



City of Cockburn
Ordinary Council Meeting
Agenda Paper

For Thursday, 14 November 2019



City of Cockburn
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Western Australia 6965

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Coleville Crescent, Spearwood

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NOTICE OF MEETING

Pursuant to Clause 2.4 of Council's Standing Orders, an Ordinary Meeting of Council has been called for Thursday 14 November 2019. The meeting is to be conducted at 7:00 PM in the City of Cockburn Council Chambers, Administration Building, Coleville Crescent, Spearwood.

The Agenda will be made available on the City's website on the Friday prior to the Council Meeting.

A handwritten signature in black ink, appearing to read 'Stuart Downing', is written over a horizontal line.

Stuart Downing
ACTING CHIEF EXECUTIVE OFFICER

CITY OF COCKBURN

SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 14 NOVEMBER 2019 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, 14 NOVEMBER 2019 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 & LEAVE OF ABSENCE**

Councillor Kevin Allen	-	Apology
Councillor Philip Eva	-	Apology
Chief Executive Officer Stephen Cain	-	Apology

- 6. WRITTEN REQUESTS FOR LEAVE OF ABSENCE**

Nil

- 7. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON
NOTICE**

Nil

8. PUBLIC QUESTION TIME

9. CONFIRMATION OF MINUTES

9.1 MINUTES OF THE ORDINARY COUNCIL MEETING - 10/10/2019

RECOMMENDATION

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 10 October 2019 as a true and accurate record.

9.2 MINUTES OF THE SPECIAL COUNCIL MEETING - 24/10/2019

RECOMMENDATION

That Council confirms the Minutes of the Special Council Meeting held on Thursday, 24 October 2019 as a true and accurate record.

9.3 MINUTES OF THE SPECIAL COUNCIL MEETING - 4/11/2019

RECOMMENDATION

That Council confirms the Minutes of the Special Council Meeting held on Monday, 4 November 2019 as a true and accurate record.

10. DEPUTATIONS

11. BUSINESS LEFT OVER FROM PREVIOUS MEETING (IF ADJOURNED)

Nil

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

13. COUNCIL MATTERS

13.1 MINUTES OF GRANTS AND DONATIONS COMMITTEE MEETING - 31 OCTOBER 2019

Author(s) K Jamieson
Attachments 1. Minutes of Grants & Donations Committee Meeting - 31 October 2019 [↓](#)

RECOMMENDATION

That Council receives the Minutes of the Grants and Donations Committee Meeting held on Thursday, 31 October 2019 and adopts the recommendations contained therein.

Background

The Grants and Donations Committee conducted a meeting on 31 October 2019. The minutes of the meeting are required to be presented to Council and the recommendations contained therein considered.

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 consideration. Any such items will be dealt with separately, as provided for in Council's Standing Orders.

Council approved a budget for Grants and Donations for 2019-2020 of \$1,450,000 to be distributed as grants, donations, sponsorship and subsidies. The Grants and Donations Committee is empowered to recommend to Council how these funds should be distributed.

At its meeting of 16 July 2019, the Committee recommended a range of allocations of grants, donations and sponsorships, which were duly adopted by Council on 8 August 2019.

The September 2019 round of grants, donations and sponsorship funding opportunities has now closed and the Committee, at its meeting of 31 October 2019, considered revised allocations for the grants and donations budget, as well as applications for donations and sponsorship, as contained in the minutes.

Strategic Plans/Policy Implications

Community, Lifestyle and Security

Provide residents with a range of high quality accessible programs and services.

Economic, Social and Environmental Responsibility

Create opportunities for community, business and industry to establish and thrive.

Leading and Listening

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

Council approved a budget for Grants and Donations for 2019/20 of \$1,450,000. Following is a summary of the proposed grants, donations and sponsorship allocations.

Summary of Proposed Allocations

Committed/Contractual Donations	\$500,000
Donations	\$210,000
Sponsorship	\$100,000
Specific Grant Programs	\$640,000
Total	\$1,450,000

Total Funds Available	\$1,450,000
<u>Less Total of Proposed Allocations</u>	<u>\$1,450,000</u>
Balance	\$0

Legal Implications

N/A

Community Consultation

In the lead up to the September 2019 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised:

- Three advertisements running fortnightly in the Cockburn Gazette on 3 September, 10 September and 17 September 2019;
- Feature advertisement article in the Cockburn Update September 2019 Email Newsletter;
- Media Release published online 19 August 2019;

- Two City of Cockburn Facebook promotional posts and videos on 19 and 28 August 2019 featuring previous recipients;
- City of Cockburn website promotional article and accompanying video from 21 August 2019;
- Promotion to community groups through the Community Development Service Unit email networks, contacts and community group meetings;
- Additional advertising through Community Development promotional channels:
 - Community Development Calendar distributed to all Not for Profit groups in Cockburn,
 - Cockburn Community Group E News August 2019 edition,
 - School email update July 2019 edition,
- Information available on the City of Cockburn website, and
- Reminder email sent to previous and regular applicants, attendees from a Lottery West information session hosted at the City and people who made enquiries during the application period.

Risk Management Implications

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

There is a "Moderate" level of "Brand/Reputation" risk associated with this item should funds be allocated to individuals or groups who did not meet the criteria and guidelines and/or did not use the funds for the purposes they were provided. Adherence to these requirements is considered essential when assessing applications.

Advice to Proponent(s)/Submitters

Applicants have been advised that this matter is to be considered at the 14 November 2019 Ordinary Council Meeting.

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

Nil



City of Cockburn Grants & Donations Committee **Minutes**

For Thursday, 31 October 2019

These Minutes are subject to confirmation

Presiding Member's signature

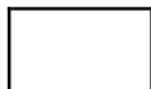
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CITY OF COCKBURN

SUMMARY OF MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING HELD ON THURSDAY, 31 OCTOBER 2019 AT 6:00 PM

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CITY OF COCKBURN**MINUTES OF GRANTS & DONATIONS COMMITTEE
HELD ON THURSDAY, 31 OCTOBER 2019 AT 6:00 PM****PRESENT:****ELECTED MEMBERS**

Mr L Howlett	-	Mayor (Presiding Member)
Mr P Eva	-	Councillor
Ms P Corke	-	Councillor

IN ATTENDANCE

Mr S Downing	-	Acting Chief Executive Officer (Dep. 6.12pm)
Ms K Jamieson	-	Manager, Community Development
Ms M Bolland	-	Grants & Research Coordinator
Ms B Miller	-	Grants & Research Officer

1. DECLARATION OF MEETING

The Acting Chief Executive Officer declared the meeting open at 6.10pm.

2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED)

The Acting Chief Executive Officer advised that pursuant to Section 5.44 of the Local Government Act, 1995, he had the power to preside at the Grants and Donations Committee Meeting on 31 October 2019 and to conduct the election to determine the Presiding Member of the Committee, in accordance with Schedule 2.3 Division 1 of the Act.

The Acting Chief Executive Officer advised the meeting that he had received one nomination for the position of Presiding Member from Mayor Logan Howlett. He called for any further nominations. There being no further nominations, the Acting Chief Executive Officer advised that Mayor Logan Howlett was duly appointed Presiding Member of the Grants and Donations Committee.

Mayor Howlett assumed the role of Presiding Member.

The Acting Chief Executive Officer left the meeting at 6.12pm.

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

Nil

4. APOLOGIES & LEAVE OF ABSENCE

Cr Lee-Anne Smith - Apology

5. CONFIRMATION OF MINUTES

**5.1 (2019/MINUTE NO 0008) MINUTES OF THE GRANTS &
DONATIONS COMMITTEE MEETING - 16/07/2019**

RECOMMENDATION

That Committee confirms the Minutes of the Grants & Donations Committee Meeting held on Tuesday, 16 July 2019 as a true and accurate record.

COMMITTEE RECOMMENDATION

MOVED Cr P Eva SECONDED Mayor L Howlett

That the recommendation be adopted.

CARRIED 3/0

6. DEPUTATIONS

Nil

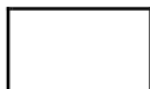
**7. BUSINESS LEFT OVER FROM PREVIOUS MEETING (IF
ADJOURNED)**

Nil

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

Nil

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9. COUNCIL MATTERS**9.1 (2019/MINUTE NO 0009) GRANTS AND DONATIONS COMMITTEE RECOMMENDED ALLOCATIONS 2019/20****Author(s)** K Jamieson**Attachments** 1. Grants, Donations and Sponsorship Recommended Allocations Budget 2019/20 [↓](#)**RECOMMENDATION**

That Council adopts the revised grants, donations and sponsorship allocations for 2019/20 as attached to the agenda.

COMMITTEE RECOMMENDATION

MOVED Cr P Eva SECONDED Cr P Corke

That the recommendation be adopted.

CARRIED 3/0**Background**

Council approved a budget for Grants and Donations for 2019/20 of \$1,450,000. The Grants and Donations Committee is empowered to recommend to Council how these funds are to be distributed.

At its meeting of 16 July 2019, the Committee recommended a range of allocations of grants, donations and sponsorships, which were duly adopted by Council on 8 August 2019.

Submission

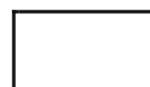
N/A

Report

The September 2019 round of grants, donations and sponsorship funding opportunities was advertised to close on 27 September 2019. A total of 38 applications were received including 13 applications for Community Grants and 3 for Cultural Grants which are being reviewed under the delegated authority of the Manager Community Development. The remainder include 17 applications for Donations and 5 applications for Sponsorship to be considered by the Committee.

In the summary of Grants, Donations and Sponsorship Recommended Allocations Budget 2019/20, attached to the Agenda, the following items are to be considered by the Committee:

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- 15 applications for Donations, as two applications did not meet mandatory eligibility criteria
- 5 applications for Sponsorship
- 1 proposed adjustment to grant funding allocations, and
- 1 proposed adjustment to committed/contractual funding.

The applications for donations and sponsorship are described below, followed by the proposed adjustments.

DONATIONS

The proposed total for Donations for 2019/20 is \$210,000, with \$99,875 remaining for the March 2020 round of applications.

Following are the latest round of application summaries for consideration.

Applicant: Returned and Services League – City of Cockburn

Requested: \$10,000

Recommended: \$10,000

The Cockburn Branch of the Returned and Services League (RSL) supports the welfare of the ex-service and serving members of Australian Defence Forces and their families in Cockburn. There are 300 members including 200 ex-service or current serving members.

The group conducts six commemorative services throughout the year for Cockburn residents and for the wider community, including the ANZAC Youth Parade and Service, which was attended by 27 local schools and 1,700 students in 2019. The group also promotes the ANZAC history and military service in local schools by providing speakers from the veteran community (12 in 2019) and providing an annual ANZAC Memorial Award to schools in the Cockburn area (22 in 2018).

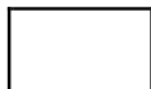
The Cockburn Branch provide trained welfare and pension officers to assist the veterans in proceeding with their claims for compensation and assistance, with a welfare fund that can also provide short term assistance to eligible members of the veteran community. This is financed by the collections during November where poppies are distributed to the general public and 50% of what is raised goes to RSL WA headquarters main welfare fund and 50% is retained in the branch account for use with local veterans when requested.

Previous funding from the City includes:

2018, September \$10,000

2017, September \$10,000

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2016, September	\$10,000
2015, September	\$10,000
2014, September	\$10,000
2013, September	\$10,000
2012, September	\$9,000
2011, September	\$8,000
2010, September	\$8,300
2009, September	\$8,000
2008, September	\$8,000
2007, October	\$8,000
2007, March	\$7,500

The group is supported by RSL WA and Lotterywest with an ANZAC Day Grant and in-kind support from Joint Logistics Unit West based at HMAS Stirling, SES Cockburn, Bibra Lake Scout Group, Hamilton Emergency Services Cadets and TS Cockburn Naval Cadets.

Recommendation:

The application scored 16/18 against the criteria. The RSL continue to provide unique services specific to veterans and families within the Cockburn area, including vulnerable people. RSL is an organisation which looks after these veterans by offering assistance with welfare, pensions, advocacy and support. The group have a proven track record of delivering services and commemorative events with increasing numbers each year, and opening of a new hub to encourage new members and ease of access to services. It is recommended to support the organisation with a donation of \$10,000.

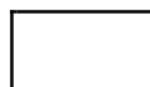
Applicant: **Lions Club of Jandakot Lakes**

Requested: **\$5,000**

Recommended: **\$2,000**

The Lions Club is a worldwide organization that supports people with disability, community greening and fundraising for worthwhile causes. Having 1.3 million members in 205 countries and geographic areas, the organization conducts vision and health screenings, builds parks, supports eye hospitals, awards scholarships, assists youth, provides help in time of disaster and much more. The ethos of the Lions Club is to make a difference in the local community with volunteer efforts going beyond the support of vision care, to addressing unmet health and education needs worldwide.

The Lions Club of Jandakot Lakes promotes and makes itself accessible to the Cockburn community through a range of activities such as community awareness days, information tables, sausage sizzle fundraisers, maintaining contact and developing partnerships with local



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and district organizations as well as a number of other initiatives. These projects include the Care Bear Backpack project providing boys clothing to 20 children going into care, Teddy Bear project with police and rescue services, supplying St Patrick's support center for the homeless with swags, as well as support to local schools.

The group provides support to youth through the primary schools where they offer six graduation prizes, run a pilot program with two schools writing and receiving letters from Santa, and one school received support for textbooks to support a literacy and numeracy program. The wider organization provides opportunities for youth to participate in international youth programs and activities through the Youth of the Year competition and the Children of Courage awards.

The group also assists in the provision of a hearing dog to a member of the Cockburn community, estimated at a minimum cost of \$2,000 without including time and support provided by the Jandakot Lakes Club members.

The benefits and outcomes provided by the organization are reliant on fundraising that is then passed on to the programs it supports. In the application, the Jandakot Lakes Club did not provide membership numbers or demonstrate what the proposed outcomes of funding will be for Cockburn residents specifically, despite the grants officers following up to provide this information.

Recommendation:

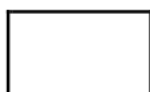
This application received a score of 9/18 against the criteria. Further development is required to demonstrate the outcomes to vulnerable and disadvantaged people in the Cockburn Community. The majority of the funding requested is for purchase of one-off items such as banners, promotion and equipment, with other ongoing costs such as hall hire and insurance available at a discounted rate through the City's Community Development Unit. The recommendation is to provide a donation of \$2,000 in this round and to advise the Club to liaise with relevant City staff for insurance and hall hire assistance and to apply for a Community Grant in the next round of allocations for other one-off items.

Applicant: **Constable Care Child Safety Foundation**

Requested: **\$12,000**

Recommended: **\$12,000**

Constable Care Child Safety Foundation (CCCSF) is a not-for-profit community-based charity whose purpose is to prevent harm to children, young people and the community through theatre-in-education



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programs and community services that raise awareness, change attitudes and behaviours and prevent or reduce harm. CCCSF uses applied theatre and interactive drama to engage children and young people aged 4 to 17 years in self-learning strategies focusing on safety, protective behaviours, crime prevention, mental health and better decision-making. The programs are designed to empower students to find creative solutions and responses to difficult peer, social and community issues, including bullying, internet safety, drug and alcohol abuse, protective behaviours, crime prevention, relationships violence, and issues of tolerance and empathy.

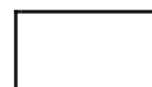
CCCSF works state-wide, part-funded by the state government for its work in schools, and incorporates robust continuing evaluation of knowledge, attitude and behaviour change outcomes for students who take part in its program activities. The organisation receives income from the WA Police, Lottery West, local government partnerships, community project grants, and various corporate sponsorships and donations.

The City has supported the organisation with donations as below.

2018, September	\$12,000
2017, September	\$12,000
2016, September	\$12,000
2015, March	\$12,000
2014, March	\$12,000
2013, March	\$10,000
2012, March	\$10,000
2010, September	\$20,950
2009, September	\$20,495
2008, September	\$19,531
2007, October	\$18,780
2006, October	\$18,045

The CCCSF advises that between 1 July 2018 and 30 June 2019 it worked with 2,827 young people, took part in 35 targeted interactive performances and workshops across early learning centers, primary and secondary schools within the City. An additional 14 road safety excursions for 727 primary school children were hosted at the Constable Care Road Safety bike and pedestrian skills learning center in Maylands, and a free three-hour 'City After Dark' safety experiential walking tour was provided for a City of Cockburn secondary school. Over 900 secondary students took part in TRG participative workshops during the year on relationship violence, cyberbullying and road safety.

The CCCSF requests a donation of \$12,000 for 2019/20 to enable it to continue to deliver program performances to an expected 3,700 students across Cockburn. The state government part-funding received by CCCSF only allows it to deliver programs within primary and secondary schools, and primarily only if requested by a school. By the



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City of Cockburn providing support with a donation, the CCCSF can provide the local community with much more targeted marketing and promotion (which delivers a significantly greater school penetration rate (47%) than in neighbouring non-partner regions (approx. 20%) where CCCSF provides programs), and allows the CCCSF to include performances in non-funded, non-school environments such as early learning centres and community events.

Recommendation:

The application received a score of 16/18 against the donation criteria. It is recommended that the City of Cockburn support CCCSF with a \$12,000 donation. It is recognised that CCCSF performances in local schools have the potential to deliver a flow-on benefit for the City's Crime Prevention Strategy. Evaluation survey results show that community and teacher perception of the quality and value of the programs is overwhelmingly positive and there is strong history with the City and support from schools within Cockburn.

Applicant: Cockburn Toy Library

Requested: \$7,000

Recommended: \$7,000

Cockburn Toy Library is based at Meerilinga in Winterfold Road, Coolbellup. A volunteer-run service, the Library offers parents and carers the opportunity to borrow a variety of toys that may be beyond families' financial means, including toys that support early learning development. They purchase, maintain and lend toys, games, puzzles and dress-ups to members and promote the value of toy libraries and their economic and environmental benefits. The Library has also created a small local community where members come together to assist in providing the service and get to know each other, which in turn creates support networks and promotes wellbeing.

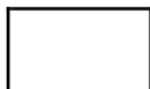
The Library's membership has steadily grown from 45 families in 2016, to 60 families in 2017, to 86 families in 2018 and 102 families in 2019 who pay a six or 12-monthly membership fee. In 2019, the group also introduced a concession membership for Health Care Card holders providing a discounted rate. This membership caters for approximately 150 children who are directly benefiting from the service in 2019. Over the past 12 months, members have borrowed 2,493 toys, with an average of 27 toys per member. The library also provides volunteer opportunities for approximately 15 non-member volunteers.

Previous funding received from the City includes:

2018, September \$6,000 (Donation)

2017, September \$6,000 (Donation)

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2016, September	\$6,000 (Donation)
2015, September	\$4,000 (Donation)
2014, September	\$4,000 (Donation)
2013, September	\$4,000 (Donation)
2012, September	\$4,000 (Donation)
2011, September	\$4,000 (Donation)
2008, March	\$2,000 (Community Grant – new toys)
2003, March	\$1,283 (Community Grant – new venue).

The Cockburn Toy Library uses their donation to cover rental expenses of \$6,000 per annum paid to Meerilinga. As a result of rental expenses being covered, the service is able to cover insurance, toy maintenance, new toy purchasing, marketing, online database hosting and its internet connection, all necessary for running a toy library service providing equitable access to high quality toys for short periods without needing to increase membership fees. The application is supported by the Chief Executive Officer of Meerilinga.

The group have applied for an increase in the donation funding this year in line with membership growth in recent years and a corresponding increase in operational expenses including insurance costs, waste disposal charges, storage costs and replacement of ageing equipment.

Recommendation:

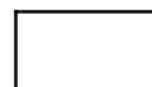
The application scored 16/18 and provides direct benefits to Cockburn families through an affordable service that supports families that may be financially disadvantaged, as well as social, economic and environmental benefits. The location of the service also allows inter-agency support and access to support services for its clients. It is recommended that the City support the Toy Library with the increased donation request of \$7,000.

Applicant: Cockburn Volunteer Sea Search and Rescue Group

Requested: \$9,000

Recommended: \$9,000

The Cockburn Volunteer Sea Search and Rescue Group is a not-for-profit fully volunteer-run organisation that aims to ensure the safety of the Cockburn community and wider boating public. The organisation provides around-the-clock radio communications and emergency rescue and recovery services for a 1,000-square-kilometre area that is being used increasingly by recreational boaters, as well as other aquatic users such as kite surfers, kayakers and swimmers. Most of the volunteer cohort and 40 operative members are based in Cockburn.



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In the past year, the group has completed more than 250 police-authorised rescues of more than 1,000 people. Rescues and specialist tasks include: day and night searches for missing people, recovery of kite surfers, sinking vessels, vessels aground and the recovery of countless broken down and out of fuel vessels that were out at sea. The group work closely with, and support, other rescue groups, including the Water Police when requested to do so.

The group receives funding from the State Government through the Emergency Services Levy, and other income from donations and memberships.

The group has previously received funding from the City as follows:

2018, September	\$9,000
2017, September	\$8,500
2016, September	\$8,500
2015, March	\$8,500
2014, March	\$8,500
2011, September	\$8,500
2010, March	\$8,500
2008, September	\$8,000
2007, October	\$8,000
2006, October	\$6,000

The purpose of the donation request is to support the ongoing operations of the group, including active recruitment and training for operational members to provide a continuing and improving level of service to the public.

Recommendation:

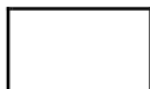
The application was assessed and scored 13/18. The group provide a valuable rescue service and support emergency services within the Cockburn area, as well as providing volunteering training and opportunities. It is recommended to support the request with a \$9,000 donation.

Applicant: St Vincent de Paul Society Yangebup Conference

Requested: \$5,000

Recommended: \$5,000

St Vincent de Paul Society Yangebup Conference is a volunteer-driven charitable organisation. Over the past 12 months, funding provided by the City has been used to visit more than 500 families or approximately 1,500 people in Cockburn, offering a 'hand up' helping those in need with food, clothing, furniture and bedding, as well as assistance with rental costs, utility bill arrears, medical scripts and provision of



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companionship, as well as referral to counselling services and financial guidance.

A group of 12 volunteers visit needy families each week, assess their needs and provide material assistance. In 2019, to date, the Yangebup Conference has delivered emergency relief worth over \$35,000 directly to the community in over 135 home visits. Promotions from the Catholic Church and schools in the area produce donations of food and other household necessities. The shortfall was purchased from food outlets with the funds previously provided by the City. This service has resulted in many families becoming self-reliant and no longer calling for assistance. Many homeless or nearly homeless people were also assisted in finding alternative arrangements or paying their arrears.

The Conference receives a small income from Federal recurrent operational grants, Lottery West Emergency Relief funding, and small donations and resources provided by local schools through fundraising and food drives. The application is supported by Mater Christi Catholic Parish Yangebup and St Vincent De Paul Society (WA) Inc.

The City has supported the organisation with donations as below:

2018, September	\$5,000
2017, September	\$5,000
2016, September	\$5,000
2015, September	\$5,000
2014, September	\$5,000
2013, September	\$5,000

Recommendation:

The application received a score of 15/18 and provides ongoing benefits and assistance to the vulnerable and disadvantaged in the community with range of services in emergency relief, debt assistance and counselling. It is recommended to maintain support with a \$5,000 donation towards ongoing costs.

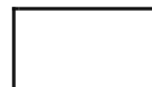
Applicant: **Cockburn Community and Cultural Council**

Requested: **\$10,000**

Recommended: **\$10,000**

The Cockburn Community and Cultural Council (CCCC) supports, sponsors and promotes artistic, cultural and leisure activities within the City of Cockburn.

The organisation facilitates exhibitions for youth and seniors within the City and develops workshops for all not-for-profit organisations wishing to utilise the existing facilities, assisting with low cost facility and



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equipment use. They provide ongoing engagement with the City's Cultural Development Coordinator, participation on reference groups and input into development of strategies.

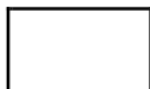
They assist and are supported by 400-600 artists and craftspeople that show interest in their programs. This includes 300 entries in the annual exhibition, a mailing list of 400 people, and 600 attending exhibitions and workshops. Membership is comprised of the CCCC organising group which currently has 65 members, Artzplace - 85 members, Cockburn Arts - 45 members, Cockburn Seniors - 95 members, 30 Associate members, as well as the support of 10-12 local schools (who are provided with 3-4 scholarships).

Previous funding received from the City includes:

2019, May	\$3,000 (Alcoa Cockburn Community Projects Fund for the Cockburn Visual and Performing Arts Festival)
2018, September	\$10,000
2018, March	\$2,000 (Fremantle Ports Cockburn Community Projects Fund Grant for the Cockburn Visual and Performing Arts Festival)
2017, September	\$9,000
2017, March	\$2,000 (Fremantle Ports Cockburn Community Projects Fund Grant for the Cockburn Visual and Performing Arts Festival)
2016, September	\$9,000
2016, March	\$2,000 (Fremantle Ports Cockburn Community Projects Fund Grant for the Cockburn Visual and Performing Arts Festival)
2015, September	\$9,000
2015, March	\$3,000 (Fremantle Ports Cockburn Community Projects Fund Grant for the Cockburn Visual and Performing Arts Festival)
2014, September	\$9,000
2014, March	\$1,200 (one-off donation 40th Anniversary)
2013, September	\$9,000
2012, September	\$9,000
2011, September	\$9,000
2010, September	\$9,000
2009, September	\$8,600
2008, September	\$8,000
2007, October	\$8,000
2006, October	\$7,500

The Cockburn Community and Cultural Council provide four local schools hire stands for their own exhibitions each year as well as low cost hire for other not-for-profit organisations, a role that no other group fills. The organisation have met their outcomes from last year with the establishment of a new website to allow affiliated organisations to lodge

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online entries for the exhibition and facilitate information sharing and promotion; upgrade of computer and office equipment for organisational sustainability; security upgrade with burglar alarms and online monitoring as well as taking on the lease agreement for the facility.

Recommendation:

The application scored 14/18 on assessment. Art and cultural activities are important to the fabric of the community, as they improve social and community engagement outcomes, and provision of free or low cost equipment and activities to overcome barriers for those that are financially and or socially disadvantaged, and therefore it is recommended to support this application for \$10,000.

Applicant: **Meerilinga Young Children's Services**

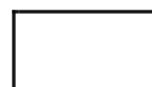
Requested: **\$10,000**

Recommended: **\$10,000**

Meerilinga is a not-for-profit organisation and registered charity that promotes the United Nations Convention on the Rights of the Child, in partnership with the community. The Meerilinga Cockburn Children and Family Centre is based at Winterfold Road, Coolbellup. The organisation works to reduce developmental vulnerability in children and to assist parents to increase coping skills and achieve a quality of life. Community interests and health are supported through educational, recreational and life skills programs.

