programme	✓	✓	✓		✓
Acknowledgement on official program	✓	✓	✓	✓	✓
Advertisement in official program	Full page	Half page	Qrt page		
Logo on the home page of the website	✓				
Logo on the partners page of the website	✓	✓	✓	✓	✓
Logo on the eNewsletters	✓	Neg			Neg
VIP Hospitality & Functions					
Invites to Event Launch	8	6	4	2	Neg
VIP Invites to Event welcome	8	6	4	2	Neg
Further VIP opportunities to be developed					
Digital					
Social media showcase	4	3	2	1	Neg
Enewsletter showcase	2	1	1		Neg
Product displays/activations at selected events	✓	✓	✓		
Other Benefits					
On screen advertising	✓	✓	✓		✓
Event Naming Rights opportunities (to be negotiated per event)	Neg	Neg	Neg		
Verbal mentions during public announcements	Neg	Neg	Neg		
Personalised Event Report	✓	✓	✓	✓	✓

6.0 DRAFT BUDGET

A proposed draft of the budget is included in the Appendix and broken down into key areas. The budget has been prepared with the view that Project3 would manage the event, including sponsorship acquisition and partner management. There are a number of different ways that the event can be managed and the structure can be discussed in detail and tailored to the City's requirements on the decision to proceed.

Following a breakdown of each worksheet detail in the attached budget:

Summary – this is a topline summary of all costs that calculates from the detail in each worksheet

Sponsorship – a breakdown with suggested sponsorship values and investments as well as topline tier structure.

Admin – all general event administration and documentation functions including event management fee

Marketing – a breakdown of marketing and comms costs with proposed allocations for advertising, including a contribution to developing a partnership with The West Australian to see the insert of the program prior to the event.

Programming – topline programming costs broken down across areas of entertainment as well as a small allocation for general entertainment to link the trail locations and event hubs.

Operations – general event operational costs that will be incurred for delivery such as traffic management, security etc. This is one of the areas that will need to be refined as the concepts and programming options are confirmed and may vary based on specific requirements however this is an estimate based on experience.

Following is the summary page giving the full scope of forecast revenue and expenditure. The detail of all worksheets is included in the Appendix.

COCKBURN LIGHTS CONCEPT SUMMARY					
		Cash	Forecast	Actual	Details
Income					
Sponsorship		465,000			
Stall Registrations		7,000			
Bar Income		12,000			
Miscellaneous		5,000			
Total Budget		489,000	-	0	
Total Expenditure		487,050	-	-	
Profit (Loss)		1,950	-	-	
			TOTAL	-	
Expenditure					
Administration					
Management		77,500	-	-	
Admin		2,500	-	-	
Approvals		2,050	-	-	
Merchandise		4,000	-	-	
Travel & Accom		16,000	-	-	
Volunteers		2,500	-	-	
VIPs		4,500	-	-	
Marketing					
Advertising		43,500	-	-	
Design & Collateral		12,500	-	-	
Digital		3,500	-	-	
Publicity		13,500	-	-	
Programming					
General		7,000	-	-	
Port Coogee Event Hub		10,000	-	-	
Coogee Beach Event Hub		70,000	-	-	
Coogee Surf Life Saving Club		51,000	-	-	
		-	-	-	
Operations					
General		54,500	-	-	
Equipment		27,500	-	-	
Labour		33,500	-	-	
Programming		23,000	-	-	
Production		18,500	-	-	
Contingency		10,000			
Total Expenditure		487,050	-	-	



City of Cockburn
CULTURAL STRATEGY
(Art, Culture, Heritage & Events)
2016–2020



cockburn.wa.gov.au

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1. EXECUTIVE SUMMARY

The purpose of this document is to outline the vision for art, culture, heritage and events within the City of Cockburn, and to clarify the key themes the City must focus on if it is to meet the expectations of the community in building a vibrant city which truly embraces and celebrates art, culture, heritage and events.

This strategy replaces the Public Art Strategy 2009 and the Events Strategy 2014-2019 Culture (art, heritage and events). This plan cannot stand alone; rather, arts, culture, heritage and events permeate the City and this strategy is shared across business units within the organisation.

The process for scoping and developing this strategy included a best practice review by Catalyse (Art, Culture and Heritage Strategic Plan, Best Practice Review, 27 August 2015), stakeholder mapping, internal and external stakeholder workshops.

The areas of art, culture, heritage and events were broken down into two projects. Arts, culture, heritage being one and an event review being the other although both are inextricably linked.

An analysis of the current situation was undertaken to identify opportunities, weaknesses, strengths and threats.

Key themes that emerged were for the City to have a leadership role in this field and to be the catalyst for collaboration. There was an overwhelming desire for an art, culture and heritage hub – a space that has the ability to attract international standard activity, while at the same providing a vibrant home for local artists to practice and hone their craft. Education would be an important component of this hub. The creation of a mixed use facility ensures sustainability. The strong desire for such a hub also emerged in consultation for the Community Sport and Recreation Facilities Plan.

The review of the city-wide event program considered the style of each event, target markets, objectives, key requirements and potential new events, as well as internal processes to ensure the most effective use of available resources, skills and experience. This strategy covers civic events, community events including those run by the City and those run by external organisations (for profit and not-for-profit). It does not cover workshops or regular programs run by the Youth Centre, Libraries or the Seniors Centre.

Six key strategies came out of the research and consultation.

1. Ensure culture is integrated in to all planning
2. Value local heritage
3. Facilitate creative communities
4. Provide creative places
5. Develop and facilitate creative services
6. Support creative industries

2. INTRODUCTION

This strategy replaces the City's Public Art Strategy 2009 and the Events Strategy 2014-2019. The two are combined as there are strong synergies between both areas, and as part of the overall plan to consolidate numerous strategies.

The City has achieved the goals set out in the Public Art Strategy. This included developing a collection of distinct and diverse public artworks, which the City has achieved. In regard to achieving an integrated approach to public art, the City now has a Percentage for Art Policy whereby developers must provide money for art when the value of the development is in excess of \$1M. This has provided a significant number of artworks. Planning, Community Services, Community Development and Parks and Environment teams all work closely with the Culture and Events Service Unit on the provision of a wide range of art projects across the City. The City has increased awareness of its public art through its ongoing annual art exhibition, featuring art on its website and securing media stories and social media engagement as and when new artworks are installed.

There has also been significant progress with the Event Strategy. To ensure that City-run events align with City policies and strategies, which range from promoting public transport options to ensuring that a Welcome to Country or Acknowledgement of Country is included at big events or civic events; that healthy food options are available at all events and those events are made as accessible as possible.

The City continues to run a large program of free community events throughout the year and have a range of incentives and support programs to assist the community to run their own events and has made strong inroads in to running more sustainable events and will continue to improve in this area particularly in the area of waste reduction. As the Event Strategy had not run its course, some of the actions in this plan, which mainly relate to developing events to encourage economic activity, have carried over.

A focus on culture has the ability to generate a positive image of a place, to enhance the life and social well-being of residents and to generate wealth and employment.

During community consultation, the primary request was for a cultural hub to be developed, so provision is made in this plan for a feasibility study to determine what this hub would be and where it could be located, subject to the study identifying key requirements associated with such a facility, including funding sources from both Council and external funding sources.

The Community, Sport and Recreation Facilities Plan (2016-2026) will include infrastructure requirements for Arts, Culture and Heritage matters identified in this strategy.

This new strategy will build on the work that the City has already done using practical and achievable actions that can be measured.

3. DEFINITIONS

3.1 Culture

Culture is the set of distinctive spiritual, material, intellectual and emotional features of a society or a social group that encompass not only art and literature, but lifestyles, ways of living together, value systems, traditions and beliefs. (UNESCO) The term culture signifies how people express their attitudes and beliefs and interact with their natural and physical environment. It is a collective sense of meaning, determining values that develop a community's way of life.

3.2 Local Cultural Identity

Local Cultural Identity relates to a feeling of identity in relation to a particular group, sense of belonging or connectedness to a community.

3.3 Cultural Development

Cultural Development is defined as the enhancement of opportunities for people to participate in the cultural life of their communities by supporting local cultural initiatives.

3.4 Festivals and Events

Festivals and events bring people together and help to define a sense of place, enhance a feeling of pride in the community and can foster health and wellbeing. Within the City of Cockburn the diversity of events is a reflection of the various "communities of interest". The beneficiaries are locals and visitors alike. Businesses too can experience increases in patronage as an influx of people rally in the community. An "event" is a single activity with an outcome. A "festival" is a group of related activities that are united under a single entity.

4. MISSION

The City's mission is to make the City of Cockburn the most attractive place to live, work, visit and invest in, within the Perth metropolitan area.

This strategy helps to achieve this mission because its objectives are for the community to have a great sense of connection through participation in cultural activities. Festivals and events also bring people together; they help to define a sense of place, enhance a feeling of pride in the community and can foster health and wellbeing.

5. LINKS TO THE STRATEGIC COMMUNITY PLAN 2016 – 2026

The City of Cockburn recognises the importance and benefits of having a city which embraces art, culture and heritage. The Strategic Community Plan 2016-2026 outlines three strategic themes that necessitate a plan focusing on art, culture, heritage and events in Cockburn:

Community, Lifestyle and Security

- Provide residents with a range of high quality programs and services.
- Provide community facilities and infrastructure in a planned and sustainable manner.
- Provide safe places and activities for residents and visitors to relax and socialise.
- Create and maintain recreational, social and sports facilities and regional open space.