Meerilinga works to improve the wellbeing of children, families and communities within Western Australia working collaboratively to facilitate a range of programs, services and activities to meet locally identified needs. Services are provided for free or on a cost-recovery basis. Funding from the City supports the operational costs of Meerilinga's Cockburn Children and Family Centre to primarily invest in the Cockburn community through parenting support services, grandparents, adult education programs, volunteering, early learning programs, playgroups, holiday activities, workshops such as first aid, water safety, parenting courses, community celebrations and activities that reflect the diverse cultural and community context. The Centre is a busy hub for families to connect with each other and the community and links them to a broad range of community groups, services and agencies. Target groups include community, families and parents with children aged 0 to 18 years including those that are socially isolated and vulnerable.

In the last year, the organisation reports that over 1,500 community members were linked in to local services and community supports. Approximately 485 children attended play-based and social activities,



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and 598 parents were supported by parenting services. There were 126 community collaborations and partnerships. Three play services operated in the warmer terms with a total of 78 enrolled families, in addition to play activities targeting dads and children scheduled each term outside work-hours.

Approximately 35% of families participating were from Aboriginal and Torres Strait Islander and culturally and linguistically diverse backgrounds, and 85% were females. Additionally, 10-15 active volunteers have contributed 1,971 volunteer hours over the past year to the service, and 90 hours of corporate volunteering annually through Volunteering WA, assisting with equipment, stocktakes and creating play scapes and nature gardens.

Meerilinga Cockburn facilitates adult learning for the community of Cockburn that offers workshops and nationally recognised programs. Targeted at unemployed culturally diverse women and youth at risk, training is offered 15 hours a week during term for adults to attain First Aid and a partial or full Certificate III in Early Childhood. To date, 62 female residents have participated and the service achieved an average of 78% attaining volunteering or work on completion.

Meerilinga reports that the annual donation of \$10,000 supports the operational costs of running their highly valued and busy centre effectively and efficiently. This is reflected in an increase in participation numbers over the past year.

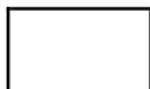
Previous funding from the City includes:

2018, September	\$10,000 plus \$3,000 once-off contribution
2018, August	\$16,437(Cockburn Creates project)
2018, March	\$900 (Cultural Grant for NAIDOC Celebration)
2017, September	\$10,000
2016, September	\$10,000
2015, September	\$10,000
2014, September	\$10,000

This year, Meerilinga Cockburn will continue to offer a range of universal and inclusive activities and services for children, families and volunteers focused on empowering the Cockburn community through continual engagement and consultation. Meerilinga staff and partnering services will deliver services with the community to meet identified needs, but ultimately the focus will be on the growth and skill development of the community so that they can meet their own needs.

Additional priority activities for 2019/209 based on local demographics include: the ongoing development and implementation of the Reconciliation Action Plan, enrich reconciliation with the Art Smart Project involving children directly and linked closely to the Cultural and Liaison Officer working directly with children's Yarning Circle. Based on

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feedback, the centre will continue to deliver low cost activities for children and families during the school holidays.

Recommendation:

The application scored 15/18 and delivers good outcomes for disadvantaged and vulnerable people in the community, improves access to services and activities for Cockburn residents and benefits the community. Services are well attended with increases in numbers and systems in place to now capture bookings. The Centre is a hub that receives rental income from other organisations such as Cockburn Toy Library and Connecting Communities Homecare Inc. to subsidise its operational costs. It is recommended to support Meerilinga with a donation of \$10,000.

Applicant: **Restore a Smile Foundation**

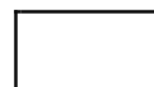
Requested: **\$4,000**

Recommended: **\$2,000**

Restore a Smile Foundation is a non-profit organisation established to help people move from crisis situations to stability. The key initiative of the #PADS for PROGRESS program is to supply disposable, sustainable sanitary pads (made by Hope for Her - Mother Earth and Her Daughters) to women and girls in disadvantaged schools, homeless shelters, youth care and health clinics. The group is newly incorporated and currently has 35 volunteers and a board of 5 members.

The aim of the organisation is to challenge the way the world views a woman's period. The organisation reports that wearing a sanitary pad not only improves a woman's physical health, it also restores her dignity. The core focus of the initiative is to make sure women and girls can have a dignified period. Providing this service prevents females who cannot afford or access sanitary pads from turning to unhealthy alternatives like rags, socks, or wet newspaper. Information supplied by the organisation states that surveys conducted show that one in ten adolescent girls miss school while menstruating, so many drop out, making them vulnerable and less likely to be self-sufficient. One issue is non-affordable sanitary pads in addition to menstrual taboos and the culture of silence that surrounds it. The group feels that by working together they can support girls staying in school by facilitating an affordable supply of pads and education to increase menstrual acceptance. Educated girls are more likely to become empowered women, stating, "When you educate a girl you educate a nation".

Restore a Smile aims to distribute the pads to a few schools in the Cockburn area giving girls access to them on a regular basis rather



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than as a one-off. As the initiative grows, they hope to get more schools, youth centres and health clinics on board. They anticipate delivering 2,000 pads that can help about 160-200 girls for a year, providing a direct outcome and assisting girls with health and hygiene during their menstruation. The group advise they have spoken with Atwell College and Assisting Your Life to Achieve (AYLA) who have confirmed there is an identified need and have indicated support and assistance with the project.

The group advises funding would contribute to assisting with operating costs of transport, distribution, public liability insurance, pads, banners, some educational resources, flyers, printing and costs associated with volunteers.

Recommendation:

The application received a score of 12/18. The recommendation is to support the group with initial funding of \$2,000 in line with the funding contribution from a neighbouring local government, the City of Canning. This will allow the organisation to grow capacity and demonstrate uptake of the service within Cockburn. There is also potential for the group to apply for a Community Grant in the next round for one-off promotional banners, printing and resources.

Applicant: **Project Pax for Veterans of Western Australia**

Requested: **\$10,000**

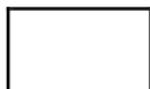
Recommended: **\$0**

Project Pax is a not-for-profit volunteer organisation that endeavours to support serving and ex-serving members of the Australian Navy, Army, Air Force, Police, Fire Brigade and Ambulance officers suffering from post-traumatic stress disorder (PTSD) by providing boating facilities at no cost to these people. Project Pax purchased a 42-foot vessel that is an ex-commercial cray boat and has been converted to provide overnight accommodation for up to eight people in a multipurpose environment. The vessel is used for day trips, overnights, fishing, sightseeing, scuba diving as well as other activities.

PTSD can cause isolation, and Project Pax members believe that a small number of people in quiet, relaxing settings (such as fishing and diving) can assist with rehabilitation, reintegration and healing, in addition to professional health management. To offer this service, the organisation requires facilities such as a berth for the vessel that offers safe and convenient access by people with varying degrees of ability.

The group currently has 20 members, up from 12 in the last round, and they moor the vessel at Port Coogee Marina. The requested donation is

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to offset the cost of the mooring service of \$8,700 for the vessel and to operate in Cockburn from April 2020 for a twelve month period. The group received a donation in the previous round towards the current mooring costs until April 2020 and have not addressed what activities were able to take place with the previous funding.

Project Pax has received some small grants from Lottery West and the Department of Veterans Affairs and small donations and income from organisations and businesses such as Racing and Wagering, Shire of Wiluna and Narrogin Inn. However, the financial information submitted by the group, which has not been audited at this stage, does show some arrears owed to members that would cause concern in providing an additional donation of any amount at this time.

The City has previously provided funding as below:

2019, March	\$3,000 (Donation)
2017, September	\$3,000 (Donation)
2014, September	\$5,000 (Community Grant for Equipment)

The group has requested the funding based on the previous amount received only covering approximately 35% of the cost of mooring, with no increases in services or additional benefits or outcomes for the community or vulnerable people being proposed. The donation request is not justified as it offers limited value and no additional benefits to the wider Cockburn community.

Recommendation:

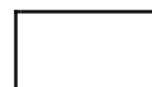
The application scored 8/18 due to the small number of vulnerable people (exclusively members) directly benefiting from this service so far, offering limited value and benefits to the wider Cockburn community. During the round, the applicant was advised by the officers to instead apply for a Community Grant for promotional materials, advertising and other ideas to increase membership and services before applying for another donation, however, this advice was disregarded. It is recommended not to support this Project Pax application.

Applicant: **Yangebup Family Centre**

Requested: **\$13,125**

Recommended: **\$13,125**

The Yangebup Family Centre (YFC) is a community-managed, not-for-profit organisation that promotes connection and wellbeing in the local community and provides a range of community services for residents of



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Yangebup and the surrounding area. Services include programs for children, community workshops and events, parenting information and support services, and community group meeting facilities. The centre is a cultural hub where children, families, individuals and seniors can embrace diversity and belonging. Over 500 families attend the centre weekly and the centre maintains an e-news database of over 1,000 people.

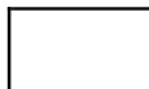
The YFC crèche was established in 2002 to support the need for a craft group at the centre. Previous funding from the City contributed to providing affordable crèche services to mothers that attend the craft groups. In 2014, the Centre requested an increased donation to add an additional crèche session and facilitate more community workshops. The additional crèche is available to parents so they can attend Playclub with children aged 2-3 years. The third crèche session is provided so that they are able to host a series of community workshops focusing on parenting skills, life skills and wellbeing such as cultural cooking and social sewing. Each crèche has 19 places available, with three sessions providing 57 places for children from 0-6 years on a weekly basis. In 2018-19, over 160 families participated in programs supported by the crèche. The YFC services a large culturally and linguistically diverse community, with free or low cost activities. In addition, 95% of people they surveyed said they have more social connections and are more connected to the community.

By providing a crèche, YFC addresses issues of social isolation, mental health and financial hardship by providing a way for families with young children to have an affordable social activity or to attend workshops to gain parenting or life skills with other families from the community. Crèche provision is an engagement strategy to reduce barriers so that families are supported to build on their knowledge, confidence and skills to effectively manage their own lives and to increase their participation in community activities.

Previous funding from the City includes:

2019, March	\$4,229 (Community Grant)
2018, September	\$13,125
2018, August	\$11,776 (Auspice for Cockburn Creates)
2018, March	\$3,603 Sustainability Grant
2017, September	\$12,000
2017, March	\$2,000 (Community Grant for 25 th Anniversary Open Day)
2016, September	\$12,000
2015, September	\$12,000
2015, August	\$1,637 (Donation for Health Nurse Clinic)
2015, March	\$2,500 (Sustainable Events Grant Community Open Day)
2014, September	\$12,000
2013, September	\$9,500

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2013, September	\$3,025 (Alcoa Project Grant for Open Day)
2012, September	\$7,000
2011, September	\$5,000
2010, September	\$5,000
2009, September	\$5,000
2008, September	\$5,000
2007, October	\$5,000
2006, October	\$5,000

Included with the application are letters of support for the crèche from: parent and occasional facilitator Anna Agnew, Cockburn Parenting Service and a play club parent.

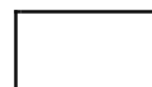
YFC has developed a strong relationship with Connecting Community for Kids (CCK) and have provided additional crèche sessions so that community members can attend events like the Long Table Lunch and Action Team meetings. YFC are also providing additional crèche opportunities for new community initiatives. The organisation provide opportunities for the City of Cockburn to run workshops and programs at the centre with the offer of the crèche service as well as YFC attending City of Cockburn promotional events including Teddy Bears Picnic, Health Fair, Beeliar Community Voice events and Yangebup Progress Association events.

The YFC has a large number of culturally and linguistically diverse members who may not have family support nearby. By providing a crèche these parents are able to attend the centre and engage in their community. For many disadvantaged families, high fees make it difficult for them to attend activities in their community. By providing free or low cost crèche and groups they are encouraged to be involved in the community such as the Intergenerational Open Day Event with Aboriginal artist Neta Knapp in November 2018 and a Chinese New Year event in partnership with the Cockburn Chinese Community Association in February 2019. Many of the women who attend programs go on to become volunteers at YFC, which now has over 70 volunteers. They assist with governance, management, program delivery, administration, social media management and marketing, grant applications, problem solving, capacity building, input into program design, fundraising, events and community initiatives.

Recommendation:

The application scored 16/18 with good outcomes for the disadvantaged in the community and improved access to services and activities for Cockburn residents. It is recommended to support the YFC with a donation of \$13,125.

Applicant: Cockburn Central Youth CARE Council (CCYC)



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Requested: \$20,000

Recommended: \$20,000

Youth CARE seeks to provide a sensitive Christian presence and voice in WA public schools by providing chaplaincy and mentoring services and religious education. Youth CARE works in partnership with school communities and the Department of Education to foster the psychological, social, intellectual, emotional, spiritual and physical development of students.

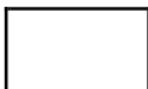
The local Cockburn Central Youth CARE Council arranges for chaplains to work collaboratively within each school community to deliver pastoral care and support to young people in the school, as well as their families and school staff.

Chaplains support students with concerns such as peer relationship and family relationship stresses, anxiety, mental health issues, behavioural issues and school attendance. Chaplains also support parents and other carers with personal concerns, concerns for their child, concerns about the school and parenting concerns. Also, chaplains support staff members across a similar range of concerns. At a program level, the Chaplains arrange breakfast clubs to address poor eating patterns in some households, lunchtime groups to assist with socialisation; lead social, emotional and physical programs to strengthen wellbeing and resilience among students, and undertake one-on-one mentoring.

The work of the chaplains improves educational, social and spiritual outcomes for students, particularly those experiencing times of stress or difficulty - thereby benefitting the wider community through young people progressing through and eventually leaving school better equipped for mature adult life. Families and staff are also supported to fulfil their roles in the students' lives and in the broader community.

The CCYC proposes that Atwell College and Lakeland Senior High School chaplaincy will be provided four days per week in 2019 to be funded by a combination of WA Department of Education funding, a school contribution and this donation, with funding to be confirmed in 2019 and renewal for the next two years is expected but not confirmed. Hammond Park Secondary College is a new school commencing with Year 7 in 2020 and expanding its services each year up to Year 9 by 2022 (forecast enrolment of 574 students), and to Year 11 by 2024 (projected 1,031 students). CCYC propose chaplaincy be provided for four days per week with WA Department of Education funding, a school contribution and this donation. The school has applied to the Department of Education for chaplaincy funding from 2020, but this is not yet confirmed. CCYC, with the support of local churches, will also

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contribute to other operating costs of services in these schools together with its support of primary school chaplains in Cockburn.

In 2020, the CCYC expect to positively impact the wellbeing of around 1,300 students, as well as their families and school staff, rising to circa 1,950 people by 2025 as Hammond Park Secondary College expands.

Previous funding provided by the City to CCYC includes:

2018, September	\$20,000
2017, September	\$20,000
2016, September	\$20,000
2015, September	\$13,000
2014, September	\$48,100 (\$13,000 for chaplaincy, LSHS; \$35,100 towards chaplaincy at local primary schools identified as in need of chaplaincy support)
2013, September	\$9,000 (chaplaincy for LSHS)
2013, March	\$24,000 (chaplaincy for four local primary schools)
2012, March	\$9,450
2011, March	\$9,000
2010, March	\$11,600 (\$9,000 for chaplaincy, LSHS; \$2,600 for Chaplaincy, Atwell College)
2008, September	\$9,000 (chaplaincy for LSHS)
2007, October	\$9,000 (chaplaincy for LSHS)
2006, October	\$9,000 (chaplaincy for LSHS)

Recommendation:

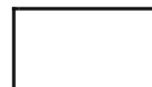
The application scored 16/18 against the donation criteria. The organisation does improve access to services for vulnerable people in and contribute to overall benefits in the community. It is recommended that the City maintain its support for the organisation with a donation of \$20,000 which is in line with the previous year's donation and is at the maximum of the funding allowance.

Applicant: **Cooby Cares**

Requested: **\$5,000**

Recommended: **\$5,000**

Cooby Cares is a not-for-profit group made up six members that make up the board, a pool of approximately 30 volunteers, and a few hundred donors. The group initially began in Coolbellup, assisting vulnerable families escaping violence and hardship to furnish houses before extending their services to provide emergency food hampers to local families in Coolbellup and the wider Cockburn community. The group currently receives a large number of enquiries a month from all over Perth; however they limit services to the cities of Cockburn, Melville and Fremantle. On average, 66% of recipients are based in Cockburn or



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approximately 100 food boxes a month. Around 25% of these are new households every month.

The organisation's purpose is the prevention or relief of poverty in Coolbellup and surrounding suburbs by providing food, toiletries, household items and clothing to individuals in need or other community organisations. The provision of services to disadvantaged people that enhances wellbeing provides flow-on benefits to the wider community as families are assisted to improve their situations, school attendance rates and behaviours at school and in the community are improved, petty crime is reduced and people are encouraged to be active and productive members of the community and take more pride in it.

The group anticipate assisting approximately 550 households in 2019/20 equating to around 1,500 to 2,000 children, up from the projected 300 households quoted in March. The 2018 donation application covering the last six months supports these figures with the group reporting that food boxes being delivered have increased six-fold. The group also delivered an additional 131 Christmas hampers and 192 children's presents in December 2018 to the value of \$25,000. Food is only one aspect of the services provided and there has been equal growth in demand for toiletries, cleaning products, bed linen, towels and baby items. The number of households receiving multiple food boxes each month is less than 5%. Referrals to Cooby Cares are received from organisations such as Centrelink, Aboriginal health service, Cockburn health service and disability support groups.

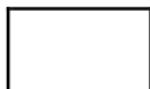
Due to increased demand and reach, the group is seeking a donation this round to continue to engage the services of someone for six hours per week to assist with coordination, collecting donations and preparation of food boxes. This will improve the efficiency of the service by guaranteeing that work is performed on time, almost every time. Secondly, funds will be utilised to cover the cost of maintaining their vehicle to facilitate deliveries, which is already proving to be a great addition to the organisation.

Cooby Cares is promoted mainly through an active social media Facebook page attracting 2,000 page followers, and word of mouth for collection and distribution of donations. The group have an SMS only mobile number people can contact to enable drop-offs at Green Bean Accountants. The group is supported by the Coolbellup Community Association, Woolworths Coolbellup and Gateways, Centrelink, and Nasir Mosque Bibra Lake amongst others.

Cooby Cares has received the following funding from the City since its establishment:

2018, March	\$3,000 (Donation)
2018, September	\$3,000 (Community Grant for fridge and freezers)

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Recommendation:

The application has received a score of 14/18 in line with its outcomes for disadvantaged people within Coolbellup and surrounds. It is recommended to fully support this application for \$5,000 as benefits are extending beyond the suburb with a growth in provision of Emergency Relief hampers, Christmas hampers and gifts, and furniture. They have established a good reputation in the community, and the application is supported by the Community Development Coordinator.

Applicant: **Assisting Your Life to Achieve (AYLA)**

Requested: **\$18,000**

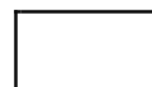
Recommended: **\$0**

Assisting Your Life to Achieve (AYLA) is a not-for-profit charity organisation that has been operating locally in the Cockburn area since 2015. Based in Cockburn Central, AYLA currently has a low cost food centre and emergency food bank which distributes up to three tonnes of food per week, WA's first LGBTQI+ Hostel Accommodation, Community Gardens, a not-for-profit café using 50% of rescued food products to produce fresh meals, Op shop, hair salon, a registered NDIS service and mental health support. AYLA provide referrals for services including Department of Child Protection, Partners in Recovery, Fremantle Family Support Network, Cockburn Financial Counselling Service and various other services in the community.

AYLA distributes food and household goods donated by businesses and the community to those in need throughout the city and other areas. This includes 1,421 hampers worth \$28,210, 143 back to school packs and AYLA vouchers to the value of \$1,500. The group anticipates that this will increase by 15% over the next 12 months. Previous funding provided by the City in 2018 was for the Christmas hamper project and it is unclear whether this is included in the figures provided above and no reference to this project being provided in 2019.

AYLA proactively builds partnerships with businesses and organisations such as Second Harvest, Oz Harvest, Food Bank WA, three local Woolworth stores, Coles Beeliar, IGA Beeliar and Coolbellup Butcher, who have all been major supporters in distribution of emergency food aid. AYLA report their phone service, website, Facebook page and group have been inundated with messages of support and donations. In the past 12 months they have also opened three residential hostels for displaced members of the LGBTQI+ community.

AYLA also provides a place where the community can volunteer, reconnect and meet their local community. They are proud to say they have created a platform for people to overcome barriers in their life and



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achieve their personal goals, with their motto "changing minds changing lives". There are currently 150 active volunteers, however, they have not provided numbers of people who have been assisted by the organisation over the past twelve months or how many are on distribution lists.

The City has previously financially supported AYLA as follows:

2018, September	\$3,750
2017, September	\$5,000
2017, May	\$3,636 Sustainability Grant (Community shopping bag project)
2016, September	\$5,000

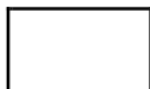
AYLA advises that the demand on their services has increased significantly, increasing their costs and overheads, hence the significantly increased donation request.

This increased demand on services however is not sufficiently quantified, qualified or evidenced in the application. The services provided to the community include increased traineeships for youth and disadvantage people to gain qualifications, LGBTQI+ residential accommodation, community gardens and the Animal Sensory project. They state they would like to continue to provide food hampers for the disadvantaged as well as have clothing, appliances, furniture available for purchase at their Dion Charity Marketplace, offer low cost food and fresh produce for sale, provide an outlet for the community to socialize and volunteer, offer a new Animal Touch Therapy program for people with sensory disorders and the general community, as well as offer affordable and safe accommodation for LGBTQI+ youth.

All applications requesting over \$5,000 in funding are required to supply current audited financial statements in order to establish financial viability and meet the criteria for donation funding. AYLA provided 2019 balance sheets with amounts and the accounting ledger itself not being well labelled and containing inconsistencies in figures. The figures provided also show a continued concerning financial position, which is highlighted in two audited financial reports completed in 2017 and 2018 by two different auditors and supplied by AYLA. The submitted bank statement also shows regular maneuvering of money between accounts to cover low and negative balances with no growth in balance over time.

As a registered charity, AYLA are required to submit updated reports to the ACNC (Australian Charities and Not-for-Profits Commission). The publicly searchable database of charities on the ACNC register also shows reports are overdue for Annual Information Statements and Financial Report 2018 (due April 2019) with the latest income and expenses reporting a significant shortfall.

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Recommendation:

The application scored 10/18 against the criteria for donations. Though a worthy organisation providing a wide cross section of activities and benefits to the disadvantaged and vulnerable in the community, there are continuing concerns and limited evidence provided to demonstrate the organisation is financially sound as required by the funding selection criteria. The independently audited statements provided states, *"In our opinion....the accompanying financial report of Assisting Your Life to Achieve (AYLA) Incorporated is not in accordance with the Associations Incorporation Act 2015 (WA)..."* and further *"Indicates that a material uncertainty exists resulting in significant doubt on the association's ability to continue as a going concern"*. It is recommended that the City do not provide a donation at this time until AYLA are able to prove financial stability and viability.

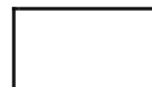
Applicant: Volunteer Home SupportRequested: \$5,000Recommended: \$5,000

Volunteer Home Support (VHS) was established in 1986 and provides government subsidised domestic cleaning, transport, handyman, lawn and gardening services to people that are frail, aged and individuals with disability. VHS services Cities of Cockburn, Fremantle, Melville, Kwinana and Rockingham, under the State Home and Community Care and Commonwealth Home Support programs.

VHS has been able to dump garden waste material arising from gardening activities at clients' homes at the Henderson Waste Management site for many years. In the past there were no tip fees charged, but that changed in May 2012 when tip fees were applied to VHS. The City has been making an annual donation since the introduction of tip dumping charges with VHS paying tip fees each month, charging clients to recover most of the costs; however Cockburn residents pay a nominal amount thanks to the annual donations from the City of Cockburn, as follows:

2018, September	\$6,000
2017, September	\$6,000
2016, March	\$5,000
2015, March	\$5,000
2014, March	\$5,000
2013, March	\$5,000
2006, October	\$5,000

VHS currently service 690 client homes within the City of Cockburn receiving home maintenance, gardening and lawn mowing services, of which 120 were absorbed last year from Cockburn Community Care



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without additional funding. Clients also complete satisfaction surveys indicating services are well received, particularly as they are the only organisation removing garden refuse. VHS also receive support from the Cockburn Volunteer Resource Centre for gardening volunteers.

Without the City's donation, VHS would need to charge each client wanting rubbish removed a tip fee of \$8. As most of the clients are pensioners, some would find it difficult to pay tip fees, and many frail clients are unable to have much waste added into bins as they become too heavy for the clients to move.

Recommendation:

The application was assessed and scored 15/18. VHS does provide services that assist the vulnerable in the community. Numbers from previous years have decreased however so has the funding amount requested. VHS also receives significant funding from the Department of Health (over \$1.6M), and doesn't receive funding from other local governments that it services. It is recommended to maintain support with a donation of \$5,000.

SPONSORSHIPS

The total proposed allocation for Sponsorships in 2019/20 is \$100,000, with \$10,000 set aside for Individual Sponsorships and \$44,000 remaining for Groups for the March 2020 round.

Following are the latest round of proposal summaries.

Applicant: Cockburn Masters Swimming Club

**Proposal: Coogee Jetty to Jetty Swim XXIV
'Major Event Partner'**

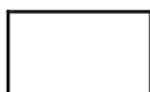
Requested: \$13,750

Recommended: \$13,000

Cockburn Masters Swimming Club is a not-for-profit, incorporated association, affiliated with Masters Swimming Australia. Masters swimming is for anyone aged 18 and over, and promotes "fun, fitness and friendship" through swimming. The Club offers a wide range of activities to actively encourage participation and promote health and fitness, including the annual Coogee Jetty to Jetty Swim, the largest community-based swim in WA.

The 2019 event attracted over 1,100 registered swimmers, and has been a sell-out event for the past three years in the 1500m and 750m events. Over 620 cooked breakfasts were served, with over 120

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volunteers assisting at the event. In recent years, the event has become the largest open water swim hosted by a Masters swimming club. Only the Rottnest Channel Swim and Busselton Jetty Swim are bigger. Because of the unique nature of the event - offering shorter ocean swim distances in a safe environment and enabling a broad range of community participants to take part - the Club is keen to continue providing this swim as a community event but also continue to look for ways to add-value and continuously improve and expand the 'athlete experience'.