Economic, Social and Environmental Responsibility

- Create opportunities for business and industry to establish and thrive.
- Increase local employment and career opportunities across a range of different employment areas.
- Improve the appearance of streetscapes, especially with trees suitable for shade.
- Continue to recognise and celebrate the significance of cultural, social and built heritage including local indigenous and multicultural groups.

Leading & Listening

- Ensure long term financial management and deliver value for money.
- Listen to and engage with our residents, business community and ratepayers with greater use of social media.
- Strengthen our regional collaboration to achieve sustainable economic outcomes. Ensure advocacy for funding and promote a unified position on regional strategic projects.

Key related City Strategies include:

- The City's Reconciliation Action Plan (includes Cultural matters relating to Aboriginal and Torres Strait Islander Community members)
- The City's Sustainability Strategy 2013-17
- The City's Disability Access and Inclusion Plan includes initiatives related to accessible events.
- The City's Communication Strategy and Action Plan

6. VISION

The City of Cockburn celebrates and values the spirit of the Cockburn community by providing opportunities to nurture, enhance and recognise the art, culture and heritage that exist in our community and will continue to recognise and celebrate the significance of cultural, social and built heritage including local indigenous and multicultural groups.

The City believes that a focus on culture has the ability to generate a positive image of a place, to enhance the life and social well-being of residents and to generate wealth and employment.

7. OBJECTIVES

The objectives are listed in the action plan and arise from the following three key aspirational statements.

- a. 2016/17 - The community has a great sense of connection through participation in cultural activities.
- b. 2018-2020 - The City truly understands the value of strong commitment to art, culture, heritage and events.
- c. 2018-2020 – It recognises local heritage, celebrates diversity and is energised about the future.

The following six strategies came out of the research and consultation:



8. SUMMARY OF COMMUNITY CONSULTATION

The City engaged with a range of stakeholders to develop this plan:



Survey & Workshops

Qualitative and quantitative community event research (Catalyse) was used.

180 stakeholders with an interest in arts, culture or heritage were identified. The list contained a diverse range of artists, musicians, dancers, performers, designers, theatre, heritage and cultural groups from across the City of Cockburn and surrounding local government areas.

Stakeholders were contacted by email or mail and invited to participate in an online survey (July 2015). The survey was also promoted via the City of Cockburn's website, e-news and social media. The survey was open for three weeks and attracted responses from 65 stakeholders.

Individual sessions were held with:

- Youth Advisory Collective
- Aboriginal Reference Group

Community Workshop 11 August 2015:

Attendees included local artists, Phoenix Theatre, Artzplace, Friends of Woodman Point Quarantine station; Cockburn Community and Cultural Council; Historical Society of Cockburn; Spare Parts Puppet Theatre; Cockburn RSL; Hamilton Hill Community Association; Into the Mask theatre; Mayor Logan Howlett; Ozartworks; Leeming Area community bands.

Relevant feedback from Strategic Community Plan consultation – 2016-2026 was also used.

Key findings are:

- There is limited space for workshops and performing arts. This came out repeatedly and has recently been identified as a gap during consultation for the Community Sport and Recreation Facilities Strategic Plan.
- There is high satisfaction with festivals, events and cultural activities in the City of Cockburn among residents. Females, seniors and those with younger children tend to be happier. There is most room to improve perceptions among younger singles and couples, and families with older children.
- The value of art, culture and heritage in improving community wellbeing is widely recognised.
- Relative to other councils, the City's performance for festivals, events and cultural activities is above average.
- The community has moderate levels of awareness of City events.

Research from 2013 undertaken by Catalyse in regard to Events was also reviewed. This included testing the appetite for new events.

9. REFERENCE INFORMATION

A detailed best practice review was undertaken in August 2016. Catalyse reviewed a range of art, cultural and heritage policies, plans and trends at the federal, state and local level and reviewed past studies completed by the City of Cockburn. This is a comprehensive report which has underpinned development of this strategy and the associated action plan. It is an internal document and therefore not provided as part of this strategy.

Project 3 undertook an event review in March 2016. This resulted in an Event Program Recommendation and Report which has underpinned development of some key actions in this plan.

10. RESOURCING THE PLAN

Actions within this plan cross over several business units including Strategic Planning, Parks and Environment, Library Services, Executive Services, Community Development, Events and Culture. A significant number of actions are undertaken by the Events and Culture team, which comprises 3.68FTE. There are actions within this strategy that require additional human resources. Those resources are a Local History Librarian and Multicultural Officer. The Multicultural Officer position is included for 2017/18 in the City's Workforce Plan 2016/17-2021/22 under Community Development and Services which is the Business Unit which would manage the role. The Local History Librarian has been proposed by the Library Services Business Unit but not yet accepted to the Workforce Plan and will require support and prioritisation to be realised.

To complete the work detailed in the Action Plan and additional to the staffing resources required, small increases to operational funding are as follows:

Financial Year	Action	Estimated cost (at October 2016)
2017-18	Photograph and document comprehensively the City's art collection	\$15,000
2018-19	Develop an online art gallery of City-owned artworks	\$25,000
2019-20	Complete an initial Arts, Culture and Heritage HUB feasibility study, including identification and evaluation of potential sites, assessment of stakeholder needs, and vision creation	\$50,000
2019-20	Build an online resource centre for arts, culture and heritage providers	\$30,000
2019-20	Undertake research to inform new strategy including multi-cultural matters	\$30,000

The remaining actions will be able to be completed within existing resources with the assumption that normal annual budget processes continue and operational budgets will be provided with CPI or better growth. This is because many of the new actions are continuous improvement and take the place of prior or current actions within the Events and Culture Service Unit.

11. PERFORMANCE MEASURES

Measurement will be as detailed in the action plan as well as through community research. Participation will be one of the greatest indicators of success. Equal accessibility will be a driving force. The benefits that an investment in arts, culture, heritage and events bring to the community will be measured. The Community Scorecard surveys the level of satisfaction with festivals, events and cultural activities across all demographics, as well as the level of satisfaction with how people feel that local history and heritage is preserved and promoted.

12. REPORTING FORMAT

Reporting of achievements in this strategy will be via reporting in the Annual Report and internal quarterly reports.

13. ACTION PLAN

Ongoing Actions

In addition to the specific actions detailed below, the City undertakes a range of activities on an ongoing basis. These include:

- Managing the City's public art collection (external and internal) to ensure that the collection is relevant and economically viable;

- Ensuring that interpretive signage is considered when master planning is undertaken in areas that have cultural value;
- Reviewing the annual event program relating to policy SC34; continuing to run a program of Civic events;
- Fostering relationships with culturally relevant organisations to enrich the City's cultural diversity;
- Ongoing identification of historical events and culturally significant sites and properties for historical preservation purposes and to inform relevant State Government bodies; Identifying opportunities and planning for heritage tourism;
- Holding training and event workshops for external groups to increase capacity and for internal staff to ensure a safe and consistent approach to events. Educating staff on culture and event related policies;
- Continuing to place high value on and maintaining and promoting the City's natural areas including the unique coast and wetlands in line with the City's actions in the natural area management strategy.
- Promoting inclusivity by encouraging City services, community groups and sporting clubs to participate at relevant city events; Identifying ways to increase community participation in arts, culture and heritage (City and non- City events) activities;
- Increasing the number of sustainable suppliers at City events and continuing to reduce the amount of waste at events;
- Determining ways to use City events to increase awareness, understanding and respect for different cultures past and present in Cockburn. Ensuring that the Aboriginal and Cultural Reference Groups are used as a key source of reference and consultation within the City of Cockburn.

14. APPENDIX ONE - CULTURAL STRATEGY 2016-17 ACTIONS

Actions	Leaders	Strategic Priority	Budget	Measures of Success
14.1 Define KPIs that effectively measure benefits and value delivered from investment in arts, culture and heritage by the City and developers.	Planning and Development; Finance and Corporate Services, Cultural Development Coordinator	Integrated Planning	Existing	KPIs are developed
14.2 Develop a brief for the digitisation of local history that can be readily updated and sourced and source information.	Manager Libraries; Cultural Development Coordinator; Local History Librarian; Museum Officer	Local Heritage	Existing library budget	A brief is Developed
14.3 Develop a central register/map of art, culture and heritage providers within the City and a strategy for its ongoing maintenance and promotion.	Cultural Development Coordinator; Local History Librarian*	Creative Communities	Existing IS Budget	A central register/map of art, culture and heritage provides and ongoing strategy
14.4 Review the City's cultural grant program.	Cultural Development Coordinator	Creative Communities	Existing	Grant program is reviewed
14.5 Locate artworks, undertake audit and make recommendation for retention, storage and disposal; as well as update asset register.	Cultural Development Coordinator	Creative Places	Existing	Audit, recommendation for retention, storage and disposal is completed. Asset register is updated
14.6 Review aspects of the Grants and Donations program to encourage take up of grants and sponsorship to assist with the running of community-run events.	Community Development Coordinator/Grants and Research Officer	Creative Services	Existing	Grants and donations program reviewed
14.7 Investigate and scope the cost to undertake two new events in 2017/18: <ul style="list-style-type: none"> • "Urban Adventure Challenge" • "Cockburn Lights" 	Events and Cultural Coordinator	Creative Industries	Existing	Detailed concepts are completed