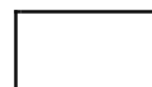
The 2020 Coogee Jetty to Jetty Swim XXIV will be held on Sunday 8 March 2020 at Coogee Beach and John Graham Reserve, Woodman Point, Coogee. With a focus on community engagement and participation, the planned activities include choices of 250m Try It, 750m Splash and 1500m Classic swim distances, a beach walk along Coogee Beach, Kidzone activations, themed promotions, including Daphne the Duck, and the post-swim Community Big Breakfast. The aim for 2019 is to consolidate and maintain the event to provide as much opportunity as possible for the community (non-elite swimmers) to take part. The target is 1200 registrations and the implementation of a "green initiative" to enhance the event's sustainability.

Ages of participants range from 10 to 90 years and over, with varying abilities. The 250m Try It Swim attracts 100+ new swimmers, many being children too young to enter the main race distances (8-10 years old) and adults attempting an ocean swim for the first time. This is now one of the highlights of the event and is likely to be more of a focus for 2020 and beyond given the longer distances are now regularly sold out.

The event enables over 120 local residents (club members and their families) to volunteer and contribute on the day. Local businesses are also involved as suppliers (e.g. Cockburn Party Hire) and sponsors. Coogee Beach Surf Life Saving Club provides contracted water safety services. Wherever possible, the Club aims to use services from within the Cockburn community.

The Club will engage participants through its past swimmer database of 3,200+ names, local sporting clubs and groups, Masters swimming clubs and other swimming clubs. The event is also promoted as a cornerstone of Master Swimming WA's (MSWA) new WA Open Water (WOW) Swims series of community swims including a new WOW Swims website and other promotions coordinated by MSWA. Emphasis is also placed on promoting the event brand and use of other promotion channels, which include:

- Event Posters/Flyers - limited number printed for display on community boards, electronic versions emailed to recreation centres, sponsors, other groups and used on social media
- Event Banners - numerous branded mesh banners displayed on free community signs (several in Cockburn)



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- Volunteer Shirts - 120 volunteer shirts to be worn at other events during January and February to promote the event
- Website - developed in 2016 and is used extensively for promotions and event/sponsor information
- Social Media (mainly Facebook, Instagram and Twitter) - now being used extensively to spread the word
- Other Events - cross-promotions through other events the Club has associations with (e.g. Christmas 10K, Swim Thru Perth and Champs of the Bay)

The City has been involved for many years, and has been a Major Event Partner for the last four years. This role is publicised and acknowledged through the website, Facebook, media releases and event flyers and posters. The Club advises that a showcase article will also be included in an electronic database email (EDM).

The Club proposes that as Major Event Partner, the City will receive excellent exposure and branding opportunities over and above all other sponsorship categories, including naming of specific aspects of the event such as the successful City of Cockburn Community Big Breakfast (with branded feather signage including the City's logo).

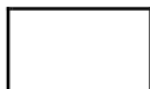
Other branding opportunities will include:

- Logo on event swim caps
- Logo on all posters and flyers
- Logo incorporated into event email signature (no other sponsors have this opportunity)
- Logo on event display boards
- Logo on online certificates
- Logo on adverts placed in print media
- Promotional display banners
- Promotional marquee/tent
- Web and social media cross-promotions
- Opportunities are also provided for promotion of other of the City's services – past examples include marquees and promotions for Cockburn ARC and Co-Health.

There is also flexibility to work collaboratively with the City for other support opportunities ensuring that the City's recognition as Major Event Partner will be maximized. In the past, the Club has offered:

- Invitation for Elected Members to attend and participate
- Invitation for the Mayor to attend and take part in the presentation of prizes during the post-event announcements
- Invitation for the Mayor to address participants during the pre-event registration period and/or the announcement of prizes
- Inclusion of promotional literature within the "sponsor bags" which are prepared pre-event and handed to every participant on the day

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- Invitation for the City to nominate four representatives to receive a complimentary breakfast at the event (in addition to the Mayor and any other Elected Members in attendance)
- Up to four complimentary swim entries to use as the City sees fit (e.g. a promotion to the City's co-workers or a City-coordinated prize-giveaway through social media channels and/or the Cockburn Soundings newsletter)
- Promotion of Cockburn ARC

The City has assisted this event in previous years as below:

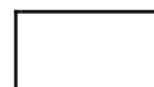
2018, September	\$12,500
2018, August	\$7,675 (Alcoa Cockburn Community Partnership Fund for the Christmas 10K Swim)
2017, September	\$12,500
2016, September	\$12,500
2015, September	\$10,000
2014, September	\$10,000 (Naming Rights Sponsor of 2015 event)
2013, September	\$10,000 (Naming Rights Sponsor of 2014 event)
2012, March	\$10,000 (Naming Rights Sponsor of 2013 event)
2011, September	\$10,000 (Naming Rights Sponsor of 2012 event)
2010, September	\$3,500
2009, September	\$2,000
2008, September	\$2,000
2007, October	\$1,000

The proposal is supported with by letters from Masters Swimming WA, Coogee Beach Surf Life Saving Club and the Hon Francis Logan MLA.

This year the organisation are requesting an increase in funding to assist with the added cost associated with proposed sustainability measures, especially the cessation of single use plastic bottled water for swimmers. In lieu of that, the club states a solution is currently being developed which will involve branded drink bottles being offered, swimmers being encouraged to BYO their own water/hydration, a new hydration partnership being formed with E3 Champion Formula and the use of one or two large water tankers at the venue for free water refills during the event.

Recommendation:

The application was assessed and scored 17/21. The group provide a unique community event within the Cockburn area, as well as providing good branding benefits, and participant and volunteering opportunities. It is reasonable to provide a small increase in line with CPI increases over the last three years due to increase in numbers, which are at capacity, the success of the event and potential to tie in with Coogee Live event, however without naming rights or increased sponsorship benefits the full request is not recommended. It is recommended to



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provide support with an increase to \$13,000 proposed major event partner sponsorship.

Applicant: **Serbian Community 'Krajina'**

Proposal: **2020 Sydney Serbian Folklore Festival**
'Supporting Official Sponsor'

Requested: **\$5,000**

Recommended: **\$5,000**

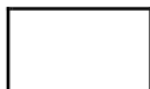
Serbian Community 'Krajina' was established in 1996 by the Serbs from Western Slovenia with the primary aim to teach the younger generation from Serbian cultural backgrounds to reconnect with their culture and heritage. Running for over 20 years, the group is supported solely by its members who are also dedicated volunteers who have been working on facilitating opportunities for their children and young people to connect with their community through activities that celebrate cultural diversity. Currently, there are over 100 active members, of whom more than 90% are residents of the City of Cockburn. The group also has 60 children and young people participating in Serbian folklore dancing groups. Traditionally, Krajina have taken an active part in numerous humanitarian and fundraising events, ranging from enabling newly arrived community members to enhance their quality of life and fully participate in Australian society, to organizing fundraising events and donating funds to the Australian Red Cross.

The Krajina children and youth folk dance groups have been invited to perform at the Sydney Serbian Folklore Festival which will be held on 22-23 February 2020 at Tumbalong Park in Darling Harbor, Sydney. This is the largest Serbian festival in the Southern Hemisphere with an anticipated 70,000 people expected to participate over the two days. The highlight of the event will be the folklore dancers from more than 15 different folklore clubs across Australia. If successful in this application, this will be the first time the children from Krajina will have the opportunity to attend a festival of this magnitude to showcase their performance skills and proudly represent the City of Cockburn.

Over the past twenty years, the group has had experience performing in local festivals around WA, most recently at Coogee Live, Koala Festival Fremantle, Greek festivals, the Cockburn Wetlands Bibra Lake Christmas event as well as for a 'Welcome to the City of Cockburn' video promoting cultural diversity in the City.

The festival provides an opportunity for the young performers to gain experience participating in a national festival while building social capital. The group plan to send 25 of their 55 performers to perform traditional Serbian folk dances by two dance groups including a

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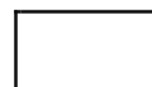
children's group (aged 10-15 years old) and a youth group (aged 15-21 years old). Dressed in colorful traditional Serbian costumes, both groups will perform Serbian traditional folk dancing and singing from central Serbia, "Igre sa Oplenca", "Igra iz Leskovca", and "Igra iz Nisa". As one of the most prominent Serbian folk dance groups in Australia, they intend on sharing their knowledge, experiences and successes with audiences and other festival participants through short workshops. Workshops will outline the benefits of involving youth in these types of socially inclusive activities and social participation benefits contributing to self-esteem and a sense of overall community belonging.

The application is supported by the Hon. Roger Cook, Hon. Francis Logan, Josh Wilson MP and Multicultural Futures.

As supporting official sponsor, the City of Cockburn will benefit from:

- Inclusion on all promotional material for the group and media resources including logo, interviews, stories and posts. These are usually the 'sister' ethnic community clubs in WA.
- Logo on event email signatures will be included in all emails from SC Krajina related to folk festival 2020.
- Prior to the event attendance and City of Cockburn sponsorship will be widely advertised through Perth's 6EBA World Radio "The Voice of Serb".
- During the event videos and photographs will be taken and shared on social media platforms.
- Event signage will be placed at prime locations including the main entrance to be visible by an anticipated 70,000 people over two days of the festival.
- Meetings or workshops will be held post-event with participants on the experiences of the festival and ideas it has generated.
- An opportunity to display a City banner starting at Perth domestic airport to Sydney airport, and at the event itself.
- Social media posts and sharing links by 'tagging' the City.
- Logo inclusion and sponsor recognition on advertising and promotional material:
 - <https://www.facebook.com/SerbianFestivalSydney/>
 - <https://www.facebook.com/Srpsko-Drustvo-Krajina-Perth-246706045837668/>
 - Cockburn Gazette to publish article after the Festival
 - Cockburn Community Chat posts

Serbian Community 'Krajina' have also offered to organize a festival/event workshop upon their return, for diverse community organizations and traditional dance groups operating in the City of Cockburn. This would be to share their experience, encourage new ideas for organizing large multicultural events involving performers and artists, and to encourage and inspire other community groups to broaden their cultural representation.



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Recommendation:

With an assessment score of 19/21, based on high levels of community support, high community benefits, good evidence of branding benefits and sponsorship outcomes and in-kind contributions for flight costs, advertising and promotion, it is recommended to fully fund the application for \$5,000, which equates to \$200 per person. The proposal also demonstrates alignment with the City's Cultural Diversity Strategy and provides a good return on investment for the community.

Applicant: **Spinnaker Health Research Foundation**

Proposal: **City of Cockburn Award - Spinnaker Health Research Foundation Grants 2020**
'Naming Rights' Sponsorship

Requested: **\$15,000**

Recommended: **\$15,000**

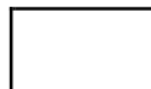
Spinnaker Health Research Foundation was established as independent charitable entity Fremantle Hospital Medical Research Foundation in 1996, and later re-branded Spinnaker in an homage to founding Chair, Warren Jones under an expanded agreement with Fiona Stanley Hospital. The expansion of the foundation built on the commitment to the health of the wider south metropolitan community.

Since 1999, Spinnaker has granted almost \$4,000,000 to support vital health research for West Australians. As the only medical research foundation south of the river, Spinnaker maintains a priority focus on early career research and seed grants, and investment through grants has been leveraged to secure a further \$20,000,000 from peak funding bodies. Their grant-making strategy focuses on improving diagnosis, treatment and care of patients in hospitals and prevention of disease for improved community health. The foundation state that they strive to:

- Support research that responds to identified needs of the south metropolitan community of Perth
- Support and inspire research with demonstrable translation to clinical practice
- Improve patient outcomes across all areas of disease and injury
- Support research for the prevention of chronic health conditions
- Provide opportunities for the translation of knowledge for the benefit of all members of the community

Applications for the Spinnaker Grant projects must demonstrate how their projects will address current health concerns in South Metropolitan Perth and how they'll use their research to address the problem, in

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order to receive funding. The full benefit of these projects to the community is immeasurable. For many of the donors, the knowledge that doctors, nurses, clinicians and allied health staff are performing research outside of their paid position is reassuring as they are constantly striving for cures, new treatments and better practices for the improved health of the community. Spinnaker grant projects are scored by an esteemed Scientific Advisory Committee (SAC) against the National Health and Medical Research Council guidelines, to be the most feasible projects to demonstrate outcomes that translate into improved health and enhanced clinical practices for our community.

The Foundation report that 2019 marked a record number of exceptional grant applications, and only a small number of these applicants will receive funding. They are seeking community support such as that of the City to ensure these projects don't go unfunded, and as such, their potential outcomes lost. As part of their application, Spinnaker offer to work with the City to select an appropriate project to support from the successful research projects determined by the SAC and Board in October 2019. The individual research project sponsored by the City of Cockburn will be conducted in a lab or health facility within the South Metropolitan area, most likely being Fremantle Hospital or Fiona Stanley Hospital.

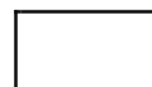
On 3 December 2019, Spinnaker will host the Annual Awards night at the University of Notre Dame. The event will recognise the successful grant recipients, as well as the donors or named sponsors that made the grants possible. The City will have the opportunity to present their award in front of an audience of 120-150 guests comprised of research grant recipients, university representatives, South Metropolitan Health Service Executives, South West Local Government Councillors and Mayors, corporate and community partners, Fremantle and Attadale Rotary Club supporters, media and suppliers.

The applicant advises that it will promote and publicise the City of Cockburn's sponsorship support through:

- Logo promotion on their supporters webpage
- Newsletter distributed to 1,035 subscribers
- Naming in the Event Program
- On-screen logo at the Awards night
- Social media post acknowledgment

Branding benefits include:

- Naming of an Award
- Opportunity for the City to be involved in the selection of the project receiving the award
- Invitation for the Mayor, CEO and suggested staff members to attend the Annual Awards night on 3 December 2019



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- Opportunity for City representative to present Award at the Annual Awards night
- Opportunity for City to provide pull up banner to display at Awards night

Other benefits include:

- City to receive outcomes and benefits of the City's sponsored award via partnership report or grant acquittal
- Publicity and photos of the Award Ceremony provided to the City
- Certificate of Appreciation

The City has assisted this applicant in previous years as below:

2012, September	\$15,000
2011, September	\$15,000
2010, September	\$15,000
2009, September	\$10,000
2008, September	\$10,000
2007, October	\$10,000
2006, October	\$10,000

The application is supported by Professor Bu Yeap, University of Western Australia, and the application states that Spinnaker has a large base of supporters and donors including Austal Shipping, South Metropolitan Health Service, Little Creatures Brewing, Fremantle and Attadale Rotary Clubs and South Metropolitan Perth philanthropists.

Recommendation:

The proposal has achieved an assessment score of 18/21. The sponsorship opportunity is in line with the City's desired image. The recommendation is for sponsorship of \$15,000 in line with other naming rights sponsorships the City has provided and the potential longevity and immeasurable benefits to the community.

Applicant: **Jervoise Bay Sailing Club**

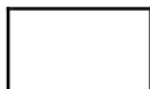
Proposal: **2019/20 Hobie Catamaran National Championship**
'Official Sponsor'

Requested: **\$5,000**

Recommended: **\$3,000**

Jervoise Bay Sailing Club (JBSC) is a not-for-profit sporting body that was established in 1977 and occupies one of the most pristine stretches of water on the WA metropolitan coastline within the City of Cockburn, and has a long and distinguished association with the sport of sailing. The Club's sailing areas are situated in Owen Anchorage, which is

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protected by Woodman Point and enjoys world-class conditions with unobstructed sea breezes and predominantly flat water. The Club has hosted a number of Championship regattas, including State, National and World Championships, and features an internationally competitive sailing fleet for high-performance multihulls. Club racing classes include Formula 18, Tornado, Hobie 16, NACRA and wind rush catamarans.

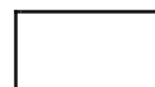
JBSC is privileged to have been asked by the National Association to host the 2019/20 Hobie Catamaran (Cat) Nationals, to showcase the City of Cockburn's pristine ocean conditions to competitors from all over Australia.

The 2017/18 Australian Hobie Cat Nationals at North Haven in South Australia attracted 84 two person crews and incorporated the selection of Australian Hobie Cat teams to compete overseas in 2019. The four classes (16 and 14 foot, Tiger and Wildcat cats) attract world and national class mixed gender, women, youth and master's crews ensuring compelling spectator viewing close to shore from Coogee Marina to Woodman Point.

The 2019/20 Hobie Catamaran National Championship will run from 30 December 2019 to 4 January 2020, consisting of four race days plus a number of family-friendly events including a sausage sizzle, New Year's BBQ, and a presentation night at the Cockburn Surf Life Saving Club. It will also feature a "lay day" on 1 January, providing opportunities for families to participate in the local New Year's Day activities, where exploration of the local surroundings will be encouraged.

The Hobie fleet is anticipated to attract approximately 50 local and intra/interstate boats with two crews along with their families. The development of a junior class in multihull sailing is an important development, as a "feeder" class and pathway for junior sailors to develop skills in multihull racing to enable the transition to Youth International and/or Olympic class, both of which are mixed fleets. JBSC is committed to the advancement of multihull sailing, and to providing its facilities for the benefits of members, visiting boats and kindred community groups, and aims to promote participation in the sport in WA through this unique and exciting, high profile opportunity.

Few sailing clubs in WA have the opportunity of hosting high profile national level championship regattas. When these events do come to Perth the winning bids are usually awarded to the larger, high profile sailing clubs and rarely to the small, community-oriented clubs such as JBSC. Having hosted two successful National Championship regattas at JBSC in early 2018, the more recent back-to-back successes in the Inter Club Championships and recognition as the Best Volunteer Management Club at the 2019 WA Sailing Australia Awards has raised the profile of JBSC leading to the request from the Hobie Nationals Association to host its 2019-20 National Championships.



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JBSC has a stable membership base of 130 memberships across family, single and junior categories with facilities accessed by well over 100 people from schools, colleges and organizations on a regular basis for water based activities including junior and adult sail training for sea scouts, scouts and cadets from the local region (and from further afield on occasion). The group has a professional management committee with prior experience in organising regattas and world championship events. A regatta committee has been established and appropriate budgeting, project planning and risk management undertaken.

The target market for participation in the event is all catamaran sailors that have access to a boat to participate in racing at this higher level of competition. The Hobie fleet includes approximately seven different classes, meaning that it is accessible to a wide cross-section of the community, of differing abilities, ages and experience levels. The Club understand that at least one large shipping container filled with catamarans has come to WA already, with more anticipated in the coming months as the deadline for online registration period approaches.

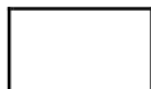
It is expected that the estimated participation at the regatta will be around 150 people, including family members, community spectators and local contractors to the regatta. The club will also have an additional pool of volunteers from the local area and other sailing clubs with whom JBSC has forged a collaborative relationship. The event will be free for the public to attend, and competitors will pay a nominal entry fee to participate. JBSC is also promoting the Woodman Point Discovery camping ground to visiting competitors and using local contractors and catering companies wherever possible.

The benefits to the Cockburn community include the promotion of the region to visitors from around Australia, as a beautiful tourism destination with a pristine environment, promotion of increased economic activity for local businesses and elevated profile of the region, its community spirit and sporting acumen.

The project will deliver a national level championship regatta that will generate significant publicity for the Cockburn region and for the sport in WA. The National Hobie Association has a global media reach, so it is a unique opportunity to generate awareness of the region and its world-class marine and sailing environment. Successful delivery of the event, as in the past, will create further opportunities to host both World and National regattas.

At a local level, the Club expects highest participation in the event by local community members, in particular the junior and youth community by virtue of the increased number of boats offered by the club.

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The Club and both the National and Western Australian Hobie Associations have already been heavily promoting the regatta in their respective event class local, interstate and National Association websites, social media pages and blogs, as well as JBSC's website and Facebook page, and will be promoted at JBSC's Opening Day event, which will be attended by a large proportion of the club's membership, local association representatives and community leaders.

The event has been advertised to other sailing clubs in WA and Australia-wide and at sailing equipment and chandlery stores. Engagement has been very strong with 100% of known available boats in WA already registered and committed with the responses from interstate indicating strong commitment to participate in the regatta.

JBSC will issue media releases for local WA newspapers and sporting bodies, promoting the event. JBSC will ensure local WA media is aware of the event and will run stories in the lead up to and during the event for publication in the community newspaper - with a target of at least two general community new articles being published over the course of the regatta.

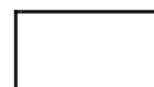
The City of Cockburn is proposed to be the naming rights sponsor of the event and City branding will feature prominently on all competitor and support crew apparel, prominently on the bow of all competitors' craft, as well as all advertising and promotion materials for the event. City branding would also be incorporated into technical documents including the sailing Instructions, official forms and results sheets to be used during the events and promotional flyers handed out at the club.

Multiple regatta reports on social media will include photos, video and Go Pro footage of the event and will include acknowledgement of City of Cockburn support. A large number of other social media channels are expected to re-post the JBSC reports.

There is an opportunity for City promotional material to be included in the "regatta packs" for all competitors, and City flyers to be distributed from the club house. There is also opportunity for the City to display signage/banners at the club (entry gate fence - the highest traffic area) for the duration of the event, and the City logo included on the event information on the JBSC website and social media page.

There are opportunities for the City of Cockburn representatives to attend the regatta and distribute publications or promotional material, and an opportunity for Mayor Logan Howlett, as Club Patron, or his representative to attend the presentation night.

The City has previously provided funding in:
2017, September \$12,500 Sponsorship towards the NACRA and F18 Catamaran National Championships (two events)



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2015, September \$5,000 towards the acquisition of a NACRA 350 junior boat for communal member use

Recommendation:

The proposal has received a score of 14/21. The proposal is requesting 50% of funding for the event from the City, with the other 50% provided by the National Association and Club/Entry Fees. The City's Environmental Health Officer has been liaising with the club regarding their event application and also attended the previous national championships, which only attracted about 40 people. Based on the limited and somewhat exclusive participation, it is recommended to support this sponsorship proposal for \$3,000 in line with similar sized events and funding provided in the Small Events Sponsorship and Community Grants categories.

Applicant: **Southern Lions Rugby Union Football Club**

Proposal: **City of Cockburn 10s Rugby Tournament 2020**
 'Naming Rights'

Requested: **\$10,000**

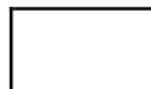
Recommended: **\$10,000**

The Southern Lions Rugby Union Football Club (SLRUFC) is a not-for-profit sporting club. Based at Success Regional Sporting Facility since 2012, the Club has more than 500 members/players ranging from 5 to 55 years of age. The Club have teams in: Juniors - Under 6 to Under 18s, Seniors - Under 20s, Men's and Golden Oldies Divisions. 2017 saw the introduction of a new All Abilities team, the first of its kind in WA, and now have an Adult and new Junior All Abilities team, with the club looking to expand this with the growth of the Junior program.

The purpose of SLRUFC is to promote community participation in the competitive amateur sport of rugby at both adult and youth levels; to develop players for local, national, and international play; to develop junior and senior referees for local officiating; and to promote physical fitness, sportsmanship, and a sense of community in a family-friendly environment; and continue to create opportunities for the community to actively participate in healthy lifestyle choices.

The SLRUFC is seeking sponsorship to assist with the costs of hosting the annual international sporting event, the 2020 City of Cockburn 10s Rugby Invitational Tournament on Saturday 22 February 2020 at Success Regional Sporting Facility. The annual tournament welcomes teams from around WA, Australia and Asia to compete in Men's,

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Women's and Under 20s competitions. The club expects a minimum of 24 international, national, and WA-based 10s teams to participate.

Although Rugby Union is traditionally seen as an English game, it has evolved into a truly international sport. Because of this, a large cross-section of the community attends the tournaments. Invitations are extended to all RugbyWA Teams, including Premier Teams, WA Police, Navy and Army; as well as the 2020 event invitation to over 60 State, National and International teams. Previous attendance has included teams from as far as Darwin and Malaysian competing. The 2017 City of Cockburn 7s saw the Malaysian National team reach the Men's Cup Final for the first time. The 2018 and 2019 10s Tournaments built on the great success of the previous events, with positive feedback received from all Clubs, Rugby WA and Club members - all keen to participate again. The format change to 10s was in response to a preference from the majority of the teams entered.

SLRUFC would like to maintain the continued high level of interest from Western Australia's Asian community, and in future years, would like to extend invitations to compete to representative teams from the City of Cockburn's sister cities – Yue Yang in China, Mobile in Alabama USA, and Split in Croatia.

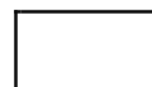
The Tournament is open to all members of the community to attend, free of charge. SLRUFC is expecting about 500 team members and 1,000 members of the public (fans and family, largely from the City of Cockburn) to attend over the course of the tournament. The majority of fans will be made up of the Perth rugby community and the wider community looking to have a fun day out. It is expected that the event will be attended by people from all age groups, nationalities, social and economic backgrounds.

The club advises that renewed sponsorship would assist greatly with: community-based advertising campaigns; event equipment; hosting of international teams; complimentary attractions – entertainers, face painting, bouncy castle, introductory rugby clinics; prizes; tournament referees; first aid; trophies; photography for posting online; increasing general awareness of Southern Lions and City facilities throughout the City of Cockburn community; and encouraging community participation in social activities and promoting an active, outdoor lifestyle including promotion of rugby union as an inclusive sport.

In line with sponsorship of the 2019 event, the City will receive naming rights and the following sponsorship benefits:

The City of Cockburn 10s event will be actively promoted via:

- Event correspondence to all competing and invited teams including emails, event flyer and team nomination forms



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- Event, Southern Lions, Rugby WA and Western Force and local Cockburn Facebook pages
- Community groups (including cultural) e.g. WA Samoan Association
- Local radio
- Event posters
- Event sound system throughout the day
- Event manual that is given to all participating teams and available to the public at the event
- Banner placement around the event location
- The City of Cockburn website
- Post-event review distributed via Event, Southern Lions, RugbyWA and Western Force and local Cockburn Facebook pages

As naming rights sponsor, the City of Cockburn will benefit from:

- Inclusion on all event advertising including local media coverage via radio and newspapers
- Logo inclusion on event signage
- Opportunity to display City signage at the event
- Logo inclusion and sponsor recognition on advertising and promotional material
 - Flyers/Posters
 - RugbyWA 7s website (www.rugbywa.com.au/7s)
 - Event Facebook page (Cockburn10sRugbyInvitationalTournament)
 - Event Program

In addition, the event is free to the public so all City of Cockburn residents are welcome to attend. As in previous years, the Mayor will also be invited to make the presentations to the winning teams. The City of Cockburn is also welcome to advertise the event through all available channels and to display messages, publications, banners or other items at the event.

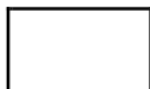
The Club has previously received the following funding from the City:

2018, September	\$10,000 (Naming Rights Sponsor of 2019 event)
2017, September	\$10,000 (Naming Rights Sponsor of 2018 event)
2016, September	\$10,000 (Naming Rights Sponsor of 2017 event)
2015, September	\$12,500 (Naming Rights Sponsor of 2016 event)
2014, September	\$12,500 (Naming Rights Sponsor of 2015 event)
2013, September	\$12,500 (Naming Rights Sponsor of 2014 event)

The Club has also previously received \$4,000 Minor Capital Works Grant towards floodlighting upgrades, and at least one \$1,000 Sports Equipment Grant.

Save Our Sons Duchenne Foundation have provided a letter of support for the proposal, as SLRUFC host an annual charity game for the

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foundation. Australian Rugby Union and Rugby WA have endorsed the event each year; with Rugby WA providing rugby equipment and. Referees WA provide referees for the day.

Recommendation:

The application received a score of 17/21 and provides ongoing branding and other benefits to the City and club with growth in awareness of the sport, short format competition and inclusive participation within Rugby. The event is regularly well-attended and free for the community and the club have provided good evidence of previous sponsorship and outcomes. It is recommended to maintain support with \$10,000 naming rights sponsorship.

GRANTS

The total allocation proposed for grants programs is \$640,000.

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

There is one proposed adjustment to grant allocations for the 2019/20 financial year, for the Youth Academic Assistance Program from \$1,000 to \$2,000 based on increased applications and anticipated applications.

COMMITTED AND CONTRACTUAL FUNDING

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

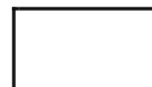
There is one adjustment for the Committee to review, which is a slight reduction of the Spearwood Dalmatinac Club Rates Reimbursement from \$12,711.13 to \$12,685.34 in line with actual rates paid for the 2019/20 financial year.

The total proposed for committed/contractual donations for 2019/20 is \$500,000.

Cockburn Creates Update

Under the banner of Participatory Budgeting, the Cockburn Creates project commenced in 2018. The City invited groups and individuals to submit ideas for projects that could fill gaps in the community. These projects are nominated by the community, voted by the community and implemented by the community.

The Cockburn Creates project attracted interest from 11 applicants and



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690 people who voted on how to share the \$100,000 funding pool. Participants selected the following as the top projects, which received full funding:

• Cockburn Mind workshops	\$11,000
• Cockburn Rocks - kids music workshops	\$11,688
• Coogee Gardens	\$10,000
• Flip My Hood men's workshops	\$16,000
• Hammy Hill workshops	\$8,130
• Science for Girls	\$16,437
• Shopping Bags for the Community	\$7,000
• Social Toy Box	\$11,776

Partial funding was awarded to:

- Popup forest demonstration at Pear Tree Café \$7,956

And these projects were not chosen to be funded:

- Musical Theatre Be \$15,259
- Beeliar 25th Birthday Magnets \$1,250

The nine successful projects were to be completed by September 2019, with several now being approved for extension until October and December respectively.

To date, seven acquittals have been submitted for projects, with three of these being successfully acquitted. The officers are continuing to work closely with the applicants to finalise the last stages of projects and assist in the acquittal process. It is anticipated all acquittals should be finalised this calendar year.

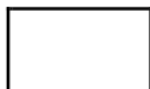
The officers will conduct an evaluation of the Cockburn Creates project once all acquittals have been received, processed and approved. This is anticipated to be presented at the next Grants and Donations Committee in April 2020.

Strategic Plans/Policy Implications

Community, Lifestyle & Security

Provide residents with a range of high quality accessible programs and services.

Economic, Social & Environmental Responsibility



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Create opportunities for community, business and industry to establish and thrive.

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

Council approved a budget for Grants and Donations for 2019/20 of \$1,450,000. Following is a summary of the proposed grants, donations and sponsorship allocations.

Summary of Proposed Allocations

Committed/Contractual Donations	\$500,000
Donations	\$210,000
Sponsorship	\$100,000
Specific Grant Programs	\$640,000
Total	\$1,450,000
Total Funds Available	\$1,450,000
Less Total of Proposed Allocations	\$1,450,000
Balance	\$0

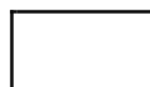
Legal Implications

N/A

Community Consultation

In the lead up to the September 2019 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised:

- Three advertisements running fortnightly in the Cockburn Gazette on 3 September, 10 September and 17 September 2019.
- Feature advertisement article in the Cockburn Update September 2019 Email Newsletter.
- Media Release published online 19 August 2019.
- Two City of Cockburn Facebook promotional posts and videos on 19 and 28 August 2019 featuring previous recipients.
- City of Cockburn website promotional article and accompanying video from 21 August 2019.
- Promotion to community groups through the Community Development Service Unit email networks, contacts and community group meetings.



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- Additional advertising through Community Development promotional channels:
 - Community Development Calendar distributed to all NFP groups in Cockburn.
 - Cockburn Community Group E News August 2019 edition.
 - School email update July 2019 edition.
- Information available on the City of Cockburn website.
- Reminder email sent to previous and regular applicants, attendees from a Lottery West information session hosted at the City, and people who made enquiries during the application period.

Risk Management Implications

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

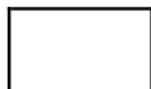
The reputation of the City of Cockburn could be seriously compromised should funds be allocated to individuals or groups who did not meet the criteria and guidelines and or did not use the funds for the purposes they were provided. Adherence to these requirements is essential.

Advice to Proponent(s)/Submitters

Applicants have been advised that their applications are to be considered at the 31 October 2019 Grants & Donations Committee Meeting, and November 2019 Ordinary Council Meeting.

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

Nil



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Item 9.1 Attachment 1

GRANTS, DONATIONS & SPONSORSHIP RECOMMENDED ALLOCATIONS BUDGET 2019/20						
Activity DP 315 Natural Acc 6810	Description	Allocated 2019/20	Actual as at end September 2019 2018/19	Proposed Adjustments 2019/20	Comments	Council Decision/ Delegated Authority
	Donations					
	Committed/Contractual					
8243	Little Green Steps WA Partnership Agreement	27,847	0	27,847	Two-year partnership agreement with LGS WA, for Education for Sustainability in the Early Years for 2019 and 2020, as to Council Decision 9 May 2019	Council Decision
8896	Cockburn Community Men's Shed Coordinator	47,500	30,000	47,500	Funding for Cockburn Community Men's Shed Inc. to support the annual administration costs of a part-time coordinator, security, maintenance, utilities and equipment as to Management Plan and Council Decision 10 August 2017	Council Decision
9239	Native ARC	91,764	45,882	91,764	Donation to support the annual administration costs of Native ARC (plus CPI 1.1%)	Council Decision
9310	The Wetlands Centre Cockburn	91,764	45,882	91,764	Donation to support the annual administration costs of The Wetlands Centre Cockburn (plus CPI 1.1%)	Council Decision
9317	Pineview Preschool Maintenance Contribution	7,951	7,951	7,951	Annual contribution for maintenance of grounds and building (plus CPI 1.1%)	Lease Agreement
9322	Cockburn ARC/Dolphin Swim Club Subsidy	150,000	37,500	150,000	Subsidised fees for Dolphin Swim Club at Cockburn ARC (as to Minute 6057 of OCM 13 April 2017)	Council Decision
9398	Cockburn Senior Citizens Building Donation	9,757	9,757	9,757	Assists with maintenance costs as per lease agreement (plus CPI 1.1%)	Lease Agreement
9559	Cockburn Cricket Club Insurance	1,500	0	1,500	Commitment included in the lease agreement (flat fee)	Lease Agreement
9574	Spearwood Dalmatinac Club - Rates Reimbursement	12,711	12,685	12,685	Reimbursement of 50% of annual rates payable by Spearwood Dalmatinac Club for 41 Azelia Rd, Spearwood as to Council Decision 14 May 2009	Council Decision
	Future Allocations	59,207		59,233	(To be allocated throughout the year)	
	Committed/Contractual Sub Total	500,000	189,657	500,000		
	Donations to Organisations					
9196	Donations to Organisations	210,000	0	99,875	Remainder of Donations funding allocated for March 2020 funding round	Council Decision
9196	City of Cockburn RSL Sub-Branch			10,000	Request for \$10,000 Donation towards their activities, operations and commemorative services such as the ANZAC Youth Parade	Council Decision
9196	Lions Club of Jandakot Lakes			2,000	Request for \$5,000 Donation towards hall hire, administration and promotion costs for fundraising activities	Council Decision
9196	Constable Care Child Safety Foundation			12,000	Request for \$12,000 Donation towards operating costs to deliver personal safety and crime prevention programs through theatre-in-education to children in Cockburn	Council Decision
9196	Cockburn Toy Library			7,000	Request for \$7,000 Donation towards their rent and other expenses	Council Decision
9196	Cockburn Volunteers Sea Search and Rescue Group			9,000	Request for \$9,000 Donation towards operating costs for 24/7 radio coverage and sea search and rescue service	Council Decision
9196	St Vincent De Paul Society Yangebup Conference			5,000	Request for \$5,000 Donation towards their ongoing costs and assisting people in need	Council Decision
9196	Cockburn Community and Cultural Council			10,000	Request for \$10,000 Donation towards their general operating costs	Council Decision
9196	Meerlinga Young Children's Services			10,000	Request for \$10,000 Donation towards operations of family and children's services in Cockburn	Council Decision
9196	Restore a Smile Foundation			2,000	Request for \$4,000 Donation towards creating a reliable, sustainable supply of sanitary pads to schools, homeless shelters and disadvantaged communities	Council Decision
9196	Project Pax for Veterans of Western Australia			0	Request for \$8,700 Donation towards annual mooring costs at Port Coogee Marina	Council Decision
9196	Yangebup Family Centre			13,125	Request for \$13,125 Donation towards operating three creche sessions a week to support craftermoons, PlayClub and community parenting workshops	Council Decision
9196	Cockburn Central YouthCARE Council (CCYC)			20,000	Request for \$20,000 Donation towards chaplaincy services at Atwell College, Lakeland Senior High School and Hammond Park Secondary College	Council Decision
9196	Cooby Cares			5,000	Request for \$5,000 Donation towards operating costs to assist with emergency relief activities in Coolbellup and surrounding suburbs	Council Decision
9196	Assisting Your Life to Achieve (AYLA)			0	Request for \$18,000 Donation towards operating costs for emergency food relief and other activities	Council Decision
9196	Volunteer Home Support			5,000	Request for \$5,000 Donation to assist with garden waste removal costs for Cockburn homes	Council Decision
	Donations to Organisations Sub Total	210,000	0	210,000		
	Sponsorships					
9197	Sponsorships	90,000	0	44,000	Remainder of Sponsorship funding allocated for March 2020 funding round	Council Decision
9197	Cockburn Masters Swimming Club			13,000	Request for \$13,750 'Major Event Partner' Sponsorship for Coogee Jetty to Jetty Swim XXIV, Sunday 8 March 2020	Council Decision
9197	Serbian Community 'Krajina'			5,000	Request for \$5,000 'Supporting Official' Sponsorship of 25 performers attending Sydney Serbian Folklore Festival, February 2020	Council Decision
9197	Spinnaker Health Research Foundation			15,000	Request for \$15,000 'Naming Rights' Sponsorship of City of Cockburn Award of Health Research Grant 2020	Council Decision
9197	Jervoise Bay Sailing Club			3,000	Request for \$5,000 'Official' Sponsorship of the 2019/20 Hobie Catamaran National Championship from 30 December 2019 to 4 January 2020	Council Decision
9197	Southern Lions Rugby Union Football Club			10,000	Request for \$10,000 'Naming Rights' Sponsorship of City of Cockburn 10s Rugby Tournament, Saturday 22 February 2020	Council Decision
9197	Individual Sponsorships	10,000	750	10,000	Formal sponsorship program for individuals	Delegated Authority LGACS14
	Sponsorships Sub Total	100,000	750	100,000		

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Activity OP 315 Natural Acc 6810	Description	Allocated 2019/20	Actual as at end September 2019 2018/19	Proposed Adjustments 2019/20	Comments	Council Decision/ Delegated Authority
	Grants					
8040	Landowner Biodiversity Conservation Program	35,000	1,050	35,000	Financial and natural resource management training support program for Cockburn landowners to conserve the natural bushland and wetland areas on their property	Delegated Authority AEW5
9004	Emergency Disaster Fund	10,000	0	10,000	For one-off emergency and disaster situations as to DA ACS13 (revised as per Council Decision 10 February 2011)	Delegated Authority ACS13
9015	Youth Academic Grants	1,000	700	2,000	Assists young people to travel to attend academic programs and activities	Delegated Authority LGACS2
9031	Junior Sports Travel Assistance Program	55,000	11,600	55,000	Assists young people in Cockburn representing WA or Australia in interstate or international team or individual sports by providing assistance for travel to competitions	Delegated Authority LGACS13
9240	Sustainability Grants Program	40,000	0	40,000	Grants program established in accordance with Council Decision on 13 May 2010	Delegated Authority LGACS14
9241	Len Packham Hall Subsidy (Burdya)	6,000	908	6,000	Subsidy program that allows Indigenous and multicultural Cockburn families to access funds to assist with hall hire costs for hosting funerals, memorials and cultural events	Delegated Authority LGACS2
9312	Community Grants Program	130,000	0	130,000	Formal grant process for local community groups and organisations	Delegated Authority LGACS14
9314	Provide Bins Sporting Events	1,000	452	1,000	Provide bins to schools for sports carnivals	Delegated Authority LGACS2
9327	Community/Residents Assoc. Hall Hire Subsidy and Support Program	10,000	1,577	10,000	Assists community groups to conduct monthly meetings and events, and funds for incorporation/set up costs for new residents associations and donations for small PO box hire, adopted by Council on 14 September 2017	Delegated Authority LGACS7
9329	Cultural Grants Program	40,000	0	40,000	Provides grants to cultural and artistic groups and individuals	Delegated Authority LGACS14
9331	Bus Hire Subsidy	1,500	143	1,500	Provides a subsidy towards the bus hire for community organisations	Delegated Authority LGACS2
9335	Grants General Welfare	7,000	2,435	7,000	Miscellaneous requests for small donations as per DA LGACS2	Delegated Authority LGACS2
9341	Community Group Newsletter Subsidy	11,000	3,953	11,000	Assists community groups to disseminate information	Delegated Authority LGACS7
9373	Small Events Sponsorship Program	40,000	15,375	40,000	Small Events Sponsorship Program for local events for community organisations	Delegated Authority LGACS14
9396	U Fund	1,000	0	1,000	Small grants for youth for cultural/arts initiatives and events	Delegated Authority LGACS2
9399	Youth Arts Scholarships	7,000	0	7,000	Assist young people to travel to participate in performing/arts events and further study	Delegated Authority LGACS2
9475	Alcoa Cockburn Community Projects Fund	15,000	0	15,000	Partnership with Alcoa delivering community-driven projects (allocation doesn't include Alcoa funds, only CoC funds)	Delegated Authority LGACS2
9490	Environmental Education Initiatives Program	15,000	0	15,000	Support for Environmental Services to assist schools to facilitate environmental education	Delegated Authority LGACS2
9517	Cockburn Community Group Volunteer Insurance	15,000	11,000	15,000	Cockburn Community Group Insurance Program	Delegated Authority LGACS7
9535	Council Match Staff Donation	2,000	572	2,000	Council to match staff fundraising effort	Delegated Authority LGACS2
9649	Safety House/Walk to School Program	1,000	0	1,000	Support to schools for safety programs for children getting to school and to attend Safety House shows	Delegated Authority LGACS2
9673	Sport and Recreation Club Grants	35,000	10,686	35,000	Grants matched by local sporting clubs for minor capital works on Council owned facilities and sporting equipment	Delegated Authority LGACS13
9674	Grants to Schools	9,000	5,893	9,000	For small donations to schools for minor items	Delegated Authority LGACS2
9688	Security Subsidy for Seniors	30,000	14,665	30,000	Subsidy program for security devices for seniors	Delegated Authority LGACS2
9495	Donation and Grants General Account	122,500		121,500	(Remainder of grant allocations, to be allocated based on expenditure throughout the year)	
	Grants Programs Sub Total	640,000	81,009	640,000		
	Totals	1,450,000	271,416	1,450,000		
	Budget	1,450,000		1,450,000		
	Balance	0		0		



GAD 31/10/2019

10. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY MEMBERS OR OFFICERS

Nil

11. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

Nil

12. CLOSURE OF MEETING

The meeting closed at 6.25pm.

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13.2 ESTABLISHMENT OF THE NEW COUNCIL AND ADMINISTRATION CENTRE (NCAC) REFERENCE GROUP**Author(s)** S Downing**Attachments** 1. Terms of Reference - New Council and Administration Centre (NCAC) Reference Group**RECOMMENDATION**

That Council

- (1) appoints _____ (Elected Members) as its representatives to the New Council and Administration Centre (NCAC) Reference Group; and
- (2) adopts the attached Draft Terms of Reference for the NCAC Reference Group.

Background

The Council has commenced planning for the construction of a new Council and Administration centre to be located in Cockburn Central opposite the Cockburn ARC. As part of the planning and development process a Reference Group is being established to allow Elected Members to offer guidance and advice as the City plans the NCAC building.

Submission

N/A

Report

The NCAC Reference Group is being established so as to enable Elected Members to receive information and reports as well as offer guidance as the planning process moves forward.

The NCAC Reference Group will be similar to the very successful Cockburn ARC Reference Group, which oversaw the planning, design and construction of the largest and most successful aquatic and recreation centre in Western Australia.

The purpose of the NCAC Reference Group is to monitor the process of transitioning the location of the City of Cockburn Council Administration Building from its current Spearwood premises to the geographical centre of the City (Cockburn Central) by 2023 to support the growth of the City of Cockburn over the next 20 years.

The NCAC Reference Group will provide guidance to City Officers and ensure an additional layer of visibility and transparency of the transition is undertaken in conjunction with community expectations.

Membership of the NCAC Reference Group will be open for all Elected Members to be appointed, given the strategic importance of this project. Membership of the Group will be confirmed following each biennial election cycle. The Reference Group will have the authority to invite external consultants and other professional experts in an advisory capacity as and when such expertise is required. The Chief Executive Officer (CEO), Directors and other Senior Staff considered appropriate by the CEO, will be required to attend Reference Group meetings as and when required in an advisory, administrative and secretarial capacity.

Meetings will be held on an as required basis and the Mayor will fulfil the role as Presiding Member. In the absence of the Mayor, the Deputy Mayor, or another Councillor appointed by the Group will undertake the Presiding Member role. An agenda will be provided and minutes for each Reference Group Meeting will be taken as the formal record and kept in the City's Electronic Content Management (ECM) System.

Reference Group Meetings are informal by nature and not subject to the Meeting procedures applicable to Council or Committee Meetings (Standing Orders). However, the Presiding Member shall ensure the meetings are conducted in an efficient and collegiate manner. Any matters of sensitivity divulged to or during a Reference Group meeting will be clearly labelled as 'Confidential' and will not be permitted for release or discussion with any third party

A draft Terms of Reference is attached to the report.

Strategic Plans/Policy Implications

Community, Lifestyle and Security

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

Economic, Social and Environmental Responsibility

Increase local employment and career opportunities across a range of different employment areas.

Leading and Listening

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

As part of the planning process, the City will undertake community consultation in relation to the NCAC project.

Risk Management Implications

A low level of reputational risk is associated with this item and the need for transparency and accountability through the process of the Reference Group.

Advice to Proponent(s)/Submitters

N/A

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

Nil

NEW COUNCIL AND ADMINISTRATION CENTRE (NCAC) REFERENCE GROUP**TERMS OF REFERENCE****1. NAME**

1.1 New Council and Administration Centre (NCAC) Reference Group

2. PURPOSE

- 2.1 The NCAC Reference Group is convened to monitor the process of transitioning the location of the City of Cockburn Council Administration Building from its current Spearwood premises to the geographical centre of the City (Cockburn Central) by 2023 to support the growth of the City of Cockburn over the next 20 years
- 2.2 NCAC Reference Group will provide guidance to City officers and ensure an additional layer of visibility and transparency of the transition is undertaken in conjunction with community expectations

3. MEMBERSHIP

- 3.1 Membership of the NCAC Reference Group will be open for all elected members to be appointed, given the strategic importance of this Project
- 3.2 Membership of the Group will be confirmed following each biennial election cycle
- 3.3 The Reference Group will have the authority to invite external Consultants and other professional experts in an advisory capacity as and when such expertise is required.
- 3.4 The Chief Executive Officer (CEO), Directors and other Senior Staff considered appropriate by the CEO will be required to attend Reference Group meetings as and when required in an advisory, administrative and secretarial capacity

4. QUORUM

- 4.1 A minimum of 50% of the appointed elected members to the Reference Group will be required to be in attendance prior to and during the Meeting for the Meeting to proceed

5. ROLES AND RESPONSIBILITIES

- 5.1 The NCAC Reference Group will have oversight and provide endorsement of the following processes:
- Internal and external consultation plan
 - Recommended concept design and plan for Council consideration
 - Preparation of Business Case, Funding Model and Report on proposed Commercial components of the building
 - Final Design Plan to be used for preparation of Tender Documentation

- e. Recommended Tenderer for Council consideration

6. ACCOUNTABILITY

- 6.1 While the NCAC Reference Group will be autonomous in its monitoring of the NCAC construction programme, it will not have any delegated functions which otherwise require the consideration of Council
- 6.2 All decisions of the Reference Group will be recorded and filed as the City's official record
- 6.3 All matters requiring Council approval will be reported separately for consideration at a formal meeting of Council

7. TERM

- 7.1 The NCAC Reference Group will continue to operate until it is determined that the functions of the Group have been completed.

8. MEETING INFORMATION

- 8.1 Meetings will be held on an as required basis and the Mayor will fulfil the role as Presiding Member. In the absence of the Mayor, the Deputy Mayor, or another councillor appointed by the Group will undertake the Presiding Member role.
- 8.2 An Agenda will be provided and Minutes for each Reference Group Meeting will be taken as the formal record and kept in the City's Electronic Content Management (ECM) System
- 8.3 Reference Group Meetings are informal by nature and not subject to the Meeting procedures applicable to Council or Committee Meetings (Standing Orders). However, the Presiding Member shall ensure the Meetings are conducted in an efficient and collegiate manner
- 8.4 Any matters of sensitivity divulged to or during a Reference Group Meeting will be clearly labelled as "Confidential" and will not be permitted for release or discussion with any third party

14. PLANNING & DEVELOPMENT DIVISION ISSUES

14.1 STRUCTURE PLAN AMENDMENT FINAL RECOMMENDATION TO WAPC - LOTS 97 - 102 WATSON ROAD, BEELIAR

Author(s)	L Dunstan
Attachments	<ol style="list-style-type: none"> 1. Location Plan ↓ 2. Structure Plan Map ↓ 3. Modified Structure Plan Map ↓ 4. Submissions Table ↓
Location	Lots 97 – 102 Watson Road, Beeliar
Owner	Wayne Radonich
Applicant	Yaran Property Group
Application Reference	110/199

RECOMMENDATION

That Council, pursuant to Clause 20(2)(e) of the Deemed Provisions (Schedule 2 Part 4), recommends to the Western Australian Planning Commission the approval of the proposed Structure Plan for Lots 97, 98, 99, 100, 101 and 102 Beeliar subject to the following modifications:

- (1) modify Plan 1 'Structure Plan' in accordance with the modified plan attached to this Council report. Rectify lot numbers on the Structure Plan map to show correct property numbering of the adjacent View Street Structure Plan area;
- (2) amend the Executive Summary to accordingly reflect the recommended modifications within Table i – Summary Table;
- (3) Part 1 to be modified as follows:

1. Under Clause 3: Staging, remove the requirement for a Local Development Plan to be prepared, and replace with the following reference:

'A Development Application will be required prior to, or concurrent with, any subdivision application resulting in a strata titled grouped dwelling outcome or single house lots less than 260m²– Refer Clause 5.'

Further, include the following provisions for the orderly and proper staging of development:

'The northern most road reservation shall be delivered within the first stage of subdivision to facilitate connection with the adjoining View Street Structure Plan area.'

'The Public Open Space shall be ceded free of cost to the City of Cockburn within the first stage of the subdivision and shall be landscaped by the developer in accordance with Liveable Neighbourhoods, maintained for two years and shall connect seamlessly with the adjoining linear Public Open Space allocated pursuant to the View Street Structure Plan'; and

2. Under Clause 5: Local Development Plans, replace reference to 'Local Development Plans' with 'Development Application' and include the following guiding provisions:

'The City will require a development application to be submitted prior to making a recommendation in relation to subdivision proposals which will result in the creation of strata titled lots with common property or single house lots of less than 260m². The development application will address design considerations consistent with the objectives of State Planning Policy 7: Design of the Built Environment, as guided within Clause 4 Subdivision and Development Requirements of this Structure Plan.'; and

3. Under Clause 4: Subdivision and Development Requirements, remove '4.4 Communal Streets' and '4.5 Easements in gross' and replace with a new section entitled 'Design Objectives' and include the following guiding provisions:

'The objectives of this Structure Plan are to guide the design outcomes of grouped dwellings or lots of less than 260m² in a manner consistent with design objectives identified pursuant to State Planning Policy 7. Development proposals will demonstrate compliance with the following design objectives, subject to the discretion of the City of Cockburn:

- a) A garden area is to be provided for each dwelling to support and sustain the development of tree canopy, and to ensure that dwellings respect and contribute positively to the identified neighbourhood character. The Development Application will include a Landscape Plan demonstrating how a semi-mature, small-medium sized tree (as a minimum) shall be provided in each garden area with a minimum 200 litre pot size of an appropriate species considering:
 - Size at maturity
 - Siting
 - Root impacts
 - Maintenance requirements; and

- b) The Development Application will depict the location of visitor and resident car parking, which shall be designed to minimise the negative visual and environmental impacts on amenity; and
 - c) Building facades visible from the public realm will contain a minimum of three different finished materials such as face brick, painted render and/or painted weatherboard and will incorporate a minimum of two of the following architectural features to provide a consistent architectural character:
 - Roof features such as gable ends (open or finished), flat roofs (where concealed by parapet walls), skillion roofs or dormer windows.
 - Wall features such as decorative parapet walls, feature walls (including cladding), treated plinths and exposed brickwork.
 - Protruding feature elements around major openings;
 - A balcony or Juliette balcony (where applicable).
 - Window awnings or window lintels.'
 - Porticos.
 - Decorative treatment/moulding to parapet walls, lintels, window sills or horizontally expressed plinths to change in floor levels; and.
 - d) Secondary street fencing to be permeable above 1.2m for no less than 50% of the boundary length so it does not detract from the identified neighbourhood character and that active frontages are achieved to secondary streets; and
 - e) In order to inform the above, the proposal may be referred to the City's Design Review Panel for advice.'; and
4. Insert provisions under 'Clause 4: Subdivision and development requirements', as follows:
- 'Urban Water Management Plans (UWMPs), or updates to existing UWMPs, shall be required as a condition of subdivision approval and shall demonstrate water sensitive

urban design principles in accordance with the Department of Water and Environmental Regulation's Better Urban Water Management (2008). Where a development application is considered prior to subdivision, a stormwater management plan shall be submitted with the proposal.