Actions	Leaders	Strategic Priority	Budget	Measures of Success
14.8 Develop policy relating to use of public open spaces and associated venue hire for major events within Cockburn Central West.	Recreation Services; Events Team	Creative Places	Existing	Policy is developed
14.9 Investigate, develop and implement a flexible (open anytime) community event grants model.	Community Development	Creative Communities	Existing	Community event grants model is developed
14.10 Develop a range of 'off the shelf' event templates that communities can use to run events at local parks including but not limited to: <ul style="list-style-type: none"> • Outdoor Movie Nights • Pop up Cafes 	Community Development	Creative Communities	Existing	Event templates are developed
14.11 Consult with FORM about possible projects in Cockburn, including but not limited to Coolbellup Water Towers.	Cultural Development Coordinator	Creative Places	Existing	An outcome is determined

15. APPENDIX TWO - CULTURAL STRATEGY 2017-18 ACTIONS

Actions	Leaders	Strategic Priorities	Budget	Measures of Success
15.1 Photograph and document the art collection.	Cultural Development Coordinator	Creative Places	\$15,000	Art collection is photographed
15.2 Developing the mechanism to publish historic information in a digitised format.	Manager Libraries; Local History Librarian*	Local Heritage	Library Budget	Mechanism is developed
15.3 Undertake a feasibility study into the suitability of Cockburn venues for: a) attracting large events; b) attracting satellite events from events such as the Perth International Arts Festival, Perth Comedy Festival; Fringe	Events and Cultural Coordinator; Manager Corporate Communications	Creative Places	\$15,000	Feasibility study is undertaken
15.4 Conduct a valuation of the City's art collection for insurance purposes.	Cultural Development Coordinator	Creative Places	\$10,000	Valuation is completed
15.5 Develop a Cockburn Heritage Park / Memorial Walk.	Manager Parks and Environment; Cultural Development Coordinator;	Local Heritage	\$230K (long term financial plan and budget)	Memorial Walk/Cockburn Heritage Park is developed
15.6 Develop guidelines with appropriate departments for hosting street parties, including looking at traffic management solutions. Stage 1- investigation.	Community Development; Events	Creative Communities	Existing	Opportunities identified
15.7 Identify opportunities to increase arts, culture and heritage activities in Cockburn Central.	Events Team; Community Development	Creative Places	Existing	Opportunities identified

16. APPENDIX THREE - CULTURAL STRATEGY 2018-19 ACTIONS

Action	Leaders	Strategic Priority	Budget	Measures of Success
16.1 Conduct a gap analysis of the City's offering and community needs, ensuring overlap is minimised and synergies and cooperation is achieved. This information will support a review of this plan and further planning for an Arts, Culture and Heritage Hub.	Cultural Development Coordinator	Creative Places	\$30,000	Gap analysis conducted
16.2 Review the need for and if relevant develop a project plan to create an online resources centre for arts, culture & heritage providers.	Events Team; Local History Librarian*	Creative Communities	Existing	Review undertaken
16.3 Develop an online art gallery of City-owned artworks.	Cultural Development Coordinator	Creative Places	Existing to \$25,000	Online gallery operating
16.4 Develop a streamlined approval process for applications for all internally and externally run events: <ul style="list-style-type: none"> • Process to document all potential considerations such as traffic management, signage, road closures. • A review of event specific purchasing procedures to ensure the process accommodates event specific requirements to ensure the ongoing development of innovative and current events. • Develop online ticketing or booking systems • Review external event application form • Review "Guide to Community Events" booklet 	Events Team ; Recreation Services Coordinator; Finance and Corporate Services; Community Development Coordinator; Environmental Health; Information Services	Creative Communities	Existing	Streamline approval process implemented

Action	Leaders	Strategic Priority	Budget	Measures of Success
16.5 Develop guidelines with appropriate departments for hosting street parties including looking at traffic management solutions. Stage 2- implementation.	Community Development; Events	Creative Communities	Existing	Stage two completed

17. APPENDIX FOUR - CULTURAL STRATEGY 2019-20 ACTIONS

Actions	Leaders	Strategic Priority	Budget	Measures of Success
17.1 Investigate and if appropriate commence the process to instigate a mutually beneficial 'country cousin' relationship with a regional Council.	Cultural Development Coordinator; Community Development	Creative Communities	Existing	Investigation is completed
17.2 Complete an initial Arts, Culture and Heritage HUB feasibility study, including identification and evaluation of potential sites, assessment of stakeholder needs, potential funding sources and vision creation. This will review the need for but not limited to workshop/wet spaces and a new performing arts space.	Manager Community Development and Services; Planning and Development Cultural Development Coordinator; Recreation Services Coordinator; Community Engagement Officer	Creative Places	\$50,000	Feasibility study is completed
17.3 Participate in the project team for the design and construction of the Aboriginal Cultural Visitor Centre.	Manager, Corporate Communications Manager Community Development Aboriginal Community Development Officer	Creative Places	Existing Budget	Completion of Centre which reflects cross functional involvement
17.4 Build the online resource centre for arts, culture and heritage providers (subject to action in 18/19).	Cultural Development Coordinator; Local History Library (if included in the Workforce Plan)	Creative Communities	\$30,000	Online resource centre is built.
17.5 Evaluate the cost and benefits of adopting Agenda 21 for Culture (international standard), and provide a recommendation.	Event and Cultural Coordinator	Integrated Planning	Existing	Recommendation provided
17.6 Undertake research for the next version of this strategy, which is to include multi-cultural matters to inform the next version of this plan for which it is proposed to increase the scope to include multi-cultural.	Manager Community Development; Cultural Development Coordinator Multicultural Officer	Strategic Community Plan 2016-26	\$30,000	Research is undertaken

Aberle ST	HAMILTON HILL	Public Road	21124	Taken from "Cockburn: The Making of a Community by Michael Berson p.149. At the outbreak of war in 1914, George Aberle served first as an instructor with the 10th Light Horse and then with the Camel Corps in Egypt. In 1921, with the help of a war-service loan, he took up 22 acres on Shallcross Street and began his second career. Aberle became a member of the Cockburn Road Board for many years who took great interest in the youth of the district. He was a captain of one of the gymnasium clubs in his younger days. He was a vigneron and Secretary of the Fruit Growers Association in the 1920's.
Beal LANE	HAMMOND PARK	Public Road	40340	Named after G Beal - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.SSD Map 492 D 10.
Bellingham RD	HAMMOND PARK	Public Road	40340	Named after K Bellingham - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.SSD Map 492 D 10.
Bischoff RD	HAMMOND PARK	Public Road	40340	SSD Map 492 D 10.Named after N Bischoff and S Bischoff whose names were taken from a list on City of Cockburn's War Memorial and noted in the City's Municipal Heritage Inventory.(Norman and Samuel Bischoff were the sons of Charles and Christina Bischoff who had bought 10 acres on Edeline Road in 1912. Both Norman and Samuel fought in the War in France. Around this time, the German-originated name, Bischoff , stopped Charles from getting work on the Wharf and was forced to live off his Spearwood block p126)
Bitton ST	MUNSTER	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Blackstock ST	HAMMOND PARK	Public Road	40340	Named after W Blackstock - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.SSD Map 492 D 10.
Bradbury RD	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Burridge WAY	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Carmody ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Churm ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Coad LANE	HAMMOND PARK	Public Road	40340	Named after A Coad - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.SSD Map 492 D 10.
Coates ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Corbitt LANE	HAMMOND PARK	Public Road	42475	Named after Frank Corbitt who was an Aboriginal Serviceman born in Bunbury and fought in World War 1SSD MAP : 522 D 2
Curven RD	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Cutler RD	JANDAKOT	Public Road	24799	1914-1918 honour board at the Hamilton Hill Memorial Hall.D. Cutler served in the Great War.
Cutts ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas
Davon ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas
Dearle ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Dickerson LOOP	HAMMOND PARK	Public Road	42475	Named after James Dickerson who was an Aboriginal Serviceman who was born in Gingin and lived in the York area and fought in World War 1SSD MAP : 522 D 2
Dimer WAY	HAMMOND PARK	Public Road	42475	Named after Harry Keith Dimer, an Aboriginal Serviceman who was born in Esperance and fought in World War 1SSD MAP : 522 D 2
England ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas
Fox ST	SPEARWOOD	Public Road	24799	Named after J.E.Fox, who served in the Great War.
Fulton ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas
Gorringe ST	HAMMOND PARK	Public Road	40340	SSD Map 492 D 10.Named after C Gorringe - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.
Gosch ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Gummow ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Halstead ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Hames ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Headland RD	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas
Henderson RD	WATTLEUP	Public Road	32094	Named after Admiral Sir Reginald Henderson, whose report in 1911 led to the commencement of the Henderson Naval Base. (He served in World War I as commanding officer of the battleship HMS Erin in 1914[4] and took part in the Battle of Jutland in 1916)
Hillier CR	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Hong LANE	HAMMOND PARK	Public Road	42475	Named after Thomas Hong, an Aboriginal Serviceman who travelled 900kms to sign his enlistment form at Blackboy Hill near Perth to fight in World War 1 SSD MAP : 522 D 2
Ingram ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Ingvarson WAY	BIBRA LAKE	Public Road	29192	Taken from "Cockburn: The Making of a Community by Michael Berson p.145 in 1913 Jen (Jack) Ingvarson came to WA from as an 18yo Dane. He worked for the Kennacks until the outbreak of war in 1914. It was in February 1916 that he joined the 44th Battalion at Blackboy Hill before embarking for France. He gained a distinguished war record as a platoon sergeant for his adopted country in France, was recommended by his unit for the Victoria Cross and was awarded the Distinguished Conduct Medal and Bar. Upon his return to Bibra Lake in 1919, Ingvarson got married to Bill Kennacks neice and became a dairy farmer.
Inverson BVD	HAMMOND PARK	Public Road	40340	SSD Map 492 D 10.Named after J Inverson - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.
Jakob PL	HAMILTON HILL	Public Road	32094	Jakob was the name of a local enlisted soldier who lost his life whilst serving overseas.
Jennings ST	HAMMOND PARK	Public Road	42475	Named after Frederick William Jennings, an Aboriginal Serviceman who was born in Albany and fought in World War 1SSD MAP : 522 D 2
Keenan ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Longson ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Lorraine PL	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Mainstone PL	HAMILTON HILL	Public Road	26911	The name of a man who enlisted to become a soldier and lost his life overseas.
McIntosh ST	HAMMOND PARK	Public Road	41190	Named after R McIntosh - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.SSD Map 522 D 1
McPhee RD	HAMMOND PARK	Public Road	42475	Named after Roy McPhee, an Aboriginal Serviceman who fought in World War 1SSD MAP : 522 D 2
Melbourne LOOP	HAMMOND PARK	Public Road	42475	Named after James Melbourne, an Aboriginal Serviceman who was the first aboriginal person to play Australian Rules football at State Level representing West Perth. He also fought in World War 1SSD MAP :522 D 2
Naley LANE	HAMMOND PARK	Public Road	42475	Named after Gordon Charles Naley, an Aboriginal Serviceman who fought in World War 1 and was awarded the 1914-15 Star, the British War medal 1914-20 and the Victory Medal for military service.SSD MAP : 522 D 2
Neilson ST	HAMMOND PARK	Public Road	40340	Named after P Neilson - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.SSD Map 492 D 10.
Nettup ST	HAMMOND PARK	Public Road	42475	Named after Joseph William Nettup, an Aboriginal Serviceman who fought in World War 1SSD MAP : 522 D 2
Odam ST	HAMMOND PARK	Public Road	40340	Named after A Odam - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.SSD Map 492 D 10.
Packer RISE	HAMMOND PARK	Public Road	41190	The name continues the theme of honouring service men and women from the district who served in World War I or who served in Australia's Defence Services during World War II.John Waldegrave Packer - Australian Army - First World War 1914-1918. Embarked Fremantle 8 August 1916 on HMAT Miltades.SSD Map 522 D 1.
Piesley ST	HAMMOND PARK	Public Road	40340	SSD Map 492 D 10.Named after G Piesley - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.
Purvis ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Ralph LANE	HAMMOND PARK	Public Road	42475	Named after Edward Ralph, an Aboriginal Serviceman who fought in World War 1SSD MAP : 522 D 2
Ralston ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted from within and around Hamilton Hill and lost his life overseas
Schofield ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Secretan WAY	HAMMOND PARK	Public Road	40340	SSD Map 492 D 10.Named after F Secretan - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.
Showell ST	HAMILTON HILL	Public Road	32094	The name of a man who enlisted to become a soldier and lost his life overseas.
Spratley ST	HAMMOND PARK	Public Road	40340	SSD Map 492 D 10.Named after W Spratley - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.
Straughair ST	HAMILTON HILL	Public Road	32094	The Straughair family, Robert, Sarah and their son William were pioneers settlers in Spearwood.The Straughair family had lost 2 sons in the war p. 133
Strong LANE	HAMMOND PARK	Public Road	40340	SSD Map 492 D 10.Named after A Strong - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.
Treeby ST	COOLBELLUP	Public Road	23351	Taken from "Cockburn: The Making of a Community by Michael Berson p 74. Joseph Treeby, pioneer gardener at Jandakot from 1897. Although not specifically mentioned in the book, it is known that three of the sons (Frederick, Harold and Ernest) served in WW1, with Frederick losing his life.
Watson RD	BEELIAR	Public Road	32094	John Watson was the first Superintendent of the Boys Reformatory on Rottnest Island between the years of 1881-1901. He and his son J Watson, wrote extensively on the history of Rottnest. Watson's records are valued today as one of the only permanent descriptions of the lifestyle on Rottnest at the time. The Watson family lost 2 sons in the war.
Weetman RD	HAMMOND PARK	Public Road	40340	Named after F Weetman - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.SSD Map 492 D 10.
Wheeler RD	HAMILTON HILL	Public Road	26022	The name of a man who enlisted to become a soldier and lost his life overseas.
Wilkes ST	HAMILTON HILL	Public Road	32094	The name was selected from a list of soldiers who enlisted from within and around the Hamilton Hill area and lost their life overseas.
Willis TCE	HAMMOND PARK	Public Road	40340	Named after J Willis - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.SSD Map 492 D 10.
Woodrow AV	HAMMOND PARK	Public Road	40340	SSD Map 492 D 10.Named after H Woodrow - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.