A waste management plan shall be submitted with a development application as part of any future proposed grouped housing site.

A condition of subdivision or development approval (whichever comes first) shall be applied to require contributions to the City of Cockburn's DCA4 and DCA13 Contributions Plans.'; and

(4) modify Part 2 as follows:

1. Update the document to remove reference to the privatisation of the local road network and update residential densities. Under Clause 1.3.2.1 with reference to SPP7 as follows: 'The Structure Plan guides future development of the site to ensure design considerations are applied at future planning stages. The statutory basis for this lies with Design WA, pursuant to the State Planning Policy 7: Design of the Built Environment (SPP7). As outlined within the Policy, it is intended to be used to guide landowners and decision makers during the assessment of:

- Activity centre plans;
- Structure plans;
- Local development plans;
- Subdivision;
- Development applications; and
- Public works.

SPP7 maintains that good design "delivers appropriate densities that are consistent with projected population growth, and able to be sustained by existing or proposed transport, green and social infrastructure; and"

2. Modify 1.3.2.2 to read 'Development of the Structure Plan area at the proposed R40 and R30 densities will be guided by the provisions of this Structure Plan as well as the Residential Design Codes WA'; and'
3. Remove all concept drawings including development floor plans and site plans, with the exception of the site feature survey;

- (5) endorse the Schedule of Submissions prepared in respect of the proposed Structure Plan;
- (6) advise the proponent and those who made a submission of Council's recommendation; and
- (7) pursuant to Clause 22(7) of the Deemed Provisions request the Commission provides written notice of its decision on the proposed Structure Plan.

Background

The existing Structure Plan was previously considered by Council on 14 December 2017 under Item 15.7 and later approved by the WAPC on 20 February 2018.

The proposed Structure Plan amendment was submitted to the City on 16 July 2019. The City has since assessed and advertised the proposal for public comment in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015* ('the Regulations'). The purpose of this Council report is to consider the proposal, the public comment and make a recommendation to the Western Australian Planning Commission (WAPC) for their determination.

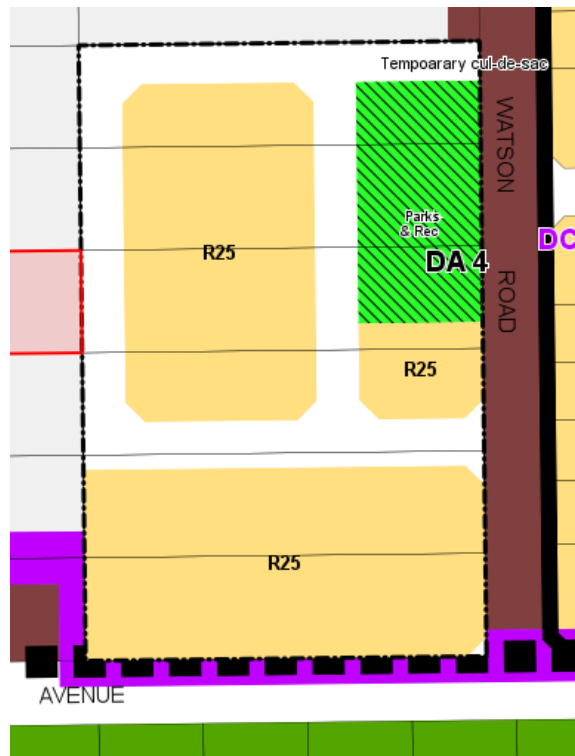
The Structure Plan amendment provides guidance on the future subdivision and development of Lots 97 to 102 (inclusive) Watson Road, Beeliar (Attachment 1).

The lots subject to this amendment are governed by an existing Structure Plan, which was approved by the WAPC in January 2018 (Figure 1). The current proposal, as submitted by the applicant, amends the existing (already approved) Structure Plan by:

1. Increasing the residential density of the land, from R25 to R40;
2. Privatisation of the street network (via public access easements) to facilitate strata managed infrastructure within the road network, including a *'roof top solar power generator system to supplement Western Power electricity supply'*;
3. Relocation of the Public Open Space (POS) to a linear strip of land west of the site, completing the corridor of POS approved within adjacent and northern Structure Plans; and
4. Modifying the objective of the Structure Plan to allow for the creation of a single grouped housing site under strata management by the applicant (Yaran Property Group).

Following assessment and advertising of the proposal, it was found to warrant modification, as explained further below within the Report section.

Figure 1: Existing *Watson Road Structure Plan* approved over Lots 97 - 102 Watson Road



Submission

The Structure Plan was submitted by Yaran Property Group for formal assessment on 16 July 2019 (Attachment 2) and was formally advertised from 2 September to 3 October 2019.

Council received a total of four submissions (Attachment 4) of which two were in support and two objected. Both submissions 2 and 3, which objected to the proposal, have been addressed by the proposed Structure Plan.

The Structure Plan consists of the following:

1. Part One Implementation

This section provides for the statutory method to implement the Structure Plan at various stages of the planning process, including development and subdivision. The applicant has included a requirement within this section regarding 'Communal Streets' and 'Easements in Gross', the purpose of which is to formalise street widths

and to establish a method for permitting public access via easements, so that the road network can essentially become privatised.

2. Part Two Explanatory Section

This section provides an explanation of the objectives of the Structure Plan, the site conditions and constraints and the statutory background guiding land use and subdivision requirements.

The proposal also provides several appendices including a concept Development Plan, feature survey and advice on stormwater management.

Plan 1 (Structure Plan Map)

The Structure Plan designates the Residential Zone over 2.0118 hectares of land, which will equate to an estimated 85 dwellings to be delivered as part of a single grouped housing site.

Report

Planning Background

The subject land is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Development' under the *City of Cockburn Town Planning Scheme No. 3* (the Scheme). The subject land is also located within Development Area 4 (DA 4), Development Contribution Area No. 4 (DCA 4) and Development Contribution Area No. 13 (DCA 13). As mentioned above, the area contains an existing Structure Plan, which prescribes a residential density of R25 across the site and allocates POS within the north eastern corner, as well as a connected local road network.

Structure Plan Considerations

Privatisation of local movement network

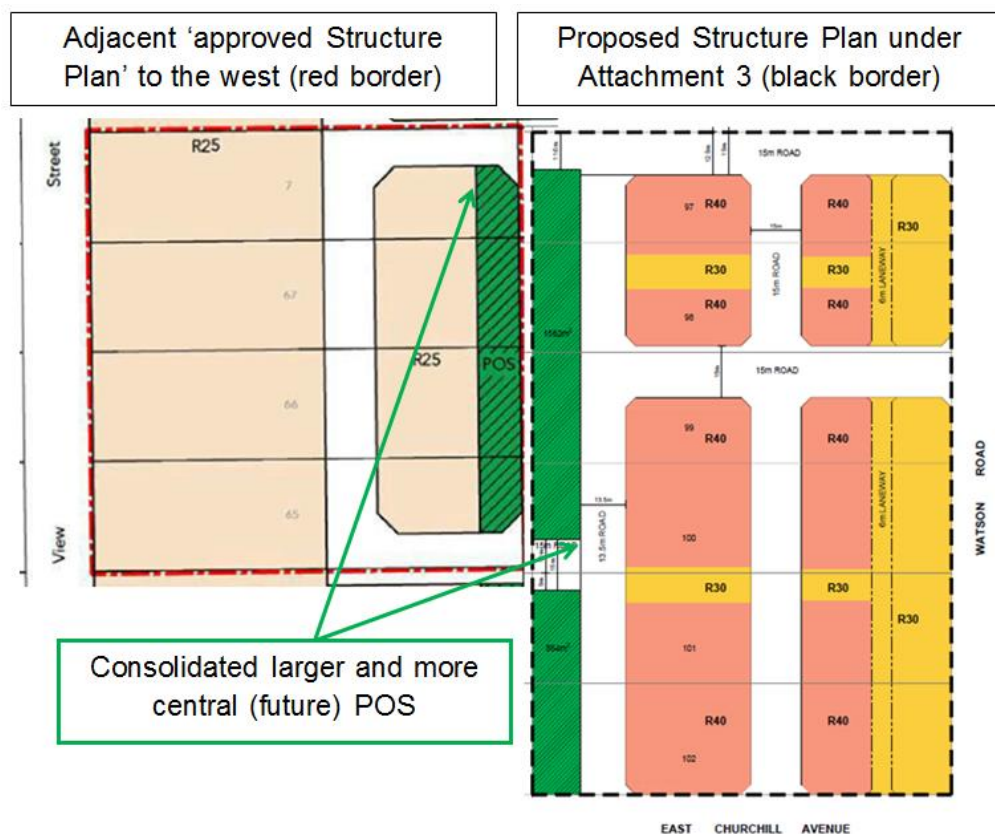
The applicant proposes to build all dwellings on the site and strata title the property to manage all assets on one Strata Plan. As part of this plan, the local road network is proposed to be privatised within easements to allow access to the public. Following assessment and in consideration of the impacts to the surrounding movement network, public submissions and consideration of the future maintenance obligations to homeowners, Officers consider this aspect of the proposal to be high risk to the City at this scale. The applicant supports the removal of this aspect of the proposal from the Structure Plan, and a modification to this effect is accordingly recommended (Attachment 3).

Public Open Space

The applicant has reserved a 14.5m wide linear POS along the western side of the structure plan boundary under Attachment 3 (the proposal). This differs from the existing approved structure plan for the subject lots which provided an eastern POS (see Figure 1). The proposed Structure Plan (see Figure 2 below) better reflects the POS requirements for the area, in context to the adjoining recently approved structure plan along View Street (see Figure 2 below).

The proposed POS under the existing Structure Plan will join the proposed POS under the proposed Structure Plan. This will provide for a consolidated larger and more central POS for current and future community members to enjoy. The applicant has provided sufficient open space contribution to service the catchment. Accordingly, the relocation of POS is supported.

Figure 2: View Street Structure Plan located adjacent to the subject site at Lots 7, 65, 66 and 67 View Street



Design Outcomes

The proposal is one of the first structure plans to be lodged with the City following the WAPC's release of the *Design WA* suite of planning documents, which promote consideration of design matters through all stages of the planning process. The statutory basis for Design WA lies

pursuant to the State Planning Policy 7: *Design of the Built Environment* (SPP7). As outlined within the Policy, it is intended to be used to guide landowners and decision makers during the assessment of:

- *Activity centre plans;*
- *Structure plans;*
- *Local development plans;*
- *Subdivision;*
- *Development applications; and*
- *Public works.*

SPP7 maintains that good design “*delivers appropriate densities that are consistent with projected population growth, and able to be sustained by existing or proposed transport, green and social infrastructure.*”

To this end, structure plans proposing medium to high density should consider the ultimate development outcomes, as these densities have the potential to result in design flaws, including but not limited to;

reduction of tree canopy, over-proliferation of impervious hard surfaces, privatisation of the verge via multiple crossovers, standardised housing typologies (repetitive built form), loss of private open space, design for climate, site works and drainage and vehicle parking.

It is expected that where proposals request density increases to medium (R30–R80) or high density (greater than R80), justification against the WAPC’s *Perth and Peel @3.5million Sub-Regional Planning Frameworks* is required. Where proposals are not located within close proximity to activity centres or high frequency public transport, City Officers require at a minimum that the proposal will facilitate the following:

- *Housing diversity through application of multiple densities (not solely a ‘blanket density’ approach;*
- *Design considerations in accordance with Design WA.*

For the reasons mentioned above, officers requested the applicant reconsider the proposal to provide for a diversification of density.

Housing choice and variety of residential densities will produce a diversified built form outcome. Accordingly, a modification to the Structure Plan map is recommended to reflect the above and the applicant has undertaken a draft of this modification (Attachment 3 – *Modified Structure Plan Map*).

Scheme Amendment 149: Introduction of Scheme Provisions for State Planning Policy 7 (Design of the Built Environment)

At its meeting held 10 October 2019, the Council resolved to initiate *Scheme Amendment 149*, to introduce provisions to the Scheme to facilitate the implementation of 'good design' principles pursuant to the newly released SPP7. The proposal is considered in context to *Scheme Amendment 149*, as this amendment is a seriously entertained document. The nature of this amendment will reinforce design considerations during the assessment of grouped dwelling proposals, which are considered to be a rapidly growing housing typology in medium density areas (R30 to R80).

The City's Scheme Amendment 149 will further refine design considerations to reduce to impacts and proposes to:

1. *Update to the objective of the 'Residential' zone;*
2. *Reference to Design Review Panel advice as a 'matter to be considered';*
3. *New provisions for grouped dwellings requiring a 'Garden Area' for each dwelling; and*
4. *Formalising and modifying the single bedroom dwelling provision contained within Local Planning Policy 1.5 'Single Bedroom Dwellings'.*

The finalisation of the amendment and complimentary Local Planning Policy will provide additional guidance to the assessment of grouped dwelling proposals on the subject site in the near future. As the amendment is yet to be finalised, Officers recommend modifications to the Structure Plan in line with the intent of the Scheme Amendment and associated Policy, until such time as these documents are finalised. Accordingly, modifications to this effect are recommended.

Conclusion

In conclusion the proposed Structure Plan (Attachment 3) is considered to address the concerns raised through the public consultation (Attachment 4) and meet the density expectations as set by *Perth and Peel @ 3.5 Million Sub-Regional Planning Frameworks*. The City's Housing Strategy seeks to provide a diversity of densities to provide a diversity of housing types to meet the future demographic needs of our communities.

The previous Structure Plan (Attachment 2) provided a blanket medium residential density code of 'R40' with privatised roads and therefore a privatised POS. The proposed Structure Plan provides a mix of densities including R30 and R40. The proposed Structure Plan also provides the majority of roads (excluding one laneway) as public roads (rather than private roads). This is considered to be a superior outcome

from a public access POS perspective, a subdivision implementation perspective and also an ongoing maintenance perspective. Ultimately this will result in better maintained and standardised street construction leading to better communities.

There have been recent advancements in medium density urban design principles as set by the State Government. These advancements are supported by the City and also reflected by the City's supplementary Scheme Amendment 149 which aims to compliment the new direction of the State in this regard. Officers are confident the net benefit of the proposed Structure Plan will result in a more consolidated POS location with a diversity of housing typologies with interconnected grid pattern public street arrangement. The proposal compliments the already approved Structure Plan (see Figure 2 above). The proposal results therefore in a consolidated future POS which will not only service the residents under the proposed Structure Plan but also those under the existing approved Structure Plan.

The proposed Structure Plan is considered to be appropriate for approval purposes and addresses the objections raised during the advertising period. Specifically this includes making the roads public, requiring opening fencing, a mix of densities, better urban design for the future stages and less building bulk.

Strategic Plans/Policy Implications

City Growth

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

Ensure a variation in housing density and housing type is available to residents.

Economic, Social and Environmental Responsibility

Improve the appearance of streetscapes, especially with trees suitable for shade.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

The proposal was advertised from 2 September to 3 October 2019. Council received a total of four submissions of which two were in support and two objected. Both submissions 2 and 3, which objected to the advertised Structure Plan, have been addressed by the modified Structure Plan.

The modified Structure Plan addresses the points raised by the objections. Specifically this includes making the roads public, requiring opening fencing, a mix of densities, better urban design for the future stages and less building bulk. The proposed modifications listed under the recommendation to Council together with the modified Structure Plan address the issues raised by the objectors.

Risk Management Implications

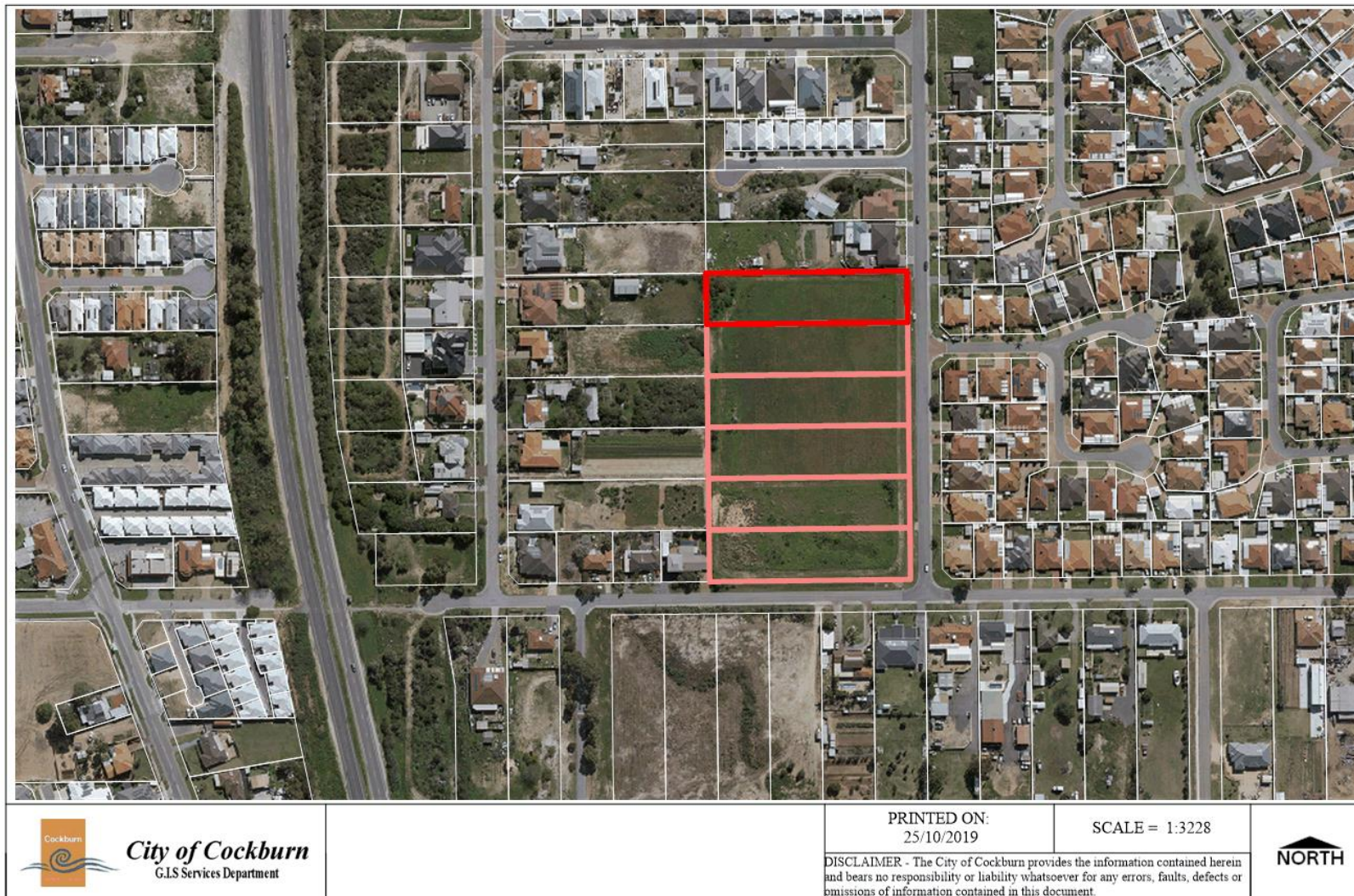
The Council in making a resolution to support the Structure Plan subject to modifications is not subject to significant risk. Structure Plans are approved by the WAPC in accordance with the Regulations and the recommendations of Council are taken into account prior to determining the proposal.

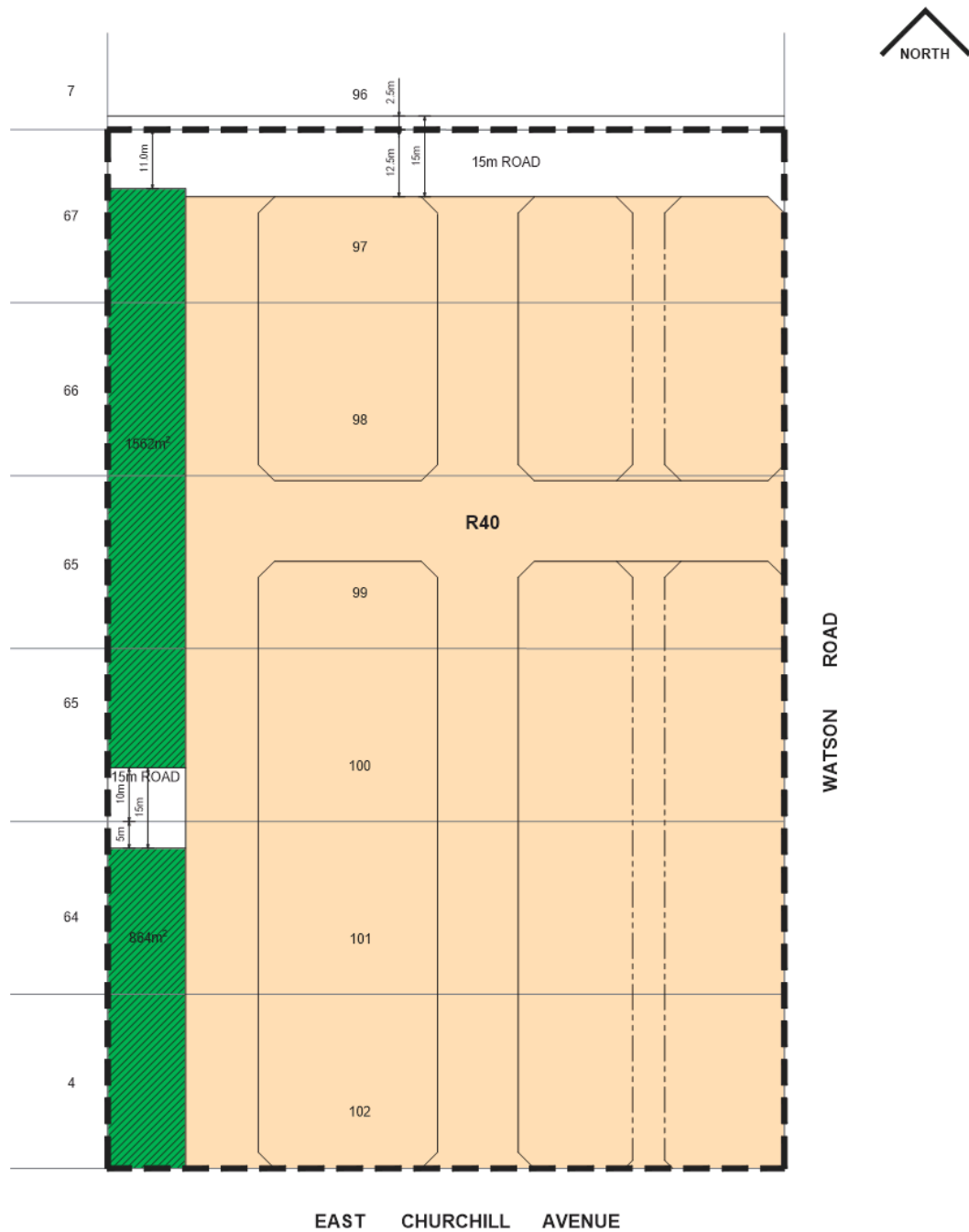
Advice to Proponent(s)/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 14 November 2019 Ordinary Council Meeting.

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

Council resolution of the subject proposal facilitates the Local Government's responsibilities under the *Planning and Development Act 2005* and does not interfere with, or duplicate, the role of a State or Federal Government authority.