Beswick GDNS	Beswick GDNS	ATWELL	Public Road	Approved Name	34442	Pioneers of the area all being taken from "Cockburn: The Making of a Community by Michael Berson.ROAD FORMERLY IN JANDAKOT , NOW IN ATWELL .(Sergeant Frederick Beswick was born in 1828 at Tilbury Fort Essex. He enlisted at St Georges Bermuda at the age of 32years and became a pensioner guard in 1876 at Willagee Swamp. The Settlement sat between Willagee Swamp and North Lanke and its boundaries are clearly marked by the residential area in the locality of Kardinya p51)
Bree CL	Bree CL	ATWELL	Public Road	Approved Name	34016	Honours and early resident, Thomas Bree. "Cockburn. The Making of a Community"by Michael Berson.ROAD FORMERLY IN JANDAKOT , NOW IN ATWELL . Bree arrived in 1862, on the S/S York, the same year he was enlisted. He took up his allotment as a pensioner guard at Willagee Swamp (p 51)
Cardigan ST	Cardigan ST	HAMILTON HILL	Public Road	Approved Name	32094	Lieutenant General James Thomas Brudenell, 7th Earl of Cardigan (1797-1868) was the officer who rode at the head of the Light Brigade during its famous charge at Balaclava on 25 October 1854, in the Crimean War. Throughout his life in politics and his long military career he was characterised as arrogant and an extravagant aristocrat of the period. His progression through the Army was marked by many episodes of extraordinary incompetence, but this can be measured against his generosity to the men under his command and genuine bravery. As a member of the landed aristocracy he had actively and steadfastly opposed any political reform in Britain, but in the last year of his life he relented and came to acknowledge that such reform would bring benefit to all classes of society. After his retirement in 1866, he lived happily at Deene, passing his time with horse-racing, hunting and shooting.He died from injuries caused by a fall from his horse on 28 March 1868, possibly following a stroke, and was buried in the family vaults at St Peter's Church, Deene.
Cobine ST	Cobine ST	SPEARWOOD	Public Road	Approved Name	24973	Named after Joseph Cobine who served in the Colony's 63rd Regiment in 1828.
De Ceglie ST	De Ceglie ST	COOGEE	Public Road	Italian Approved Name	42447	SSD: 460 E-6Named after Giuseppe De Ceglie. Born in Mofetta Italy on 08/03/15 and emigrated to Western Australia at age 16. He lived in Spearwood with his step-father and worked as a fisherman until they were interned during the war for two years. See 2016-19552; (Giuseppe De Ceglie born in Molfetta Italy on 8/3/1915 he emigrated to western Australia when he was 16 - years old lived in Spearwood with his step father and was a fisherman until they were interned during the war for two years .Their vessels were impounded when released from internment was able to find work at watsonia meat works and lived in a market garden shed with his wife and two children by the way were all born in Australia the shed was a stone throw away from watsonias which gave him easy access to work. After the war there boats were released and they returned to the sea he died 2/2/1985 the commonwealth government many years later gave them a full apology for their action of which they deemed were totally unnecessary.)
Denham ST	Denham ST	SPEARWOOD	Public Road	Approved Name	32094	Named Sir Frederick George Denham Bedford who was Governor of Western Australia from 1903 to 1909. (was a senior Royal Navy officer and Governor of Western Australia from 24 March 1903 to 22 April 1909.Bedford joined the Royal Navy at the age of 14, and later served in the Crimean War)
Durnin AV	Durnin AV	BEELIAR / YANGEBI	Public Road	Approved Name	38671	Durnin Avenue is named after the late Frederick Durnin. Frederick Durnin was a war veteran who served as a gunner on the Royal Australian Navy's minesweeping vessels "Mercedes" and "Cerberus" during World War II. Durnin was awarded the 1939-1945 Star and Pacific Star Medals.Frederick Durnin was born in Portsmouth, England on the 11 June 1920 and migrated to Australia in 1924 on board the "Orsova". Durnin settled around the Fremantle/Cockburn area. He passed away on 16 May 2001.
Fanstone AV	Fanstone AV	BEELIAR	Public Road	Approved Name	32094	H. Herbert Fanstone was the Australian Director of Naval Works, 1913-1917.
Gray CT	Gray CT	HAMILTON HILL	Public Road	Approved Name	32094	John Gray was one of two men known to have survived the Charge of the Light Brigade in the Crimean War at Balaclava in 1854 and to have come to Fremantle.He was born at Chatham, and fought unscathed at the Battle of the Alma (20 Sept 1854), and then escaped with only a 'slight wound' from Balaclava (25 October 1854). He also took part in the Siege of Sevastapol. After being discharged from the army in 1861, he joined the prison service. He arrived in 1866 on the Belgravia with his first wife Isabella, and served as a warder in the Prison. Gray died in 1891, of 'paralysis alcoholism, acute'
Howson WAY	Howson WAY	BIBRA LAKE	Public Road	Approved Name	32094	From list of Ex-serviceman of the area.
Marich COVE	Marich COVE	ATWELL	Public Road	Approved Name	34016	Honours early resident Nick Marich. "Cockburn. The Making of a Community" byMichael Berson.Road formerly in Jandakot, now in Atwell. (Came down from Kalgoorlie to Blackboy Hill Cammp to enlist in the Australian Imperial Force . He worked on his unlce's fresh water condenser and had worked at nights washing dishes in hotels and restaurants to put himself through night-school and learn to speak English proficiently. After the War, March bought a place on Phoenix Road in Spearwood and few years later established a first-class vineyard along with being appointed Consul for Yugoslavia in recognition for his service to the Slav community)
McGrath RD	McGrath RD	MUNSTER	Public Road	Approved Name	38498	Bernard McGrath was the original owner of allotment P3 on the western bank of Lake Coogee and was the only Pensioner Guard to actually live and work one of the allotments in that section. He lived on the property from 1884 until his death in 1902 (Source 'Cockburn- the Making of a Community')
Naylor CL	Naylor CL	ATWELL	Public Road	Approved Name	34437	The origin of this name, as stated by the City of Cockburn is the Shire'slocal history COCKBURN THE MAKING OF A COMMUNITY by Michael Berson.ROAD FORMERLY IN JANDAKOT , NOW IN ATWELL . Corporate Henry Naylor. Henry Naylor was one of two men known to have survived the Charge of the Light Brigade in the Crimean War at Balaclava in 1854 and to have come to Fremantle. (The other is John Gray.) Born in Suffolk, he died in 1894 and was given a military funeral.His sabre, which he would have brandished at the Balaclava charge, is in the WA Museum.
Noble WAY	Noble WAY	SUCCESS	Public Road	Approved Name	36690	Named after Richard Noble (1881-1959) migrated to Australia from England asan orphan at an early age. He fought in the Boer War with the Australiancontingent and returned to Perth to become a prominet citizen and wasinstrumental in the land development industry until his death.
Oakes WAY	Oakes WAY	HAMMOND PARK	Public Road	Approved Name	41190	Named after Sister Rosa O'kane, Australian Army Nursing Service (late of Charters Towers, Queensland) died at Woodman Point Quarantine Station on 21 December 1918 from Spanish Flu. Rosa was nursing servicemen from the troopship, 'Boonah', when she succumbed to the disease herself and died. (Information has been provided on the 13/03/2008 by Gaid Dodd who is local historian, Gail is the Hon. Friends of Woodman Point Recreation Camp (Inc.))Road formerly in Munster, now in Coogee locality.
O'Kane CT	O'Kane CT	COOGEE	Private Road	Approved Name	33396	The name continues the theme of honouring service men and women from the district who served in World War I and who served in Australia's Defence Services during World War II.Pansy Elsie Oakes - Australian Womens Army Service - Born 20 March 1917SSD Map 522 D 1.
Ross CT	Ross CT	SPEARWOOD	Public Road	Approved Name	24973	John Ross served with the 63rd Regiment in W.A. in 1828.
Serventy CR	Serventy CR	HAMMOND PARK	Public Road	Approved Name	41190	The name continues the theme of honouring service men and women from the district who served in World War I or who served in Australia's Defence Services during World War II.Nicholas Anthony Serventy - Australian Army - Born 2 August 1911 - Jandakot.SSD Map 522 D 1.

Alacrity PL	Alacrity PL	HENDERSON	Public Road	Approved Name	32807	Named after a former R.A.N. tug and unarmed World War One patrol vessel which operated from Perth 1911-1931.
Benella LANE	Benella LANE	NORTH COOGEE	Public Road	Approved Name	42053	Named after the ship 'Benella' that transported the 10th Light Horse Regiment from Fremantle during World War 1. http://www.lighthorse.org.au/resources/history-of-the-australian-lighthorse/mounted-troops SSD Ref: Map 460 D 2
Centenary LANE	Centenary LANE	COCKBURN CENTRAL	Public Road	Approved Name	42307	SSD: 492 E-1 Named after a commemoration or celebration of an event which occurred a hundred years before. Eg First World War. A day or year that people celebrate exactly 100 years after an important event.
Commemoration APP	Commemoration APP	COCKBURN CENTRAL	Public Road	Approved Name	42307	SSD: 492 E-1 Named after the term: Done in order to honour and remember an important person or event.
Diamantina WAY	Diamantina WAY	HENDERSON	Public Road	Approved Name	32807	Wartime river -class frigate 1945-1946, recommissioned hydrographic ship in W.A. 1959-1979.
Emplacement CR	Emplacement CR	HAMILTON HILL	Public Road	Approved Name	34683	Origin derived from the fact that there is an old World War II gun emplacement on an adjacent lot.
Honour WAY	Honour WAY	COCKBURN CENTRAL	Public Road	Approved Name	42307	SSD: 492 E-1 Named after the term: They were prepared to die for the honour of their country. Feelings of love, respect and admiration for an event. Named after Captain W Jervois, Commander of the Success in 1829. ROAD FORMERLY IN YANGEBUP, NOW IN BEELIAR. (was a British military engineer and diplomat. After joining the British Army in 1839, he saw service, as a second captain, in South Africa. In 1858, as a major, he was appointed Secretary of a Royal Commission set up to examine the state and efficiency of British land-based fortifications against naval attack; and this led to further work in Canada and South Australia. From 1875 to 1888 he was, consecutively, Governor of the Straits Settlements, Governor of South Australia and Governor-General of New Zealand.)
Jervois ST	Jervois ST	BEELIAR	Public Road	Approved Name	32094	Named after a State Ship. On 31 October 2005 name changed from Kabbarli Loop to Kabbarli Court, because road is a cul-de-sac and not a loop. (The vessel was sold to a Panamanian Company in October 1971. In June 1972 she struck a mine and was beached near the mouth of the Mekong River in Vietnam. After repairs had been carried out she continued trading but in 1974 whilst at Pnomh Penh in Cambodia she was hit by a rebel rocket attack, caught fire, burnt and sank)
Kabbarli CT	Kabbarli CT	SOUTH LAKE	Public Road	Approved Name	38656	
Legacy WAY	Legacy WAY	COCKBURN CENTRAL	Public Road	Approved Name	42117	SSD: 492 E-1 The meaning of the word Legacy is to recognise the communities responsibility for caring for those whose spouse did not return from war.
Marra WAY	Marra WAY	SOUTH LAKE	Public Road	Approved Name	35086	Named after a State Ship. (The Squadron also operated the largest ship to have ever been operated by the Australian Army, the 1400 ton, 233 ft (71.07m) long coastal cargo vessel AS3051 John Monash which was purchased as the MV Marra from the Adelaide Steamship Company in 1965. It saw service around Australia, in Papua New Guinea, Indonesia and Vietnam http://www.32smallshipsqn.org.au/history.htm)
Morea LANE	Morea LANE	NORTH COOGEE	Public Road	Approved Name	42053	Named after the ship 'Morea' ship that transported the 10th Light Horse Regiment from Fremantle during World War 1. http://www.lighthorse.org.au/resources/history-of-the-australian-lighthorse/mounted-troops SSD Ref: Map 460 D 2
Reinforcement PDE	Reinforcement PDE	NORTH COOGEE	Public Road	Approved Name	42053	Named after the 10th Light Horse Regiment and its associated reinforcements, which were trained and launched from the Fremantle area over a 4 year period from 1914 to 1918. Formed in Western Australia October 1914 for 3rd Light Horse Brigade. Departed Fremantle Mashobra 8 February 1915 and Surada 17 February 1915. http://www.lighthorse.org.au/resources/history-of-the-australian-lighthorse/mounted-troops SSD Ref: Map 460 D 2
Remembrance AV	Remembrance AV	COCKBURN CENTRAL	Public Road	Approved Name	42117	SSD: 492 E-1 This name is to recognise Australia's past military conflicts.
Ribe LANE	Ribe LANE	HAMMOND PARK	Public Road	Approved Name	40340	SSD Map 492 D 10. Named after A Ribe - a Banjup local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.
Riggs WAY	Riggs WAY	HAMILTON HILL	Public Road	Approved Name	32094	The name of a man who enlisted to become a soldier and lost his life overseas
Ronan LANE	Ronan LANE	HAMMOND PARK	Public Road	Approved Name	42475	Named after George Ronan, an Aboriginal Serviceman who fought in World War 1 SSD MAP : 522 D 2
Service MEWS	Service MEWS	COCKBURN CENTRAL	Public Road	Approved Name	42307	SSD: 492 E-1 Named after the deed of one who serves; labour performed for another, duty done or required; office. The armed forces and armies.
Stuart DR	Stuart DR	HENDERSON	Public Road	Approved Name	32807	First destroyer escort homeported in W.A. 1984.
Surada ST	Surada ST	NORTH COOGEE	Public Road	Approved Name	42053	Named after the ship 'Surada', which transported the 10th Light Horse Regiment to WW1 battlefields. http://www.lighthorse.org.au/resources/history-of-the-australian-lighthorse/mounted-troops SSD Ref: Map 460 D 2
Timms LANE	Timms LANE	HAMMOND PARK	Public Road	Approved Name	40340	SSD Map 492 D 10. Named after A Timms - a Jandakot Agricultural District local who was killed in action during World War I. The name was provided by Azelia Ley Museum in the City of Cockburn.
Veterans PDE	Veterans PDE	COCKBURN CENTRAL	Public Road	Approved Name	42117	SSD: 492 E-1 This name is to recognise those who fought for their country in Australia's armed forces.

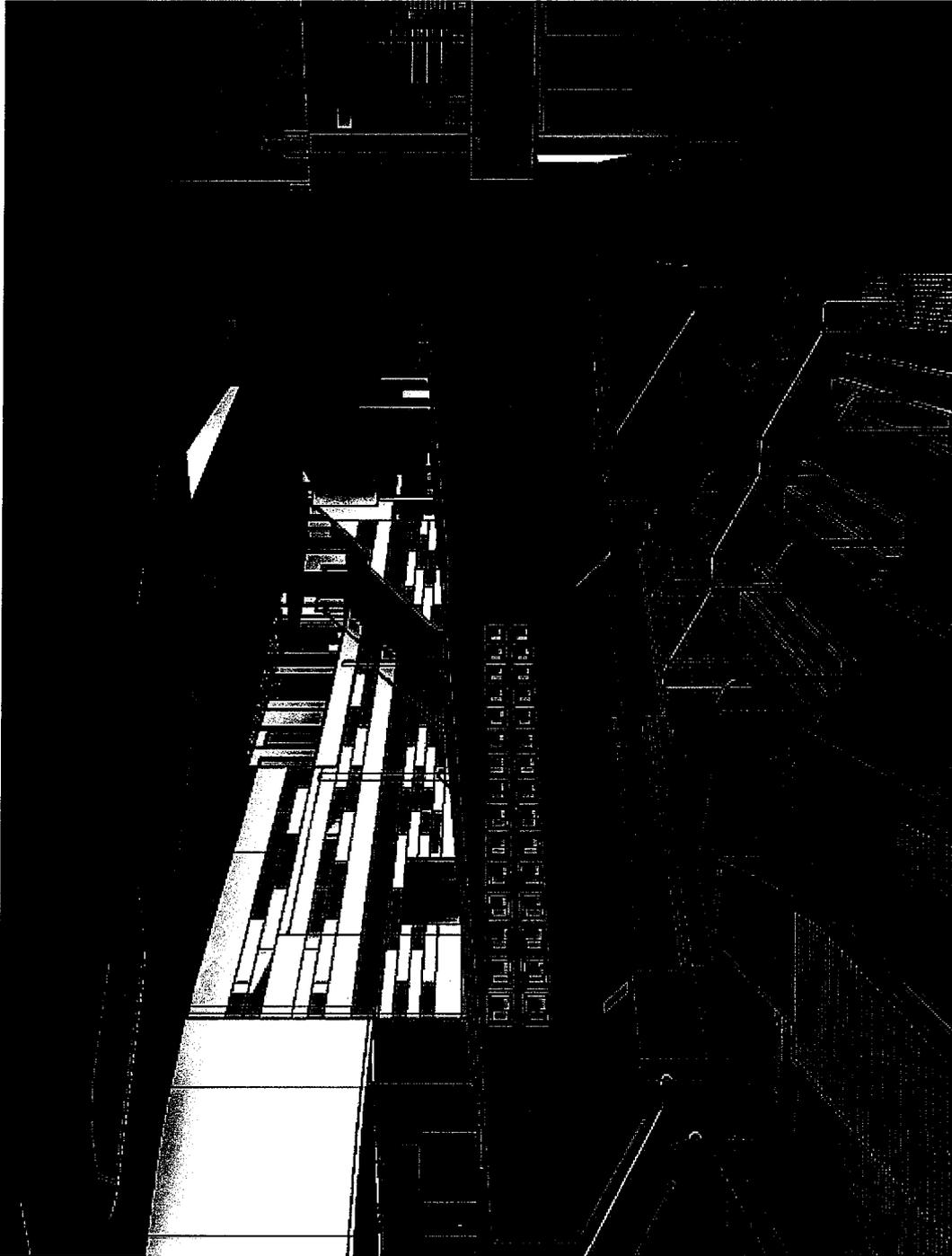


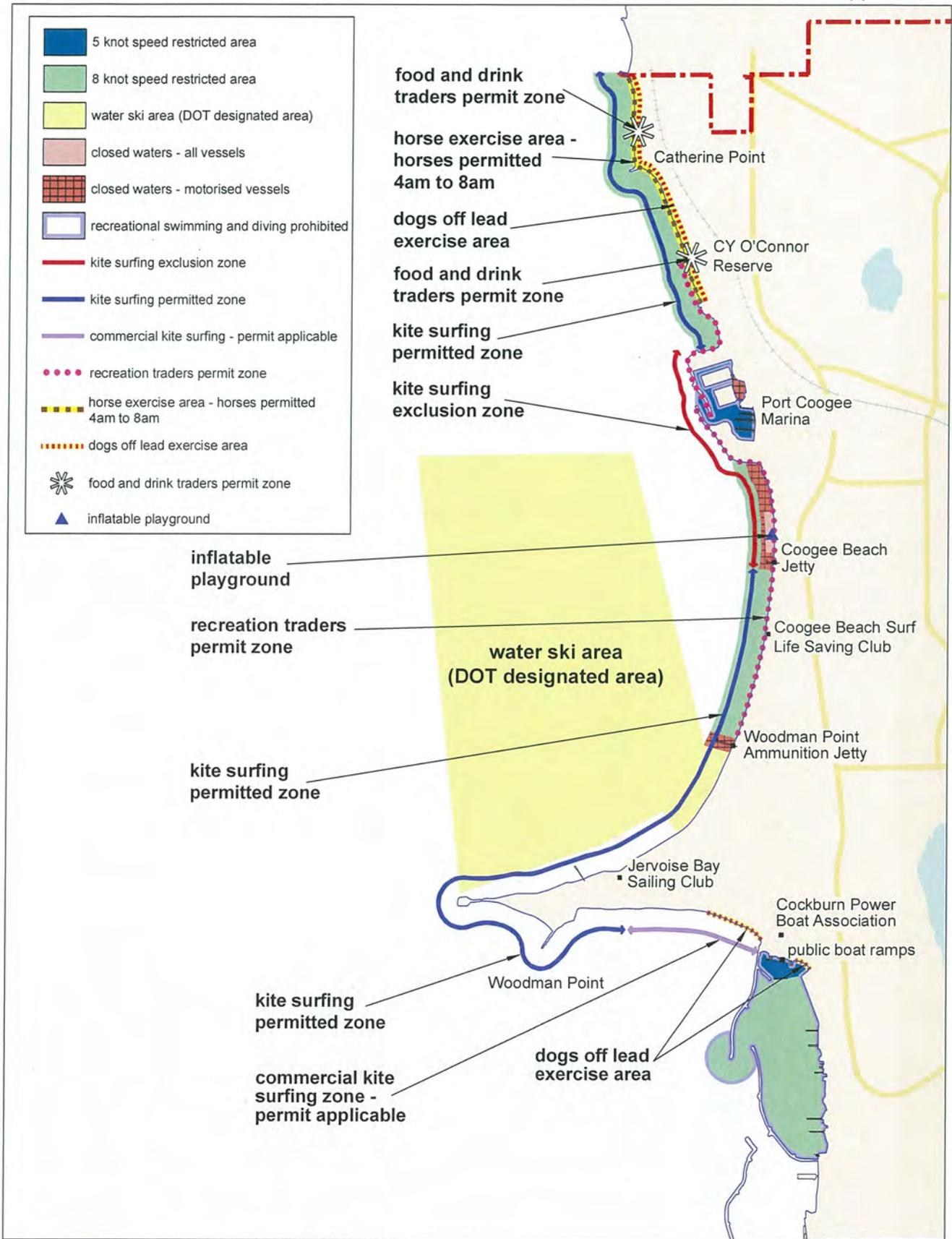
Interactive Kiosk

Option 1



Option 2





DRAFT

COASTAL ACTIVITIES GUIDE

Version 8
July 2016

Proposed dog area amendment

You are invited to comment on a proposal by the City of Cockburn to prohibit dogs from the following areas, as shown on the maps:

- » Part of Powell Road Reserve, Coogee Beach
- » Part of the beach coast south of the Surf Life Saving Club (not including the Woodmans Point dog allowed beach and car park)

Please provide your comment by 4pm, 23 November 2016 by:

@ **Email**

comment@cockburn.wa.gov.au



Complete the survey at

comment.cockburn.wa.gov.au



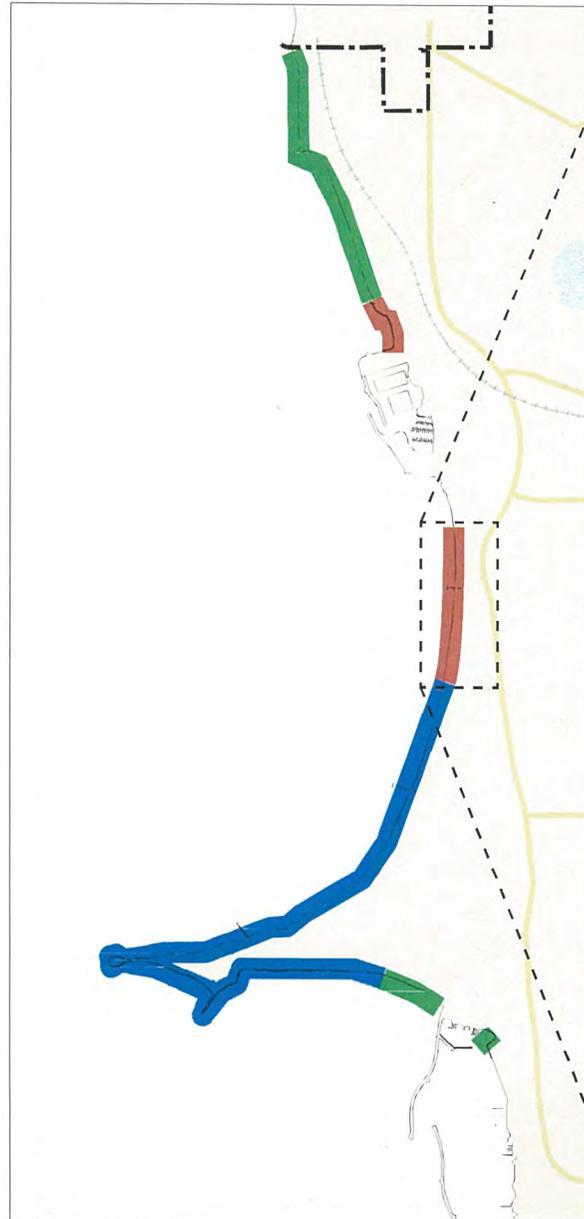
Write to

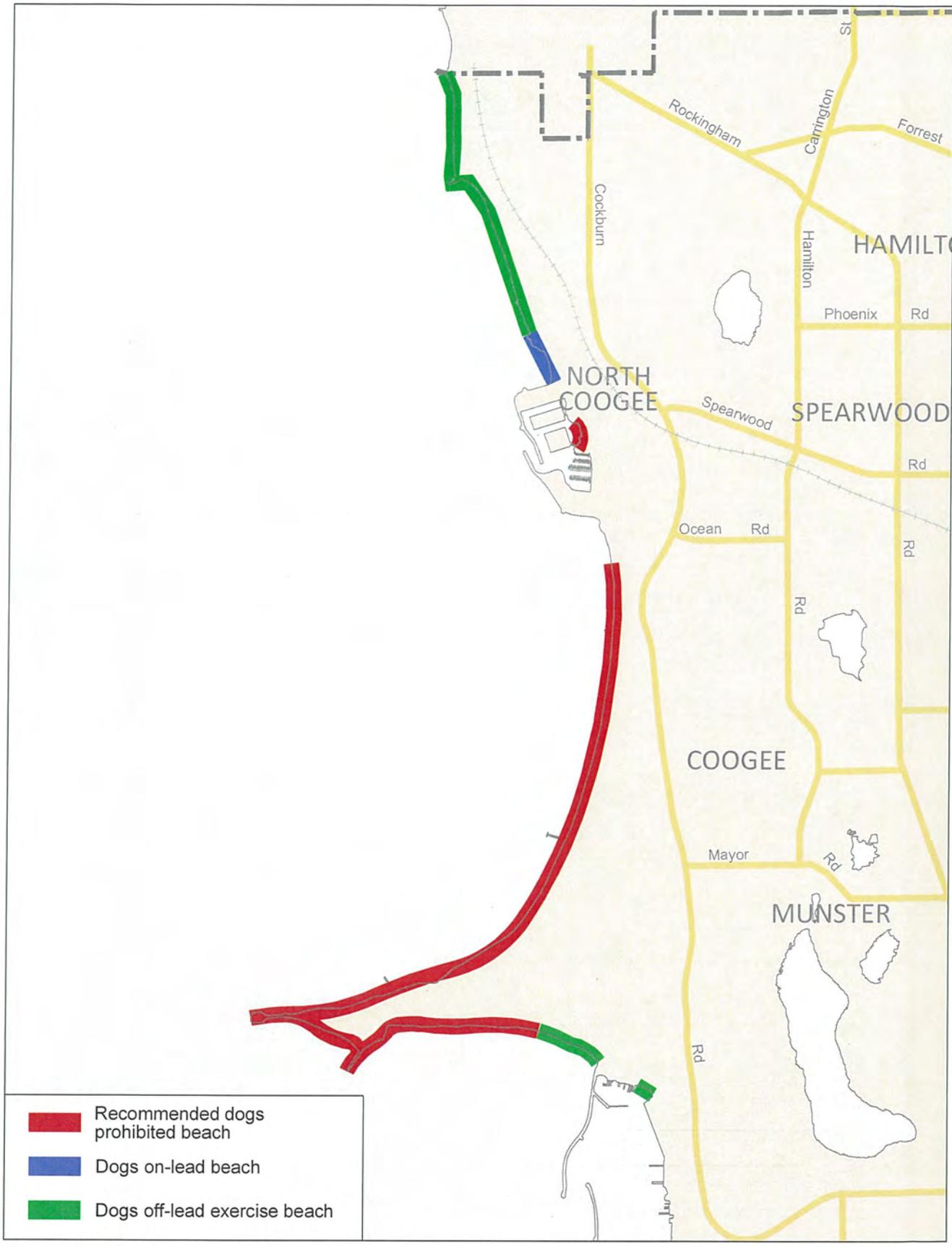
Chief Executive Officer, PO Box 1215, Bibra Lake DC WA 6965

Map Legend

- Dogs off-leads allowed
- Current dog prohibition area
- Proposed dog prohibition area

comment.cockburn.wa.gov.au | 9411 3444





  **RECOMMENDED DOGS PROHIBITED & DOGS OFF-LEADS EXERCISE BEACHES**

Scale 0 1km

Version 4
Updated: November 2016

Home » Dogs Coogee Beach and Woodman Point - proposed changes to access

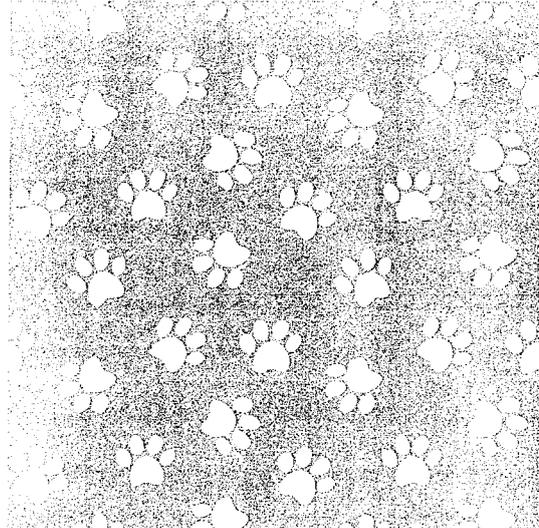
Dogs Coogee Beach and Woodman Point - proposed changes to access

We asked:

We sought your comment on a proposal to:

- Prohibit dogs from a portion of the Powell Road reserve at Coogee Beach, south of Coogee Beach Café, and
- Prohibit dogs from the entire foreshore area extending south of Coogee Beach Surf Life Saving Club to where the dogs off lead exercise beach begins (to the west of Cockburn Power Boat Club).
- Change the beach area between Caledonia Loop and the Breakwater near the old power station from a dogs-prohibited area to a dogs-on-lead area



At its 13 October Ordinary Council Meeting, Council proposed to extend the current long-term prohibition of dogs on Coogee Beach by also including a portion of the Powell Road reserve to the south of Coogee Beach Café and the beach area to the south of Coogee Beach Surf Life Saving Club.

This would:

1. Enable people to access Coogee Beach Café from its south side entrance without having to come into contact with dogs, and
2. Prohibit dogs from a portion of the beach foreshore south of Coogee Beach Surf Life Saving Club but does NOT include the Woodman Point 'dogs off leash allowed' beach and car park.

Consultation has now closed.

In line with Council's 14 July decision, dogs on leads are still allowed in the grassed al fresco area to the north of Coogee Beach Café, at the discretion of the café which leases this grassed area.