STRUCTURE PLAN

LOT 97-102 WATSON ROAD, BEELIAR

SCALE 1:750 @ A3

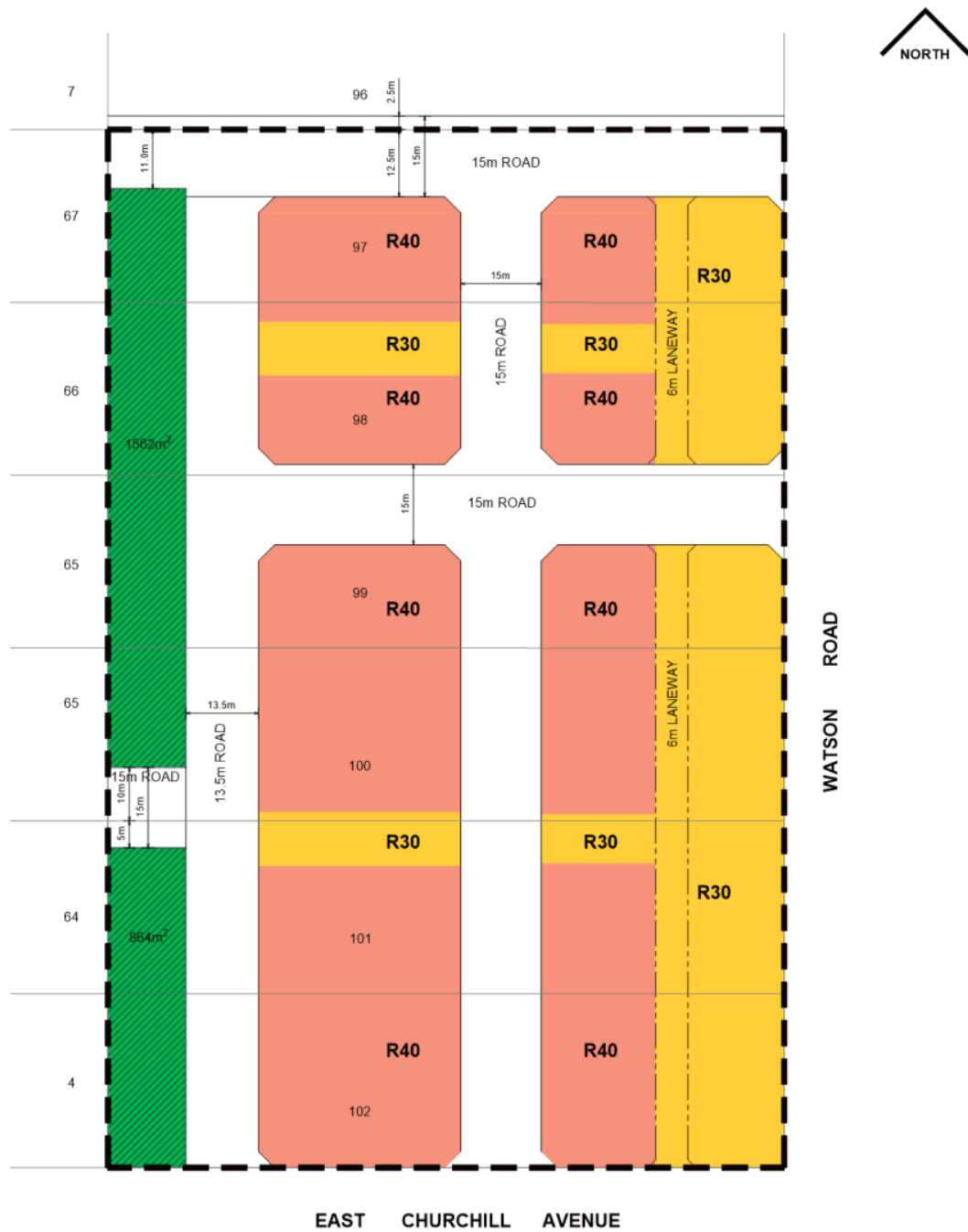
0 7.5 15 22.5 30 37.5

DATE: 14/08/2019

LEGEND

- STRUCTURE PLAN BOUNDARY
- LOCAL ROADS
- PUBLIC OPEN SPACE
- RESIDENTIAL R40
- PRIVATE STREET (WITH EASEMENT IN GROSS)
- PRIVATE LANEWAY





STRUCTURE PLAN LOT 97-102 WATSON ROAD, BEELIAR

SCALE 1:750 @ A3
0 7.5 15 22.5 30 37.5

DATE: 18/10/2019

LEGEND

- STRUCTURE PLAN BOUNDARY
- LOCAL ROADS
- PUBLIC OPEN SPACE
- RESIDENTIAL R40
- RESIDENTIAL R30



File No. 110/199

SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN : Lot 97 – 102 Watson Road, Beeliar

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	ATCO Gas	<p>SUPPORT ATCO Gas Australia Pty Ltd (ATCO) has <i>no objection</i> to lodge with the City for the proposed Structure Plan.</p> <p>The content of Section 2.6.2 (Power and Gas) of Planning Solutions Structure Plan Report is consistent with our current gas infrastructure within Watson Road and East Churchill Avenue, Beeliar.</p> <p>I have noted within the Diagram to visualise the proposed area of the Structure Plan being Page 5, that there is a duplication of the Lot 65 between Lots 64 and 66 adjacent to the Structure Plan area which although doesn't effect this Structure Plan maybe should be corrected.</p>	Noted.
2	<i>Stewart Urban Planning</i> on behalf of properties: Lot 7 (No.32) View Street; • Lot 67 (No.36) View Street; • Lot 66 (No.38) View Street; and • Lot 65 (No.40) View Street.	<p>The owners of the affected land have requested Stewart Urban Planning to lodge this Submission against the proposed Structure Plan currently being advertise for the land situated at Lots 97 to 102 Watson Road, Beeliar ('subject land'). The affected land is immediately to the west of the subject land.</p> <p>Stewart Urban Planning has recently progressed a Structure Plan on behalf of the owners of the affected land. The Structure Plan was considered by the City of Cockburn ('City') at the Council meeting held 9 May 2019 and has</p>	<p>It is noted that the submission contains aspects of both support and objection. The City notes the supported aspects and provides the following modifications to address the majority of concerns raised:</p> <ol style="list-style-type: none"> 1. Medium Density housing should be appropriately located and design considerations taken into account at structure plan stage, in order to be consistent with recently released Design

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>since been assessed by the Department of Planning, Lands and Heritage ('DPLH'). All modifications requested by the City and DPLH have been undertaken and final approval of the Structure Plan by the DPLH is imminent (expected prior to 11 October 2019).</p> <p>The Structure Plan for the affected land was prepared having due regard to the design of approved Structure Plans in the street block bound by Watson Road, East Churchill Avenue, View Street and Howe Street. This includes the Structure Plan already approved over the subject land to the east of the affected land.</p> <p>The Structure Plan for the affected land includes two east-west Local Roads (i.e. public roads) positioned to align precisely with the two east-west Local Roads depicted on the existing approved Structure Plan for the subject land. The two east west Local Roads connect the Structure Plan for the affected land with Watson Road via the subject land. The Structure Plan for the affected land also includes a linear Public Open Space ('POS') strip adjacent to the common boundary between the affected land and the subject land. The approved Structure Plan for the subject land includes a north-south Local Road running parallel to the POS connecting the two east-west Local Roads.</p> <p>The approved Structure Plan over the subject land and the soon-to-be-approved Structure Plan over the affected land are fully integrated with a permeable Local Road network and centrally positioned linear POS system.</p> <p>Importantly, the design of the Structure Plan over the</p>	<p>WA suite of planning documents and the intent of urban infill as described by the WAPC'S Perth and Peel Planning Framework. Officers have required a modification to address the blanket application of R40, and the privatisation of the local road network. To this end, all local access streets will be shown on the structure plan as public. Further, the R40 designation shall only be applied to sites in close proximity to the linear POS.</p> <p>2. The City is aware of the blanket application of medium density in our suburbs and is working towards a scheme amendment and related local planning policy to assist in addressing design considerations at the development application stage. For this reason, the proposal is recommended to be modified to include provisions relating to the scheme amendment and policy (discussed further in the body of this council report).</p> <p>3. Further modifications to ensure the appropriate staging of development and correction of minor errors have been recommended.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>affected land is consistent with advice given by officers of the City at a pre-lodgement meeting held 8 June 2018.</p> <p>With this background, we are concerned about a number of aspects of the draft Structure Plan that is presently being advertised for the subject land, as follows.</p> <p>The draft Structure Plan proposes a density of R40 and its purpose is to <i>“facilitate the development of the subject site with a grouped dwelling development comprising 85 single-level single-bedroom dwellings...”</i> To achieve this development outcome, the draft Structure Plan proposes a series of internal communal (private) roads. These internal (private) roads are not annotated as being Local Roads (public roads).</p> <p>We do not consider the subject land is suitably located to accommodate a medium density grouped dwelling development as envisaged by the draft Structure Plan. The subject land is 600 metres to the south-west of Beeliar town centre and positioned at the south-west corner of the Beeliar urban area. In our view, medium density housing of the type contemplated by the draft Structure Plan ought to be located within or abutting the town centre, where residents will be within a very short walk of facilities and services.</p> <p><i>For this reason, we strongly oppose the draft Structure Plan.</i></p> <p>We are also concerned about the visual impact the future grouped housing development may have on the amenity of the area, given the high likelihood of solid screen walls being provided to the periphery of the Residential R40 zoned area depicted on the draft Structure Plan. Accordingly, should the City be prepared to support the draft Structure Plan, it is</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>essential that open fencing be required to these boundaries, including (and in particular) the western edge of the Residential R40 area.</p> <p>In this regard, we note a POS strip is proposed along the western boundary of the subject land, which aligns with the linear POS proposed in the Structure Plan for the affected land. Together, the two POS strips will result in a 25-metre wide linear POS system in the centre of the street block, consistent with the City's vision for the area. <i>We support this aspect of the draft Structure Plan.</i></p> <p>However, it is absolutely critical that no fencing is provided between the proposed POS and the north-south communal (private) street running parallel to the POS. With respect to the proposed road layout depicted on the draft Structure Plan, we note an east-west Local Road is proposed along the northern boundary of the subject land. This Local Road is intended to align with the east-west Local Road proposed along the northern edge of the Structure Plan for the affected land, and is consistent with the east-west Local Road depicted in the existing approved Structure Plan for the subject land. <i>We therefore support this aspect of the draft Structure Plan.</i></p> <p>The other portion of Local Road proposed by the draft Structure Plan is situated on the western boundary of the subject land between the two areas of POS. This represents an extension of the east-west Local Road proposed along the southern edge of the Structure Plan on the affected land but does not extend through the subject land to provide a public Local Road connection to Watson Road. Instead, the</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Local Road connects with the system of internal (private) streets within the Residential R40 area depicted on the draft Structure Plan.</p> <p>To achieve a road connection to Watson Road from the east-west Local Road, an Easement in Gross will need to be registered over the subject land, and suitable arrangements put in place to ensure the private road is constructed and maintained to a standard commensurate with that of a Local Road. We seriously doubt such an outcome will be achieved, as it will require the future owners of the grouped housing development to set aside considerable funds for the maintenance of the road and associated infrastructure (street lighting, kerbs, footpaths, drainage). The other scenario that might eventuate is that the east-west Local Road on the southern edge of the Structure Plan for the affected land would terminate as a cul-de-sac at the southern end of the central POS area. This would be a highly undesirable outcome. <i>We therefore strongly object to this aspect of the draft Structure Plan.</i></p> <p>Should the City be prepared to support the draft Structure Plan, the small section of Local Road between the two areas of POS must be extended to connect the Structure Plan for the affected land with either Watson Road or East Churchill Avenue. This could be achieved by converting the entire length of the north-south private street running parallel to the POS to a Local Road, thereby providing a public Local Road connection between East Churchill Avenue and the east-west Local Road on the northern boundary of the Structure Plan. <i>This is our preferred outcome should the City support the Structure Plan.</i></p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Alternatively, the proposed Structure Plan could be redesigned so that the southernmost east-west Local Road in the Structure Plan for the affected land continues east to connect to Watson Road (as originally contemplated when the Structure Plan for the affected land was prepared). Regardless of the ultimate design of the proposed Structure Plan, the affected land must be provided with 'security of access'. It is critical the east-west Local Road on the northern boundary of the subject land, as well as a Local Road extension of the east-west Local Road on the southern boundary of the affected land, be constructed in the first stage of any development / subdivision that occurs over the subject land.</p> <p>The intent of the draft Structure Plan is to facilitate a grouped housing development with direct frontage to Watson Road. The proponents could quite easily proceed with a Development Application for the grouped housing development that excludes the public Local Roads (and for that matter, the POS). If such a Development Application were to be approved, the affected land would not be able to obtain access to Watson Road or East Churchill Avenue and would instead need to provide a 'temporary' road connection from View Street.</p> <p>Such an outcome would defeat the purpose of requiring the locality to be subdivided and developed in accordance with approved Structure Plans and would be contrary to the orderly and proper planning of the locality.</p> <p>Should the City be inclined to approve the draft Structure Plan, it is critical that legally-binding provisions are included</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		in the Structure Plan to guarantee the construction of the Local Roads (and POS) in the first stage of any subdivision or development over the subject land, whichever occurs first. Finally, please note the Structure Plan Map for the subject land incorrectly annotates the existing lot numbers of the affected land. The Structure Plan Map depicts two lots within the affected land as 'Lot 65', resulting in Lots 66, 67 and 7 being shown in the incorrect location.	
3	Water Corporation	<p>OBJECT</p> <p>The Water Corporation has prepared conceptual water and wastewater planning for this area. This planning provides a guide to the developers' consulting engineers and the planning can be staged and varied as needed in consultation with the Water Corporation's Development Services Unit. With regard to wastewater servicing, the Corporation's longstanding wastewater planning for this part of the Yangebup Sewer District is based on the development of this land to an average equivalent to the R20 density code. It is noted that the previously adopted Structure Plan over this land assigned the R25 code to the site, which would yield up to 38 dwellings.</p> <p>The R40 code now proposed in this structure plan will yield in the order of double the number of dwellings (85) and therefore approximately double the wastewater flows from the site. The downstream 150mm diameter gravity sewer running along Watson Rd that grades in a north-easterly direction through the suburb of Beeliar has a finite hydraulic capacity based on its grade and can only accept wastewater flows up to a maximum of 5.6 litres/second.</p>	<p>The proposal will be modified to reduce density to include some areas of R30.</p> <p>The requirement for detailed engineering of wastewater flows is a subdivision consideration and the capacity for sewer planning to cater for future development rests with State and not Local Government.</p> <p>The proposal achieves the State directed infill target of <i>Directions 2031 and Beyond</i> and the <i>Perth and Peel@3.5million</i> target by meeting a minimum of 15 dwellings per gross urban zoned hectare for new residential development (which equates to 26 dwellings per net site hectare). The current structure plan, based on an R25 code, does not meet the urban infill requirements as directed within these documents.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>The capacity of this sewer can cater for the full development of its gravity catchment as per the Corporation's planning. The proposed doubling of flows from this site will increase the maximum flow in the receiving sewer to beyond its maximum capacity. The proposed density increase over this site may therefore prevent other undeveloped parts of the sewer catchment from being connected to the sewer.</p> <p>The Water Corporation is therefore not able to support this proposal without more detailed information being provided by the proponent's consulting engineer regarding the wastewater flows that will be generated from this site in the context of the full catchment of the sewer. The Corporation will also need confirmation from the City that no other land in the sewer catchment will be up-coded.</p>	
4	Department of Water and Environmental Regulation	<p>Consistent with Better Urban Water Management (BUWM) (WAPC, 2008) and policy measures outlined in State Planning Policy 2.9, Water Resources the proposed Structure Plan should be supported by an approved Local Water Management Strategy (LWMS) prior to final approval of the Structure Plan. The LWMS should demonstrate how the subject area will address water use and stormwater management. It should contain a level of information that demonstrates the site constraints and the level of risk to the water resources.</p> <p>The DWER reviewed the supporting document, Lots 97-102 Watson Road, Beeliar, Stormwater Drainage Report (DEC, July 2018) and it was deemed satisfactory to the DWER. Accordingly, the DWER has no objections to this proposed Local Structure Plan proceeding.</p>	Noted. A modification to ensure that a UWMP condition is applied at the subdivisions stage.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		An Urban Water Management Plan (UWMP) will be required as a condition of subdivision in the future, in accordance with BUWM (WAPC, 2008), and shall describe and illustrate a greater level of information for storm water design principles and infrastructure to be implemented on site.	

14.2 WESTPORT - OVERVIEW OF SHORTLISTED OPTIONS

Author(s)	D Arndt
Attachments	<ol style="list-style-type: none"> Option 1 - Kwinana Stand Alone (Conventional Land Backed) ↓ Option 2 - Kwinana and Fremantle Shared ↓ Option 3 - Kwinana and Fremantle Shared with Blue Highway ↓ Option 4 - Kwinana Stand Alone, Light Footprint ↓ Option 5 - Kwinana Stand Alone, Conventional Island ↓
Location	N/A
Owner	N/A
Applicant	N/A
Application Reference	105/004 and 028/061

RECOMMENDATION

That Council:

- (1) note the information contained in this report; and
- (2) provide a copy to the Westport Taskforce.

Background

Westport: Port and Environs Strategy (Westport) is a research, data and feedback-gathering project to deliver the Westport Strategy.

This is intended to produce an integrated plan to meet the freight and logistics needs for Perth and the South West for the next 50 to 100 years.

The strategy seeks to:

- Guide the planning, development and growth of the Inner Harbour at Fremantle, the Outer Harbour at Kwinana;
- Examine how the Port of Bunbury may contribute to the overall freight task, while minimising environmental impacts;
- Investigate the requirement for supporting rail and road networks;
- Identify where intermodal terminals may be needed and explore how adjacent land may be best utilised to stimulate the economy and create jobs, and

- Explore opportunities to support emerging industries such as cruise shipping, defence, lithium, smart agriculture and manufacturing.

After compilation of a 'long list' of 25 options, the Westport taskforce has recently released a 'short list' of five options to be further assessed. The expectation is Westport will provide a recommendation to Government in the first half of 2020.

This report sets out the shortlisted options in the context of implications on the City of Cockburn and a copy of the observations for each option is proposed to be provided to the Westport taskforce.

It is not intended to set out preferences amongst the options, or provide an analysis of the economic impacts on the City.

Submission

N/A

Report

Of the five shortlisted options, there are:

- Three stand-alone Kwinana options; and
- Two shared Fremantle/Kwinana options.

Each option will have a degree of impact on the City of Cockburn given their relative proximity. There are a number of considerations, primarily infrastructure related, such as but not limited to:

- Impacts on Cockburn Sound;
- Environmental factors;
- Development of the intermodal freight terminal (IMT) currently designated at Latitude 32;
- Delivery of Rowley Road;
- Impact on Hammond Road extension to Rowley Road;
- Delivery of Russell Road;
- Delivery of the Fremantle Rockingham Controlled Access Highway (FRCAH); and
- Location/proximity to the Naval Base Shacks.

Where there is a potential impact on the above considerations this has been set out further below under a brief description of the five short listed options. Some of the potential impacts are the same for each (or several) options.

Option 1: Kwinana stand-alone (conventional land backed)

Conventional land backed port handling the full 3.8 million TEU (twenty foot equivalent unit is the cargo container capacity) by 2068 in the Anketell Road vicinity (see Attachment 1).

Cockburn Sound	Hydrodynamic impacts on the sound will be part of the next level of multi-criteria analysis of this option (ie: not currently known).
Environmental Factors	Each of the options will have some form of environmental impact either associated with the marine or terrestrial environment. The impacts will depend on the option chosen, the size and requirement for construction of the road networks to support the chosen option. Further detailed analysis will be undertaken to determine the extent of the impacts and to identify mitigation measures for each option.
IMT at Latitude 32	<p>Would <u>not</u> be required to directly service this option.</p> <p>This would mean strategic planning for Latitude 32 would need to be revisited to a degree by Landcorp. However, this would provide some clear direction to both Landcorp and the affected landowners within the Latitude 32 area and allow this project to move forward once more.</p> <p>There may be other opportunities that this opens up for the Latitude 32 area with more land capable of development for industrial uses adjacent to an extensive length of freight rail line.</p>
Rowley Road	<p>Emphasis for servicing this option is Anketell Road.</p> <p>Previously expected Rowley Road would be delivered by 2026 (by MRWA). This may be impacted by the delivery of Anketell Road.</p>
Hammond Road	No change to City's Regional and Major Roadworks 2018-2031.

Russell Road	<p>Emphasis for servicing this option is Anketell Road.</p> <p>Together with the <i>Department of Planning, Lands and Heritage</i>, the City has been undertaking an <i>Other Regional Road</i> review for Russell Road.</p> <p>Should delivery of Rowley Road be delayed, this may see a shift in other (non-freight) traffic to Russell Road.</p>
Fremantle Rockingham Controlled Access Highway (FRCAH)	<p>With Anketell connection and as a stand-alone option, emphasis on FRCAH as a north-south connection may be reduced.</p> <p>It is not clear whether there may be some transitional time between freight coming through Fremantle and this option which may lead to temporary pressure on this route.</p>
Naval Base Shacks	<p>Located just over a kilometre from this option.</p> <p>Impacts on sensitive land uses (which would include holiday accommodation such as the shacks) from the operation of a port can include noise, dust and risk.</p> <p><i>State Planning Policy No. 4.1 'State Industrial Buffer Policy' (SPP 4.1)</i> is a relevant consideration in need of being addressed by the State Government in consultation with the City of Cockburn.</p> <p>The purpose of SPP 4.1 is to provide a consistent State wide approach for the protection and long-term security of industrial zones, transport terminals (including ports) other utilities and special uses. It is intended to also provide for the safety and amenity of surrounding land uses while having regard to the rights of landowners who may be affected by residual emissions and risk.</p> <p>There is no generic buffer as these need to be determined on a case by case basis. The key agency for advice, as specified under EPA Guidance Statement 3 - <i>Separation Distances between Industrial and Sensitive Land Use</i>, is the Local Government.</p>

	<p>Although it is not specified as an impact in the <i>EPA Guidance Statement 3</i>, consideration should also be given to odour which is clearly an issue in the current port in Fremantle.</p> <p>To assist in determining the impacts, Westport should carry out:</p> <ul style="list-style-type: none"> • an acoustic assessment to predict noise levels on the shacks from the port and from ships; • an odour assessment; • a risks and hazards assessment to determine the risk profile of the shacks once the new port is established; and • It is predicted that these assessments when combined will confirm that the shacks should be removed once the port is established. <p>In terms of noise, it is noted:</p> <ul style="list-style-type: none"> • The shacks have no noise insulation; • The shacks are almost impossible to treat acoustically without total replacement of the structures; • Noise impacts from the ships will make sleeping in the shacks intolerable; and • Should the State finalise plans for a port (impacting the amenity of the Shacks) then due consideration of SPP 4.1 and the EPA Guidance Statement No. 3 will be required. The City's future capacity under this scenario to investigate any complaints from the Shack occupants/leaseholders about noise etc. from either industry or the port would be limited. <p>In terms of risk, it is noted:</p> <ul style="list-style-type: none"> • Analysis of the hydrodynamic impacts on the sound will be important in terms of the stability of the cliffs adjacent to the shacks; and • The lack of insulation in the shacks means there is no protection to occupants in the event of a risk event occurring.
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	<p>In terms of each impact (noise, dust and risk):</p> <ul style="list-style-type: none"> Each may be exacerbated due to the prevailing wind direction towards the shacks. <p>Should the investigation of these risks present unmanageable outcomes for the shacks, then the State Government should provide a reasonable amount of notice to both the City and the leaseholders. The current leases for the shacks provide for the State to cancel the leases with a six month notice period.</p>
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Option 2: Kwinana and Fremantle shared

Existing Fremantle Port sharing the container task with a new conventional land backed port in Kwinana (see Attachment 2).

Cockburn Sound	Hydrodynamic impacts on the sound will be part of the next level of multi-criteria analysis of this option (i.e. not currently known).
Environmental Factors	Same as Option 1.
IMT at Latitude 32	Same as Option 1.
Rowley Road	Same as Option 1.
Hammond Road	Same as Option 1.
Russell Road	Same as Option 1.
Fremantle Rockingham Controlled Access Highway (FRCAH)	There is insufficient information to determine the need for this link which would connect the two ports, possibly limited to a benefit to staff who may work at both sites, non-freight vehicles and minor trucks.
Naval Base Shacks	<p>Located just over a kilometre from this option.</p> <p>Otherwise, same as Option 1.</p>

Option 3: Kwinana and Fremantle shared with Blue Highway

Existing Fremantle Port sharing the freight task with a conventional land backed port in Kwinana, with containers transported on shallow draught barges (see Attachment 3).

Cockburn Sound	Less dredging would be required by this option so there may be less environmental impact on the sound than other options.
Environmental Factors	Same as Option 1.
IMT at Latitude 32	Same as Option 1.
Rowley Road	<p>Insufficient information to determine where this option is serviced from (doesn't state Rowley or Anketell) so possibly still via Fremantle?</p> <p>Previously expected Rowley Road would be delivered by 2026 (by MRWA). This may be impacted by the delivery of needs for the port access.</p>
Hammond Road	Same as Option 1.
Russell Road	Same as Option 1.
Fremantle Rockingham Controlled Access Highway (FRCAH)	With Anketell connection and with the blue highway, emphasis on FRCAH as a north-south connection may be reduced.
Naval Base Shacks	<p>Located just over a kilometre from this option.</p> <p>Otherwise, same as Option 1.</p>

Option 4: Kwinana stand alone, light footprint

Light footprint handling the full 3.8 million TEU by 2068 in the Rowley Road vicinity (see Attachment 4).

Cockburn Sound	<p>The light footprint may not be suitable for the sound. Hydrodynamic impacts on the sound will be part of the next level of multi-criteria analysis of this option (ie: not currently known).</p> <p>However, this design may result in less environmental impact than other options.</p>
Environmental Factors (and heritage)	Mount Brown would need to be negotiated by the option, this is in proximity to the Peel Town Archaeological Site (located on the City's Municipal Inventory, Heritage List, Heritage

	<p>Council of WA, Register of the National Estate and the National Trust WA).</p> <p>Plus: Same as Option 1.</p>
IMT at Latitude 32	<p>Required to service this option.</p> <p>This would provide clarity to both Landcorp and the affected landowners within Latitude 32. Required land would be reserved for rail purposes and land acquisitions could be commenced.</p>
Rowley Road	<p>Required to service this option.</p> <p>Previously expected Rowley Road would be delivered by 2026 (by MRWA). Timing will become tied to commencement of operations for this option, or may need to be brought forward to provide construction access.</p>
Hammond Road	<p>May change scheduled construction time – likely to need delivery at same time as Rowley.</p> <p>City's Regional and Major Roadworks 2018-2031 currently indicates this project occurring between 2020-2022 and some land ceding is yet to occur (which would likely lead to further delay).</p>
Russell Road	<p>Emphasis for servicing this option is Rowley Road.</p>
Fremantle Rockingham Controlled Access Highway (FRCAH)	<p>Same as Option 1.</p>
Naval Base Shacks	<p>Located approximately 230m from this option.</p> <p>Otherwise, same as Option 1.</p>

Option 5: Kwinana stand alone, conventional island

Conventional island port handling the full 3.8 million TEU by 2068 in the Anketell Road vicinity (see Attachment 5).

Cockburn Sound	<p>More impact on marine environment due to the fill needed further offshore.</p>
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	Hydrodynamic impacts on the sound will be part of the next level of multi-criteria analysis of this option (ie: not currently known).
Environmental Factors	Same as Option 1.
IMT at Latitude 32	Same as Option 1.
Rowley Road	Same as Option 1.
Hammond Road	Same as Option 1.
Russell Road	Same as Option 1.
Fremantle Rockingham Controlled Access Highway (FRCAH)	Same as Option 1.
Naval Base Shacks	Located approximately a kilometre from this option. Otherwise, same as Option 1.

What happens next?

Westport will undertake more detailed analysis on the five short listed options.

It is anticipated a recommendation will be presented to the State Government in the first half of 2020.

Strategic Plans/Policy Implications

Moving Around

Continue advocacy for a better solution to regional freight movement.

Economic, Social and Environmental Responsibility

Create opportunities for community, business and industry to establish and thrive.

Leading and Listening

Strengthen our regional collaboration to achieve sustainable economic outcomes. Ensure advocacy for funding and promote a unified position on regional strategic.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

There is considered to be no risk in terms of Council considering and receiving this report as this is simply recounting the information as obtained from Westport. Council is not being required to indicate a preferred option.