You said:

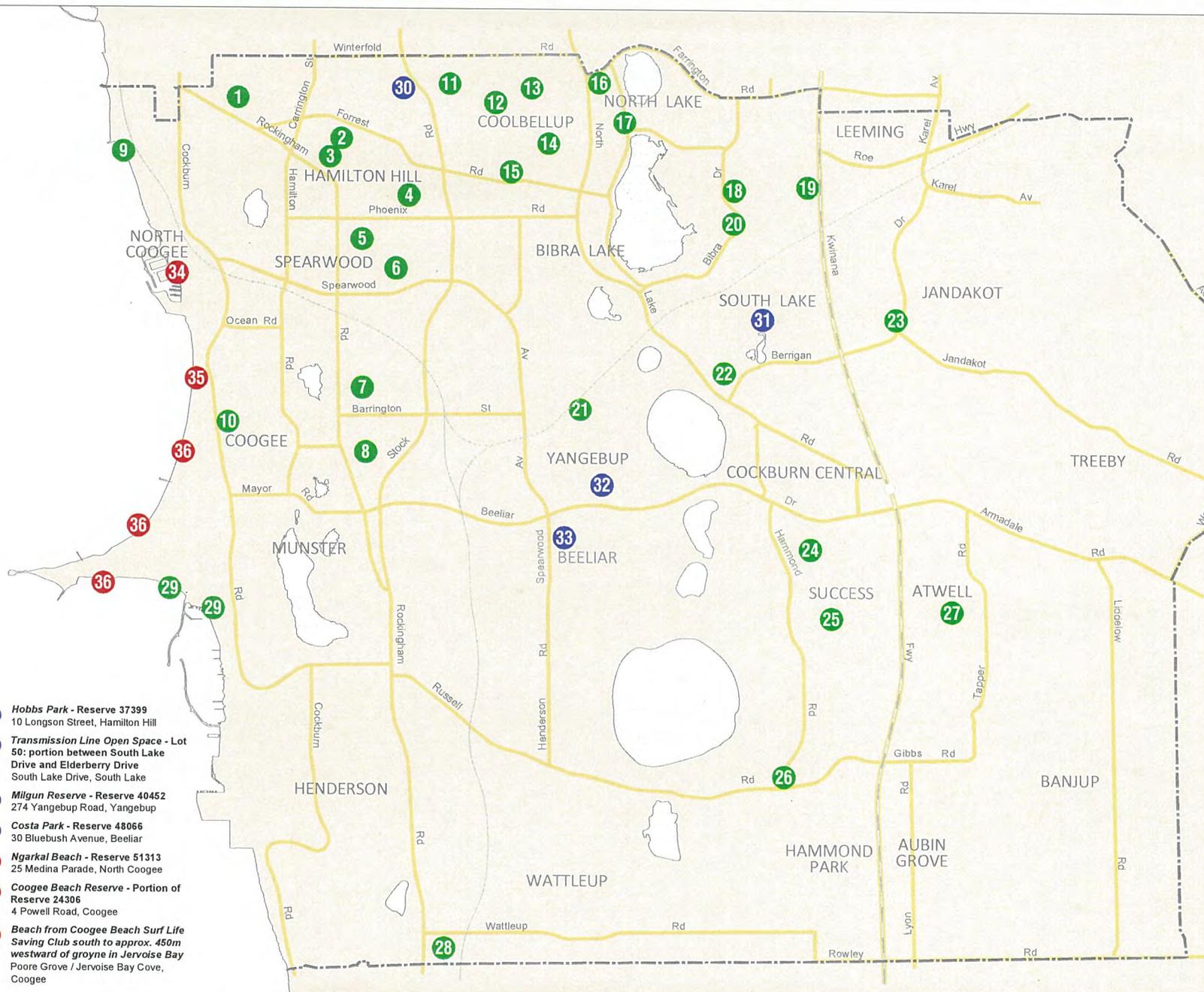
We are reviewing all the feedback and a consultation report will be uploaded here soon.

We did:

When Council makes a decision on this issue, we will upload the outcome here.

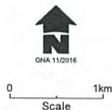
- 1 Dixon Park - Reserve 24550
9 Starling Street, Hamilton Hill
- 2 Reserve 26337 and Reserve 27960
18 Wheeler Road, and 15 Hyam Street, Hamilton Hill
- 3 Isted Reserve - Reserve 32870
1 Isted Avenue, Hamilton Hill
- 4 Southwell Park - Lots 55, 146, 210, 518
56 Southwell Crescent, Hamilton Hill
- 5 Bavich Park - Lots 60, 112
4 MacMorris Way, Spearwood
- 6 MacFaul Park - Lots 1, 23, 54, 69, 113, 116, 124
60 Falstaff Crescent, Spearwood
- 7 Bishop Park - Reserve 35232
9 Huxley Place, Spearwood
- 8 Hagan Park - Reserve 35541
21 Fenimore Avenue, Munster
- 9 CY O'Connor Reserve - Reserve 24787
McTaggart Cove, North Coogee
- 10 Powell Reserve - Reserve 38676
14 Parakeet Way, Coogee
- 11 Jarvis Park - Reserve 38587
2 Hawkes Street, Coolbellup
- 12 Hargreaves Park - Reserve 29602
58 Hargreaves Road, Coolbellup
- 13 Mamillius Park - Reserve 38760
2 Mamillius Street, Coolbellup
- 14 Rinaldo Reserve - Reserve 30992
32 Rinaldo Crescent, Coolbellup
- 15 Matilda Birkett Reserve - Reserve 39817
14 Whitmore Place, Coolbellup
- 16 Monaco Park - Reserve 36349
10 Palmerose Court, North Lake
- 17 Bassett Reserve - Reserve 38463
19 Rossetti Court, North Lake
- 18 Ferres Reserve - Reserve 37783
16 Lachlan Way, Bibra Lake
- 19 Ramsay Park - Reserve 35933
77 Parkway Road, Bibra Lake
- 20 Reserve 44060 and Lot 50
59 Bibra Drive, Bibra Lake
- 21 Levi Park - Reserve 39774
97 Plover Drive, Yangebup
- 22 Glen Mia Park - Reserve 39554
Glenbawn Drive, South Lake
- 23 Yarra Vista Park - Reserve 45308
83 Dean Road, Jandakot
- 24 Jubilee Park - Reserve 42975
5 Jubilee Avenue, Success
- 25 Steiner Park - Reserve 45917
24 Steiner Avenue, Success
- 26 Purslane Park - Reserve 48290, Reserve 49069 and
(east) portion of Reserve 2054
22 Chamley Bend, Success
- 27 Pipeline Park - Reserve 45990 and Reserve 44875
150 Brenchley Drive and 30 Folland Parade, Atwell
- 28 Srdarov Reserve - Reserve 27968
10 Miro Street, Wattleup
- 29 Woodman Point (southern) beaches, extending from
the groyne approximately 450m westward, and
extending from east side of boat ramps approximately
130m eastward
Jervoise Bay Cove, Coogee

- 30 Hobbs Park - Reserve 37399
10 Longson Street, Hamilton Hill
- 31 Transmission Line Open Space - Lot
50: portion between South Lake
Drive and Elderberry Drive
South Lake Drive, South Lake
- 32 Milgun Reserve - Reserve 40452
274 Yangebup Road, Yangebup
- 33 Costa Park - Reserve 48066
30 Bluebush Avenue, Beeliar
- 34 Ngarkal Beach - Reserve 51313
25 Medina Parade, North Coogee
- 36 Coogee Beach Reserve - Portion of
Reserve 24306
4 Powell Road, Coogee
- 36 Beach from Coogee Beach Surf Life
Saving Club south to approx. 450m
westward of groyne in Jervoise Bay
Poore Grove / Jervoise Bay Cove,
Coogee



RECOMMENDED DOGS OFF-LEAD EXERCISE AREAS

- 1 Dogs Off-Lead Exercise Areas
- 31 Proposed Dogs Off-Leads Exercise Areas
- 36 Dogs Prohibited



Home » Dogs: Proposed new off-lead exercise areas

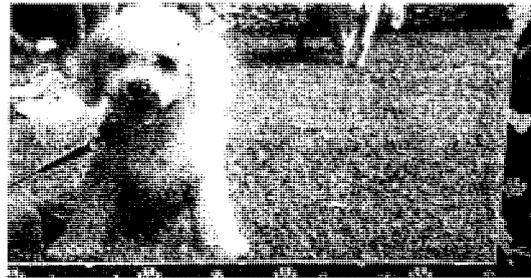
Dogs: Proposed new off-lead exercise areas



Thankyou for your input into this project. This consultation has now closed and all submissions will be analysed.

We asked

We sought your comment on proposals to allow new dog exercise areas (off lead and unfenced) at:



- Costa Park, Beeliar
- Hobbs Park, Longson Street, Hamilton Hill
- Milgun Reserve, Yangebup Road, Yangebup
- Princeton Park, Aubin Grove
- South Lake Park, South Lake

And we asked should Ngarkal Beach at Coogee be prohibited for dogs.

This consultation closed on Friday 21 October, 2016

Key Dates

Survey closed
21 October 2016

Fur Run, Manning Park, Hamilton Hill
18 September 2016

Council decides to build a fenced dog park at Jan Hammond Park
08 September 2016

Document Library

 Summary of Changes (16.5 KB) (docx)

- Existing dog off-lead areas (16.2 KB) (docx)
- Costa Park: Map of proposed dog off-lead exercise area (9.17 MB) (docx)
- Hobbs Park: Map of proposed dog off-lead exercise area (15.7 MB) (docx)
- Milgun Reserve: Map of proposed dog off-lead exercise area (16.3 MB) (docx)
- Princeton Park: Map of proposed dog off-lead exercise area (5.23 MB) (docx)
- South Lake Park: Map of proposed dog off-lead exercise area (16.4 MB) (docx)
- Ngarkal Beach: Map of proposed prohibited dogs area (14.2 MB) (docx)



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