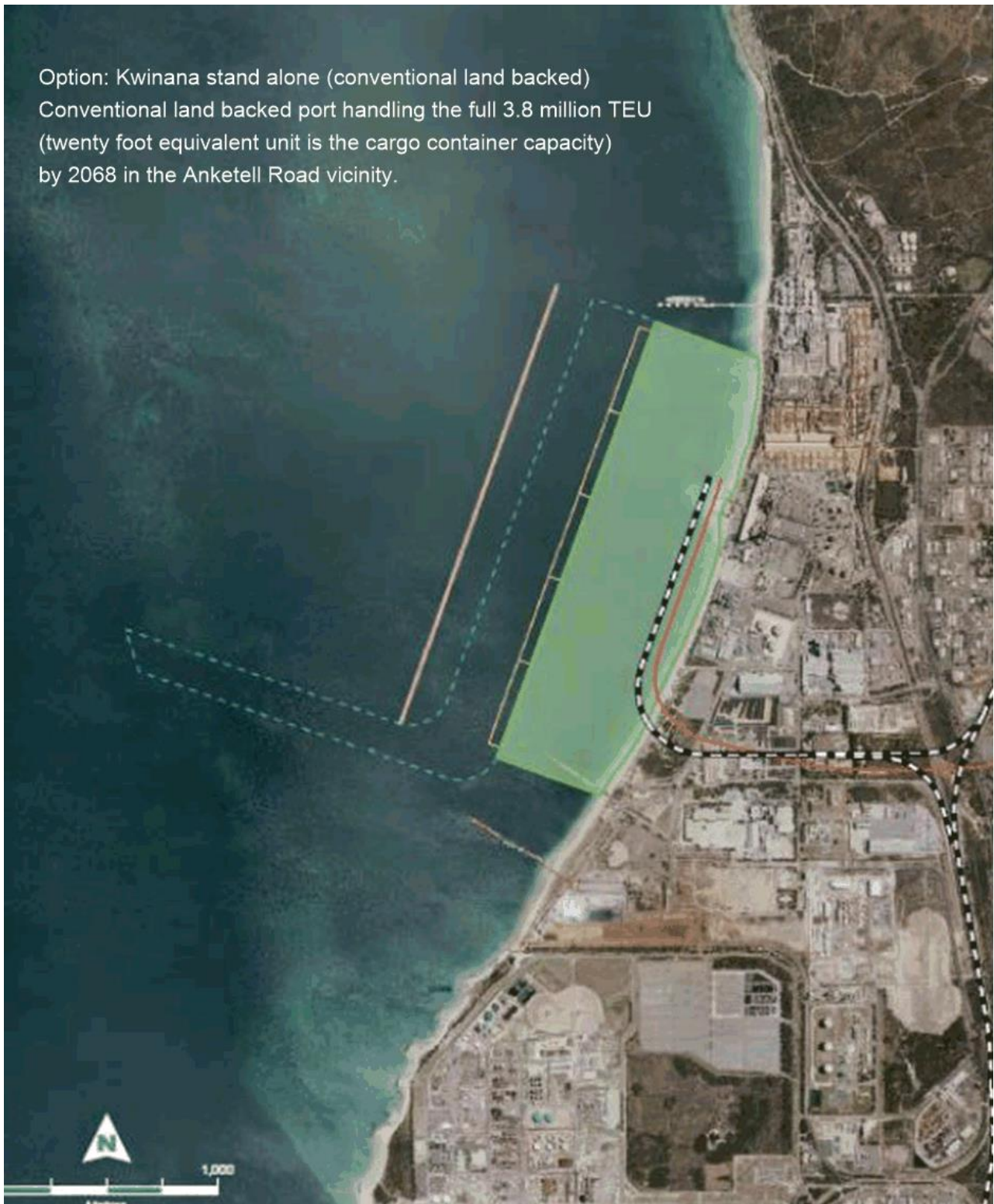
Advice to Proponent(s)/Submitters

N/A

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

Nil

Option: Kwinana stand alone (conventional land backed)
Conventional land backed port handling the full 3.8 million TEU
(twenty foot equivalent unit is the cargo container capacity)
by 2068 in the Anketell Road vicinity.



Option: Kwinana and Fremantle shared
Existing Fremantle Port sharing the container task with a new
conventional land backed port in Kwinana









14.3 DEVELOPMENT APPLICATION - RETROSPECTIVE APPLICATION - COMMERCIAL VEHICLE - 35 (LOT 1) ALBION AVENUE, MUNSTER

Author(s)	P Andrade
Attachments	1. Location Plan ↓ 2. Application Plans ↓
Location	35 (Lot 1) Albion Avenue Munster
Owner	Kreppold Investments Pty Ltd
Applicant	Paul Kreppold
Application Reference	DA18/0978

RECOMMENDATION

That Council

- (1) pursuant to S31 of the *State Administrative Tribunal Act 2004* (WA), set aside the decision made 12 September 2019 and substitute its new decision to grant temporary retrospective Planning Approval for a commercial vehicle located at 35 (Lot 1) Albion Avenue, Munster in accordance with the approved plans and subject to the following conditions and footnotes:

Conditions

1. This is a temporary approval only, valid for a period of 12 months from the date of this decision. Upon expiry of this date the commercial vehicle parking use shall cease and shall be removed from the site unless a subsequent planning approval is issued by the City;
2. Approval of the one commercial vehicle is limited to the vehicle with Vin/Chassis No: WDB9542412K840740;
3. The commercial vehicle shall be parked in the allocated area, as depicted on the approved plans;
4. Movement of the commercial vehicle between Monday to Friday is limited to 6am to 7pm;
5. Movement of the commercial vehicle on Saturdays is limited to enter the site once and exit the site once and only between the hours of 7am to 5pm;
6. Movement of the commercial vehicle on Sundays is limited to only enter the site once only between the hours of 2pm to 5pm;

7. The commercial vehicle shall not travel east of the subject property on or along Albion Avenue;
8. Within 60 days from the date of this approval, the vehicle parking and access shall be constructed and maintained in the form and layout depicted on the approved plans to the satisfaction of the City;
9. Within 30 days from the date of this approval, a crossover application shall be submitted to the City for approval, to formalise vehicle access. The crossover shall then be constructed within 60 days of this approval, to the satisfaction of the City;
10. Within 30 days from the date of this approval, a detailed landscaping plan shall be submitted to the City for approval. The landscaping shall be implemented within 60 days from the date of this approval;
11. The premises shall be kept in a neat and tidy condition at all times by the owner/occupier to the satisfaction of the City; and
12. All stormwater being contained and disposed of on-site to the satisfaction of the City.

Footnotes

- (a) 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 Council, or with any requirements of the City of Cockburn Town Planning Scheme No.3;
- (b) With regard to Condition 1, you are advised that if you intend to continue the use of the land beyond the expiration of the approval period, further application must be lodged with the City prior to the expiration date for determination. It should be noted that further approval may not be granted depending on circumstances pertaining to the use and or development of the land in the context of the surrounding locality;
- (c) Further to the above and Condition 1, you are advised that the temporary approval period is from the notice of determination issued hereafter this Ordinary Council Meeting held 14 November 2019.

- (d) You are advised that should you wish to change the commercial vehicle, you should contact the City's Statutory Planning department in the first instance;
 - (e) With regards to the required landscaping plan; the species, sizing and spacing is to be demonstrated; and
 - (f) The development is to 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*.
- (2) notify the applicant, the State Administrative Tribunal and those who made a submission of Council's decision.

Background

The subject property is 7,740m² in area and abuts other properties alike to the south, east and west and Albion Avenue to the north. The lot is relatively cleared with some vegetation surrounding the existing residence and along the western lot boundary. At present the lot contains an existing residential building approximately 224m² in area and a 175m² outbuilding.

The retrospective Commercial Vehicle at the subject site was originally determined by Council at its Ordinary Council Meeting (OCM) held on 11 April 2019. The City's Officers recommended approval subject to conditions; however, an alternative motion was put forward and passed that refused to grant Planning Approval for the following reason:

"The use of the property for commercial vehicle parking and existing sea container is detrimental to the amenity of nearby residents and is therefore inconsistent with the objectives of Town Planning Scheme No.3."

Subsequent to Council's decision made on 11 April 2019, the applicant exercised their right to apply for a review of the decision by the State Administrative Tribunal (SAT). In response, the City's Officers, applicant, member for SAT and Councillors Kevin Allen and Lee-Anne Smith had one mediation session on-site. Council were then invited pursuant to s31 of the *State Administration Act 2004 (WA)* to reconsider its decision.

Council at its meeting 12 September 2019 varied the decision made 11 April 2019 and granted temporary retrospective Planning Approval for a commercial vehicle subject to conditions. The applicant has exercised their right to a further review by the SAT, namely Condition No.4, which reads:

“Movement of the commercial vehicle is limited to 6am to 7pm Monday to Friday only”.

The applicant wishes to move the commercial vehicle on Saturday and Sundays, to which this condition would prohibit.

The City’s Officers, the applicant, member for SAT and Councillors Kevin Allen and Lee-Anne Smith, had another mediation session held on 7 October 2019. Council have now been invited to reconsider its decision (for the second time), pursuant to s31 of the *State Administration Tribunal Act 2004 (WA)*, to which Council may-

- (a) affirm the decision;*
- (b) vary the decision; or*
- (c) set aside the decision and substitute its new decision.”*

Submission

N/A

Report

The application for retrospective approval to park a commercial vehicle at the subject site has since been revised to the extent as follows:

- Entering the site once and exiting the site once on Saturdays, between the hours of 7am to 5pm.
- Entering the site once on Sundays between the hours of 2pm to 5pm.

The additional hours noted are to account for any Saturday work or servicing requirements. The applicant notes that the commercial vehicle will not need to exit the property on Sundays, only enter, as it will be on its return journey from being serviced off-site over the weekend.

These items noted above were not previously brought to the attention of the SAT member, the City’s Officers or the Councillors in attendance at the first SAT mediation.

The components of the proposal that remain as previously approved at the September OCM, are as follows:

- One commercial vehicle to be parked, to the rear of the property;
- The commercial vehicle is associated with the landowner’s landscaping business;
- The landscaping business has associated trailers and machinery (bobcat and mini-excavator) which are used with the commercial vehicle;

- Movement of the commercial vehicle Monday to Friday generally consists of the truck leaving in the morning 6am-8am and returning 3pm-6pm;
- The commercial vehicle exiting and entering the subject property using the western side of Albion Avenue, meaning the vehicle will not travel east of the subject property;
- 12 month temporary approval sought;
- Recycled bitumen to be used for the driveway/access to prevent dust and dirt;
- A formalised crossover/access to prevent dust and dirt, this crossover includes the removal of one verge tree; and
- Landscaping (trees) to be established along the adjoining eastern boundary to provide a visual buffer.

Planning Framework

Metropolitan Region Scheme (MRS)

The subject site is zoned 'Urban Deferred' under the Metropolitan Region Scheme (MRS).

Town Planning Scheme No.3 (TPS 3)

The subject site is zoned 'Development' – Development Area 5 under TPS 3.

The objective of the Development zone in TPS 3 is:

'To provide for future residential, industrial or commercial development to be guided by a comprehensive Structure Plan prepared under the Scheme.'

There is no adopted structure plan to guide existing or future intended land uses, therefore an assessment will be undertaken in accordance with Clause 4.13 of TPS 3 which states that:

'4.13.1 - there shall be no change to any land use or development existing on land within the Development Zone, without the owner of the land having made an application for and received approval of the Local Government.'

Development Contribution Area 6 (DCA 6)

The subject site falls within Development Contribution Area 6 (DCA 6) of TPS 3. Clause 5.3.13 of TPS 3 states that;

'5.3.13.1 – An owner's liability to pay the owners cost contribution to the local government arises on the earlier of –

- (ii) *the commencement of any development on the owner's land within the development contribution area;*
- (iv) *the approval of a change of extension of use by the local government on the owners land within the development contribution area.'*

Notwithstanding the above, as the retrospective commercial vehicle should only be considered on a temporary basis, Clause 5.3.13.3 of TPS 3 states that:

'5.3.13.2 – An owner's liability to pay the owner's cost contribution does not arise if the owner:

- (ii) commences a temporary or time limited approval.'*

Community Consultation

There has been no additional community consultation regarding this revised proposal regarding Condition 4, as the SAT Orders requiring the matter to be determined by Council at the November 2019 OCM do not provide sufficient time to undertake any further consultation and it is not considered necessary.

The retrospective development application was initially advertised to eight nearby landowners for a period of 21 days.

The two objections previously received raised concerns/issues as follows:

- Concerns with dust, noise, odour and general loss of rural amenity produced from the activity of the commercial vehicles on the premises;
- Undue impact such as noise caused by the ancillary machines being loaded and unloaded on trailers ie: (bobcats, excavators, and front end loaders);
- Damage to Council verge, kerbing and drainage via the applicant using 'ad-hoc' vehicle access to the rear of the property (no formalised crossover); and
- Privacy concerns due to the height of the cabs overlooking into adjoining properties.

Assessment

Location

The site is located within both the Kwinana Air Quality Buffer and the Woodman Point Wastewater Treatment Plant Odour Buffer. These buffers have largely stagnated development of the locality and have to date been identified as unsuitable for residential development. 'Perth and Peel 3.5 Million' identified the locality as an 'Industrial Investigation Area' and it remains zoned 'Urban Deferred' under the Metropolitan Region Scheme (MRS). Due to these factors there is no existing or proposed structure plan to guide development within the locality. As such any development approved in the area at this time should not detract from the amenity of existing residents and also not prejudice future development of the area. Given residential development cannot be supported under the current planning framework, approval of limited temporary commercial activities which can operate alongside residential uses may be an appropriate interim outcome.

The character of the locality is mixed. To the east of the subject site along Albion Avenue (approximately 60m) outside the buffer zones, the character is clearly urban residential with detached single residential dwellings developed within the last ten years. The area within the buffer where the subject site is located has more of a rural character which is consistent with the former market garden land uses throughout the area, some of which are still in operation.

It should be noted that if the property was still zoned 'Rural' in TPS 3 then the parking of two commercial vehicles would be exempt from requiring planning approval. Additionally if the property was zoned 'Rural Living' then the parking of one commercial vehicle would be exempt from requiring planning approval.

The siting of a commercial vehicle at this location has been considered appropriate by Council at its September 2019 OCM and the limited movement of the vehicle on Saturday and Sunday will not unreasonably impact on the mixed character of the area.

Amenity

On Saturday and Sunday, the commercial vehicle would enter, exit and be parked at the same location as it would Monday to Friday and given this there is no undue visual amenity impact.

Noise

In addition to the 6am to 7pm Monday to Friday movements of the commercial vehicle currently approved, the proposal now includes commercial vehicle movement as follows:

- Entering the site once and exiting the site once on Saturdays, between the hours of 7am to 5pm.
- Entering the site once on Sundays between the hours of 2pm to 5pm.

The movement of vehicles are within acceptable times, noting that the return journey of a vehicle makes little to no noise; the only noise concern is the idling of the commercial vehicle to exit the property on Saturday morning.

Noise concerns regarding the idling of a commercial vehicle at the property were raised during the original consultation and at both the April and September 2019 OCMs. However, the noise of the commercial vehicle is insignificant to the existing environment, the City's Officers together with the Councillors in attendance at the SAT mediation have heard the idling of the commercial vehicle. It was determined that the commercial vehicle currently on-site and within this application was not the commercial vehicle that generated the previously raised noise concerns and was in-fact a previous commercial vehicle used at the site.

Dust

There is no additional dust created by the proposal to move the commercial vehicle on Saturday and Sunday.

Conclusion

The revised proposal which seeks planning approval for the parking of a commercial vehicle at 35 Albion Avenue, Munster is supported for the following reasons:

- The parking of one commercial vehicle on the site is considered appropriate given the size of the lot subject to the parking of the vehicle being managed appropriately so as to not detract from the amenity of neighbours; and
- The temporary use is considered an appropriate form of development in relation to the uncertainty of the future development potential of the area.

It is therefore recommended that the proposal be approved on a temporary basis subject to revised conditions contained in the recommendation.

Strategic Plans/Policy ImplicationsCity Growth

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

Economic, Social and Environmental Responsibility

Create opportunities for community, business and industry to establish and thrive.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

The initial application consisted of community consultation which commenced on 11 January 2019 and concluded on 1 February 2019, with two objections received. No further consultation has been undertaken.

Risk Management Implications

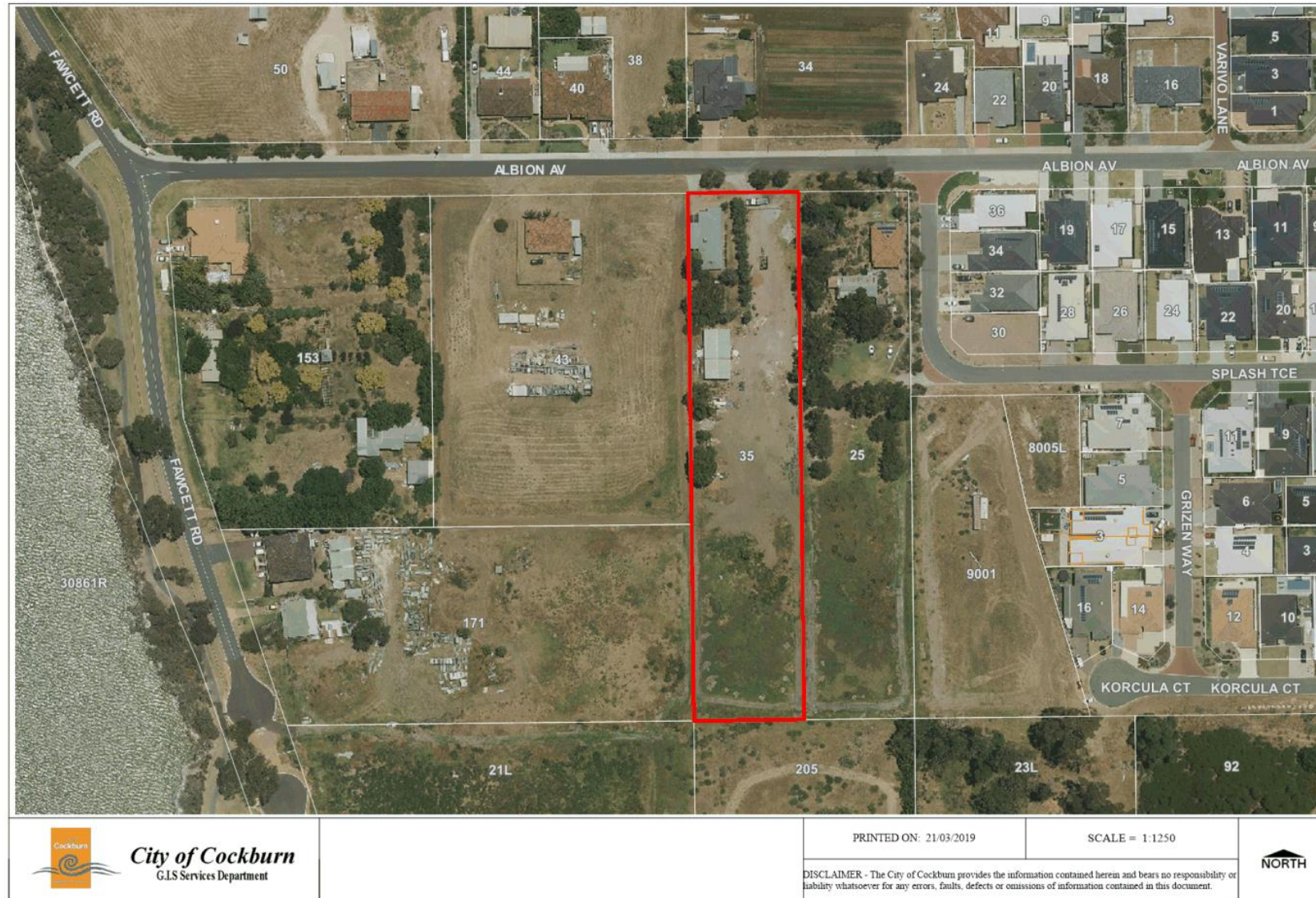
The applicant has lodged a review with SAT and should Council affirm their previous decision to grant approval without the requested changes, there may be costs involved in further defending the decision, particularly if legal Counsel is engaged for a full hearing in the tribunal.

Advice to Proponent(s)/Submitters

The Proponent(s) have been advised that this matter is to be re-considered at the 14 November 2019 Ordinary Council Meeting.

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

Nil



35 Albion Avenue Munster - Lot 1, Volume 1223 Folio 371 Diagram 13327Application to park Truck and Trailer at the above property.

Further to our previous application of the 27 November 2018 and the SAT orders of 10 July 2019, please find attached the revised plans for the proposed application that addresses issues that contributed to the initial refusal.

We have altered the proposed place of parking such that it is at least 110m from the neighbouring property. The new proposed location is further removed from the street minimising any visual impact. Casual passer bys will not see the location and the adjoining neighbour will only be able to see the parked location if the fence is climbed.

We have an 8m vegetation buffer from the neighbour's fence line with respect to the access drive and wish to plant fruit trees at not exceeding 4 metres centres. Note that the neighbour already has significant trees along the same boundary, the cyclone fence is bamboo covered to a height of 1.8 m. Furthermore there is a metal privacy structure erected behind the fence on the neighbouring yard which prevents either party from seeing within either yards unless actually at the fence and standing on a raised platform.

The revised location ensures any vehicle noise is insignificant during start up and shut down. Any trailer connections (which are barely perceptible as they are not ring feeders rather a pintal hook type connection) are now 110 m away.

To further allay any noise concerns of our immediate neighbour and other residential properties, we propose to enter and exit the property from the western direction, minimising any disturbance to our immediate neighbour. We trust these proposals alleviates all noise concerns.

In order to address any concerns regarding dust emission, we have proposed recycled bitumen in any area the vehicles could possibly travel. We also propose to infill between the existing aprons in front of the shed. All other areas will then be grass covered and all possible sources of dust emissions eliminated. All water runoff will be directed to the vegetated areas using the natural contours of the land

An approved cross over was a proposed condition recommended by the planning department. On this revised proposal a location is shown, which on removal of one of four verge trees would be installed to appropriate specifications. Proposed material of construction is recycled bitumen.

We believe the modifications to the proposal address council concerns by alleviating any possibility of dust, minimising any noise to being no more than the background noise in the area and ensuring visual amenity of the area cannot be reduced in any way.

The application for the container and carport have been assembled as independent applications as per council minutes.

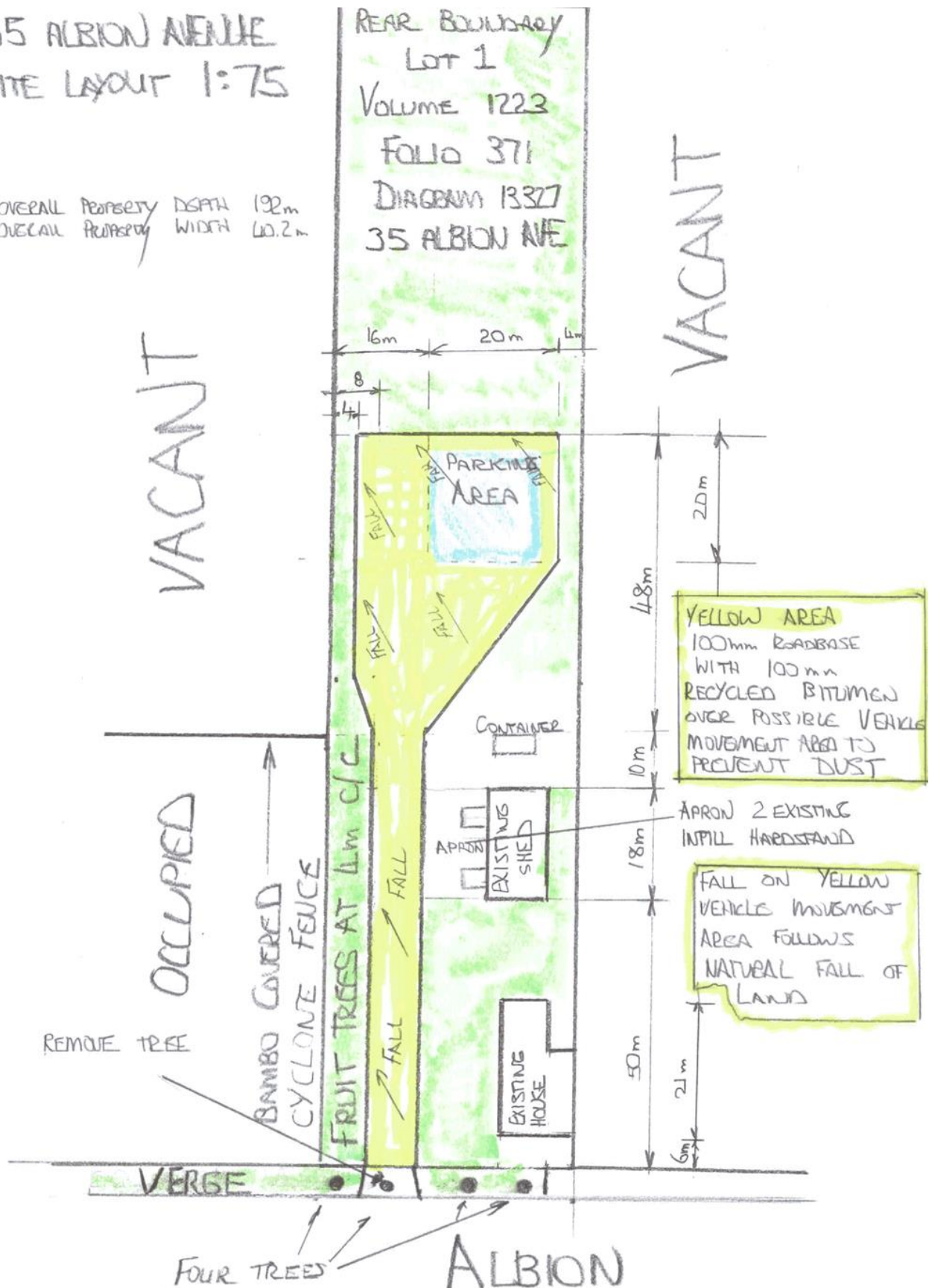
Paul Kreppold 28/07/2019

For the owner of Albion Avenue.



35 ALBION AVENUE SITE LAYOUT 1:75

OVERALL PERIMETER DEPTH 192m
OVERALL PERIMETER WIDTH 40.2m



14.4 DEVELOPMENT ASSESSMENT PANEL - NOMINATION OF MEMBERS FOR THE METRO SOUTH WEST JOINT DEVELOPMENT ASSESSMENT PANEL

Author(s) A Lefort

Attachments

1. Letter Seeking Nominations and Nomination Form [↓](#)
2. DAP Member Fees [↓](#)

RECOMMENDATION

That Council

- (1) nominate _____ and _____ as its two members of the Metro South West Joint Development Assessment Panel;
- (2) nominate _____ and _____ as its two alternate members of the Metro South West Joint Development Assessment Panel;
and
- (3) advise the Director General of the Department of Planning, Lands and Heritage of the above nominations.

Background

Development Assessment Panels (DAPs) are panels set up by the State Government pursuant to the *Planning and Development Act 2005* (the Act). DAPs comprise a mix of technical experts and Local Government representatives with the power to determine some types of development applications in place of the relevant decision making authority. The *Planning and Development (Development Assessment Panel) Regulations 2011* (the Regulations) give effect to the provisions in the Act and enable the operation, constitution and administration of DAPs. A key component of planning reform in Western Australia, DAPs are intended to enhance planning expertise in decision making by improving the balance between technical advice and local knowledge.

Each DAP consists of five panel members, three being specialist members and two Local Government Elected Members. Under the Regulations, each DAP determines development applications that meet set type and value thresholds. The role of DAP members is to determine development applications within a certain type and value threshold through consistent, accountable and professional decision making. There are nine DAPs in Western Australia and the City of Cockburn is part of the Metro South West Joint Development Assessment Panel (JDAP).

The City's current appointments of the Local Government DAP members which were appointed on 26 July 2018 are due to expire on 26 January 2020. Therefore the purpose of this report is to provide nominations of four members to State Government for the next two year term ending 26 January 2022.

Submission

N/A

Report

The City's current Local Government members on the Metro South West Joint Development Approval Panel are:

- Cr Chamonix Terblanche (Member 1);
- Cr Carol Reeve-Fowkes (Member 2);
- Cr Kevin Allen (Alternate Member 1); and
- Cr Chontelle Sands (Alternate Member 2).

It should be noted that as Cr Reeve-Fowkes is no longer an Elected Member, any DAP meetings scheduled between now and 26 January 2020 will need to be attended by one of the Alternate Members.

The City is required to nominate four Elected Members of the Council, comprising of two members and two alternate members (who can be called upon if either of the two members cannot attend a meeting). Subsequent to nominations, members will be appointed by the Minister for Planning for a period of two years, with the term commencing on 26 January 2020 and expiring 26 January 2022.

All appointed members will be placed on the Local Government member register and advised of DAP training dates and times. It is a mandatory requirement, pursuant to the Regulations for all DAP members to undertake training before being able to sit on a DAP and determine applications. Members who have already undertaken the required training are not required to attend further training, but are encouraged to attend refresher training.

DAP members are paid for their attendance at DAP meetings by the Department of Planning, Lands and Heritage (DPLH), unless they are from within a class of persons excluded pursuant with Clause 31 (6) of the Regulations. The current fees are contained in Schedule 2 of the Regulations (refer Attachment 2 of this report).

The number of meetings held for the Metro South West DAP in the past three-four years is:

- 2016 – 16 meetings;
- 2017 – 10 meetings;
- 2018 – 9 meetings; and
- 2019 – 3 meetings.

Meetings are held during business hours and generally at the City of Cockburn (Administration Building). However meetings can also be held at the Cities of Fremantle, Kwinana, Rockingham, Mandurah and the Shire of Murray and at the DPLH Offices in the Perth CBD.

More detailed, comprehensive information regarding DAPs can be obtained from the DPLH website <https://www.dplh.wa.gov.au/daps>

Strategic Plans/Policy Implications

Leading and 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

Should the local government fail to nominate four representatives, the Minister has the power to appoint two alternative community representatives to provide local representation. Advice to Proponent(s)/Submitters

N/A

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

Nil



Government of Western Australia
Development Assessment Panels

Mr Stephen Cain
Chief Executive Officer
City of Cockburn
PO Box 1215
BIBRA LAKE WA 6965

Dear Mr Cain,

CITY OF COCKBURN
DOC Set
15 OCT 2019
SUBJECT 028/002
RETENTION 25.4.2.1.17
PROPERTY
APP
ACTION AMIEZ ARM)T 1-45-STOPPON CAIN

Our Ref: DP/12/00609
Enquiries: DAP Secretariat
Telephone: 6551 9919

DEVELOPMENT ASSESSMENT PANELS – LOCAL GOVERNMENT NOMINATIONS

Following the upcoming local government elections to be held on 19 October 2019, there may be a change in your local government DAP membership if the composition of your council changes. In this instance, your local government will need to nominate replacement DAP members for appointment by the Minister for Planning.

Each DAP comprises of five members, being three specialist members and two local government members. All current local government DAP members were appointed on the 26 July 2018, for a term ending 26 January 2020.

Representation of local interests is a key aspect of the DAPs system. Under regulation 24 of the *Planning and Development (Development Assessment Panels) Regulations 2011* your local council is requested to nominate, as soon as possible following the elections, four elected council members to sit as DAP members for your local government. Using the attached form, nominations should be submitted via email to the DAPs Secretariat at daps@dph.wa.gov.au.

All local government councils are requested to provide nominations for local government DAP members by Friday 8 November 2019, to ensure local interests are represented in future DAP determinations. If you are unable to provide nominations by the above date, please contact the DAPs Secretariat to discuss alternative arrangements and implications. If there is no change to your local government DAP representation following the local government elections, confirmation of this should be provided to the DAPs Secretariat as soon as possible. Once nominations are received, the Minister will appoint local government DAP members for the term ending 26 January 2022.

The McGowan Government launched OnBoardWA as part of its commitment to increase the diversity and backgrounds of Government board and committees along with the total number of women appointed to 50 per cent by 2019.

Postal address: Locked Bag 2506 Perth WA 6001 Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 8002 info@dph.wa.gov.au www.dph.wa.gov.au
ABN 68 565 723 484
wa.gov.au

I encourage you to consider diversity of representation when putting forward your local government nominations in supporting this important election commitment. Further information about OnBoardWA can be found at <http://www.onboardwa.jobs.wa.gov.au>.

The Action Plan for Planning Reform has been released to ensure the Western Australian planning system continues to deliver great outcomes and great places for Western Australians. Changes to the DAP system have been identified as part of the reform initiatives to provide a more robust DAP process that promotes consistency and transparency in decision-making. Please note that the local government membership configuration on the DAP will not be affected by the reform initiatives.

If you have any queries regarding this request for nominations, please contact the DAPs secretariat on (08) 6551 9919 or email daps@dplh.wa.gov.au. Further information is available online at <https://www.dplh.wa.gov.au/daps>.

Yours sincerely



Gail McGowan PSM
Director General

10 October 2019



Government of Western Australia
Development Assessment Panels

DEVELOPMENT ASSESSMENT PANELS LOCAL GOVERNMENT MEMBER NOMINATION

Please complete the form and submit to daps@dplh.wa.gov.au.

Local Government	
DAP Name	

	Member 1		Member 2	
Name				
Address				
Phone				
Email				
Date of Birth				
Sex				
*Employer Name/s				
*Position/s				
*Employment Status	Full Time	Part Time/Casual - Specify hours per week	Full Time	Part Time/Casual - Specify hours per week
*Eligibility for Payment	Yes	No	Yes	No

	Alternate Member 1		Alternate Member 2	
Name				
Address				
Phone				
Email				
Date of Birth				
Sex				
*Employer Name/s				
*Position/s				
*Employment Status	Full Time	Part Time/Casual - Specify hours per week	Full Time	Part Time/Casual - Specify hours per week
*Eligibility for Payment	Yes	No	Yes	No

** The employment details refer only to external employment and does not include your role as a Local Government member. Eligibility for DAP sitting fees is determined in accordance with the [Premier's Circular 2017/18](#).*

LOCAL GOVERNMENT CONTACT DETAILS – MINUTE TAKER			
Name			
Phone		Email	



Government of **Western Australia**
Development Assessment Panels

Planning and Development (Development Assessment Panels) Regulations 2011

Schedule 2 — Fees for DAP Members
(Regulation 30, 31)

Item		Member fee
1.	Fee for presiding member per meeting to determine development applications	\$700
2.	Fee for any other member per meeting to determine development applications	\$425
3.	Fee per meeting for presiding member to determine applications to amend or cancel determination	\$200
4.	Fee per meeting for any other member to determine applications to amend or cancel determination	\$100
5.	Fee for presiding member attending proceeding in State Administrative Tribunal	\$700
6.	Fee for any other member attending proceeding in State Administrative Tribunal	\$425
7.	Fee for training for DAP members	\$400
8.	Fee for re-training for DAP members	\$200
9.	Fee for presiding member to determine dispute as to compliance with notice	\$200

Effective of 1 February 2017

Note: Only one member fee item applies per member for each meeting.

Example:

If a DAP meeting is scheduled to determine a Form 1 development application and a Form 2 application to amend or cancel a determination, the following DAP member fees apply if both applications are being considered by the same local authority:

- Presiding Member - \$700
- Specialist Members - \$425
- Local Government Members - \$425

The following DAP member fees apply if different local authorities are considering the Form 1 and Form 2 applications:

- Presiding Member - \$700
- Specialist Members - \$425
- Local Government Members considering the Form 1 application - \$425
- Local Government Members considering the Form 2 application - \$100

14.5 PROPOSED STRUCTURE PLAN AMENDMENT (NO. 4) - BARFIELD ROAD STRUCTURE PLAN - LOTS 15 AND 18 BARFIELD ROAD, HAMMOND PARK

Author(s)	R Adam
Attachments	<ol style="list-style-type: none"> 1. Location Plan ↓ 2. Existing and Proposed Structure Plan ↓ 3. Post Development Vegetation Classification and Effective Slope ↓ 4. Schedule of Submissions ↓
Location	Lots 15 and 18 Barfield Road, Hammond Park
Owner	Gold Estates Holding Pty Ltd
Applicant	Roberts Day
Application	N/A
Reference	

RECOMMENDATION

That Council, pursuant to Clause 20 of Schedule 2 Part 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015* recommend to the Commission the approval of the proposed Structure Plan Amendment (No. 4) at Barfield Road, Hammond Park, subject to the following modifications:

(1) part one: Implementation Section being modified to:

1. Update and revise the "Table of Variations" to correctly number and list the approved amendments to date with the current version as Number 4;
2. Realign the Structure Plan boundary of Plan 1 to incorporate Lot 15 Barfield Road, Hammond Park (and remove Lots 37 or Lot 40 Barfield Road within the Structure Plan boundary);
3. Update Section 7.0 General Subdivision and Development Requirements – 7.1 Notifications on Title, to provide that the Certificates of Title of any future lots adjoining Western Power registered easements will carry a notification that they are "in close proximity to power infrastructure which will be maintained, upgraded and expanded on a regular basis";
4. Update Section 7.0 – General Subdivision and Development Requirements – 7.3 Other provisions/standards/requirements to state that "the subdivision of Stages 9 and 10 shall include intersection treatments on those roads intersecting with Barfield Road in order to slow vehicle speeds to the satisfaction of the City of Cockburn";

- (2) part two: Explanatory Section being modified to:
1. Update Section 3.4 - Movement Networks to show Barfield Road from the Whadjuk Drive intersection to its south end as an "Access Street D" in "Figure 11 Movement Network Plan", and for the Figure 11 legend to be updated to accurately reflect the road type characteristics (reserve width and pavement width) of the Traffic Impact Assessment;
 2. Update Section 3.4 - Movement Networks to include that the subdivisions of Stages 9 and 10 shall include intersection treatments to slow vehicle movement speeds at the intersections constructed on Barfield Road;
 3. Update "Section 3.5 - Open Space" to incorporate the new landholdings at Lot 15 and to revise the open space Table 5 calculations accordingly;
 4. Update the "Appendix 4 - Traffic/Transport Report" to describe Barfield Road from the Whadjuk Drive intersection to its south end as an "Access Street D";
 5. Update and correct the "Appendix 4 - Traffic/Transport Report" to describe "Roads 03-19" as an "Access Street D" (rather than Neighbourhood Connector B);
 6. Revise "Appendix 3 - Bushfire Management Plan" as Vegetation Plot 6 on the latest plan (Strategen RDP19149.01 Vivente Estate Structure Plan Amendment) has incorrectly been classified as Excluded;
- (3) endorse the Schedule of Submissions prepared in respect of the proposed Structure Plan; and
- (4) advise the proponent and those persons who made a submission of Council's recommendation.

Background

The Structure Plan amendment applies to Lots 15, 18, 37 and 40 on Barfield Road, Hammond Park and a portion of land bound by Campana Rise, Parco Glade and Irvine Parade (part Lot 9002 Frankland Avenue) (Attachment 1). It is considered appropriate that Lots 37 and 40 are removed from the Structure Plan as explained further in the 'report' section below.

The Barfield Road Structure Plan was initially adopted by Council in September 2013 and approved by the Western Australian Planning Commission in October 2014. Minor amendments to the Structure Plan

were approved in October 2015, June 2017 and October 2018 (refer Attachment 2). The details include:

- 1) An increase in the density code from R30 to R60 of a small portion of a residential cell at Lot 9002 Frankland Avenue, fronting Parco Glade, Irvine Parade and Campana Rise. These future lots will be located opposite POS and provide for a consistent streetscape with the already approved R60 lots to the west. See below image for details;
- 2) To introduce new landholdings into the Structure Plan at Lots 15 and 37. This cell proposes a density of R30 (consistent with the Southern Suburbs District Structure Plan Stage 3 (SSDSP3' base density code) and these lots are in proximity to a bus route and POS;
- 3) To modify the internal road layout (to provide for all access onto Barfield Road) at Lot 18 and change density coding from a mix of R25, R30 and R40 to R30 consistent with the SSDSP3; and
- 4) To remove the (now redundant) Flame Zone classification from cleared land abutting up to and including the Public Purpose (High School) reserved land to the north of the structure plan area.

The location of the above 4 mentioned areas are shown below for ease of reference;



“Modification 1” – refers to a site 2170m² in area, zoned Development under Town Planning Scheme No. 3 (TPS No. 3) and allocated an R30 density coding in the current version of the Barfield Road Structure Plan.

It has been developed as a temporary car park for a temporary display village to the immediate south. To the north and east is public open space (POS), to the south is Residential land allocated an R20 density coding, and to the west residential land allocated R60.

“Modification 2” - Lot 15 of the modification has an area of 1.86 hectares and allocated an R30 density coding. The site is zoned Development under TPS No. 3. The adjoining Lot 37 is zoned Special Use 23 under TPS No. 3, includes Western Power above-ground 330kV power lines, and an easement in favour of the service agency.

“Modification 3” relates to an overall decrease in the density coding from a mixture of R25 to R40 potential lots to a broad R30 coding, as well as a revised road layout in Lot 18. The lot is within the existing Structure Plan boundary. The adjoining Lot 40 is zoned Special Use 23 under TPS No. 3.

“Modification 4” shows the removal of the Bushfire Attack Level – Flame Zone classification of a vegetation plot adjoining the future high school site on the corner of Whadjuk Drive and Scolaro Road. This classification removal is brought about due to vegetation being removed during construction.

Submission

Roberts-Day on behalf of the landowner Richard Noble and Company has lodged a Structure Plan for the subject site.

Report

The proposal was advertised for 23 days from 29 August to 20 September 2019.

In total 35 submissions were received which consisted of 23 objections, two in support, nine indicating no objection and one acknowledgment (with no further information). Amongst the 23 objections the key two issues related to; the possible closure of Barfield Road to Rowley Road (as being a concern to existing residents), and increased density. All of the submissions are outlined and addressed either within this report or within Attachment 4 in more detail.

Planning Background

The majority of the subject sites are zoned ‘Urban’ under the *Metropolitan Region Scheme* and ‘Development’ under TPS No. 3. In addition, these various subject sites are within Development Area No. 26 (DA 26), Development Contribution Area No. 9 (DCA 9) and Development Contribution Area No. 13 (DCA 13) under TPS No. 3.

Separately to the lots described above, Lots 37 and 40 are zoned Special Use 23 under TPS No. 3. Under the Town Planning Scheme, it is not provided that Special Use zone lots are to be included within a Structure Plan, rather that this applies to the Development Zone, as per Clause 3.2.1(i):

Development Zone;

To provide for future residential, industrial or commercial development to be guided by a comprehensive Structure Plan prepared under the Scheme.

Planning and Development (Local Planning Schemes) Regulations 2015

As noted above Lots 37 and 40 are zoned Special Use 23 under TPS No. 3 and as such not designated for structure planning. Nonetheless, it may be noted that the *Planning and Development (Local Planning Schemes) Regulations 2015*, Clause 15 (c) of Schedule 2 Part 4 provides that:

“A Structure Plan in respect of an area of land in the Scheme area may be prepared if (c) the Commission considers that a Structure Plan for the area is required for the purposes of orderly and proper planning.”

Regarding the clause above, it is acknowledged that the Western Australian Planning Commission may consider that the inclusion of Lots 37 and 40 Barfield Road in the current proposal is required. However, in addressing this clause, it is considered that a clear basis for including the lots within the Structure Plan has not been established by the applicant. As such it is recommended that the proposed Structure Plan boundary as proposed should be changed to exclude Lots 37 and 40 prior to an approval.

Residential Development - Southern Suburbs District Structure Plan

The subject land is located within the Council adopted *Southern Suburbs District Structure Plan – Stage 3 (SSDSP3)* area. The SSDSP3 sets out ten (10) “key development principles” including Point 4 of particular relevance to the proposal:

“4. Provide for a variety of housing choices through a range of densities, with higher coding being located near public open space, centres, and along high frequency public bus routes”. (page 20).

In addition to this the plan sets out three (3) “locational criteria” for “medium density” (being defined within the SSDSP3 as Residential R35-R60), namely:

- 1. Generally surrounding areas of high amenity, such as open space;*
- 2. Located so as to maximise access to and use of services and facilities such as public open space, activity nodes and public transport routes; and*
- 3. Located to enhance passive surveillance of public spaces. (pg. 24)*

In regards to the key development principle, and locational criteria for “medium density” housing as set out above, it is noted that the proposal includes one increase to R60 density coding at “Modification 1”, at the residential cell adjoining Parco Glade. It is considered that Modification 1 is consistent with the criteria above, noting that:

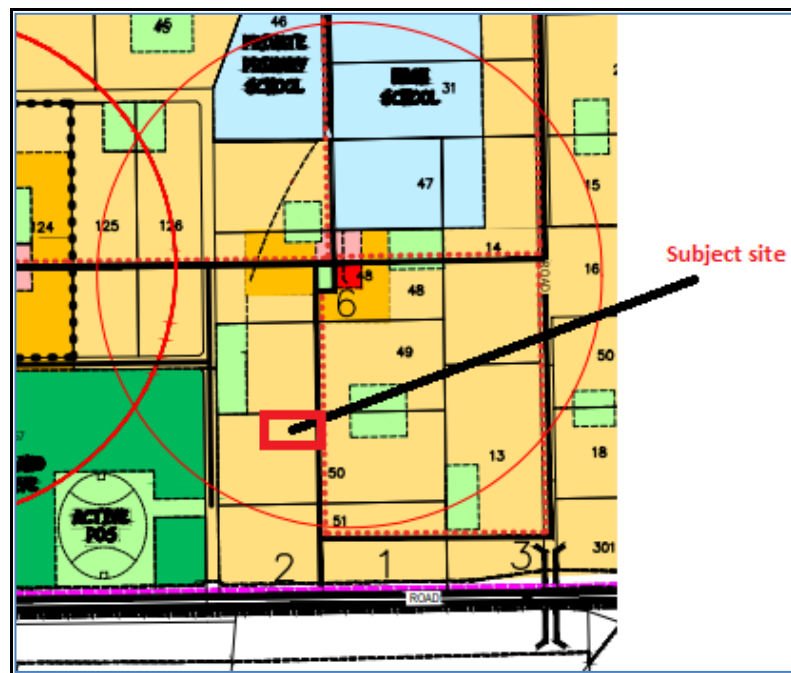
- The site is close to a significant area of POS (within a 400m radius);
- A future high school is located within 400m, to the immediate north of the site; and
- The development will afford the creation of north-south oriented lots with frontages to the park and recreation reserve immediately opposite the site.

The SSDSP also sets out six (6) housing principles to guide future structure planning, including amongst others, to:

- *Provide diversity in housing choice, lot sizes and tenure;*
- *Achieve minimum targets of 15 dwellings per gross urban zoned hectare of land (inclusive of land required for infrastructure and POS); and*
- *Provide higher density dwellings (25 dwellings per gross hectare) and aged persons/independent living accommodation within 400 metres of centres, POS and along high frequency bus routes (pp21-22).*

In regards to the three housing principles outlined above, it is considered that the four (4) proposed modifications are broadly consistent with and support these principles. In particular, it is noted that:

- The proposed modifications have allocated a range of R25 to R60 densities;
- The existing Barfield Road Structure Plan predicted overall dwelling yield is 14.9 dwellings per hectare; comprising 490 dwellings over 32.9ha (Urban zoned land). By including the proposal, the overall average density is calculated as being 15.05 dwellings per hectare (being consistent with the SSDSP3 target as underlined above); and
- Modification 1 with a higher R60 density allocation is noted as being close to a future high school and bus route, as well as POS.



South Metropolitan Peel Sub-regional Planning Framework

This strategic planning document forms an integral part of realising the *Directions 2031* vision. It projects population growth by Local Government area, and highlights development opportunities and density targets in infill and greenfield areas, including the sub-region which the City of Cockburn is located.

It also outlines that “*planning instruments guiding development of new urban areas are to use a minimum average residential density target of 15 dwellings per gross hectare of Urban zoned land*” (pg.18). The proposal provides for residential density that meets this objective and also the City’s adopted SSDSP3.

Bushfire Management Plan

Portions of the proposed Structure Plan area are designated Bushfire Prone under the Department of Fire and Emergency Services (DFES) Map of Bushfire Prone Areas. Subsequently, in accordance with the Regulations (Sch. 2, Pt. 10A) the applicant has submitted a bushfire attack level (BAL) assessment as part of a Bushfire Management Plan (BMP).

Figure 3 “post-development vegetation classification and effective slope” as well as Table 3: “BAL contour assessment results – three cells to west of Barfield Road” (pg. 8) both indicate that a plot of vegetation has been identified as POS, as well as classified as “Excluded – Non-vegetated and Low threat (Clauses 2.2.3.2 [e] and [f]) (Attachment 3). This is referred to as Plot 6 in the BMP. Accordingly, in Table 3 it has been determined to have a BAL of Low.

In examining Australian Standard 3959:2018 Construction of buildings in bushfire-prone areas, it is noted that Clause 2.2.3.2 (e) refers to non-vegetated areas and (f) as:

“Vegetation regarded as low-threat due to factors such as flammability, moisture content or fuel load... Maintained public reserves and parklands...”

In regards to the above clause, it is considered that the Plot 6 classification has not been done accurately. In regards to (e) the plot did contain vegetation at the time of the BAL assessment (April 2019), and in regards to (f) the plot is included in a vegetated area of the Revegetation Plan accompanying DA18/0393 (approved City of Cockburn 24/08/2018). In addition the Revegetation Plan does not include management to a low-threat state or standard.

Considering the above points it is recommended that the proposal be modified at Part Two - Appendix – Bushfire Management Plan.

Western Power Easement

A portion of the proposed Structure Plan area is in the Special Use zone (No. 23). The Scheme designates the Special Use zone as areas;

“To provide for uses which have unique development requirements that cannot be easily accommodated by the objectives of any of the other zones included in the Scheme.”

The City’s various Special Use zone locations are listed in Table 8 of the Scheme. Pursuant to Clause 3.7.2 of the Scheme;

“A person must not use any land, or any structure or buildings on land, in a special use zone except for the purpose set out against that land in Table 8 and subject to compliance with any conditions set out in Table 8 with respect to that land.”

Table 8 Special Use zone (No. 23) is extracted and provided:

No.	Description of Land	Special Use	Conditions
SU23	All land within transmission line corridors designated as SU23 on the Scheme Map. AMD 42 GG 21/09/10	<ul style="list-style-type: none"> • Carpark • Civic Use • Community Purpose • Nursery • Public Amusement • Recreation – Private 	<p>Planning Approval.</p> <p>‘Carpark’ and ‘Nursery’ are designed as ‘P’ (permitted) uses pursuant to Part 4 of the Scheme.</p> <p>‘Civic Use’, ‘Community Purpose’, ‘Public Amusement’ and ‘Recreation – Private’ are designated as ‘A’ (discretionary subject to special notice) uses pursuant to part 3 of the Scheme.</p> <p>All other uses are not permitted (‘X’ uses).</p>

It is noted that the proposal includes a local road, located on the western boundary of Lot 37. The lot is also partially encumbered by an easement in favour of Western Power.

On 28 August 2019 Council staff wrote to Western Power seeking their comment on the Structure Plan proposal. As recorded in the Western Power submission response (Attachment 4) the agency has given an in-principle support to the Structure Plan subject to information and studies, namely those covering *Soil Resistivity*, *Earth Potential Rise* and *Low Frequency Induction*, to confirm the appropriateness of the proposal prior to subdivision.

Regarding the suitability of a local road and the provisions of Table 9 of TPS No. 3, it is considered that as the use and development is very similar to a Carpark it may be considered similarly, and therefore a 'P' permitted use in this instance.

Movement Networks

It is understood that vehicle speeding has frequently occurred on Barfield Road in the amendment area (an 85th percentile speed of 84km/hr recorded along Barfield Rd in 2016).

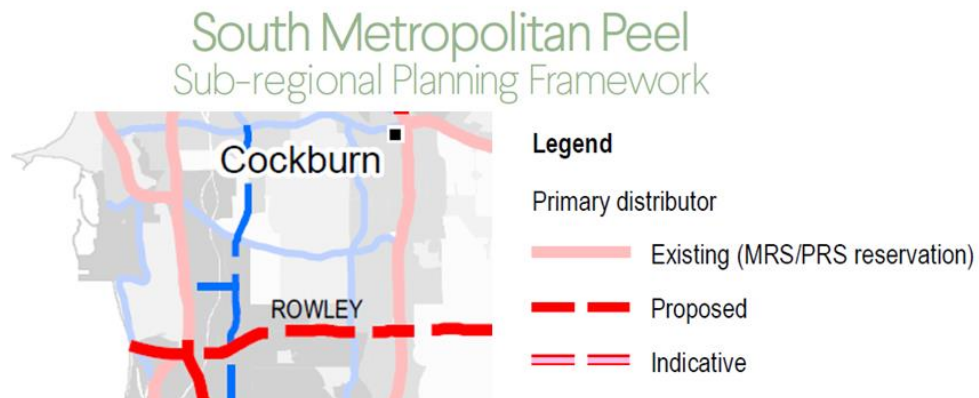
Through further discussions with the applicant, design responses consisting of treatments to slow vehicle speeds at the four (4) intersections proposed in the amendment along Barfield Road have been agreed in principle. Such responses include threshold treatments, splitter islands and give-way control signage.

In regards to the above points it is recommended that the proposed amendment be modified in regards to Part Two – Section 3.4 Movement Network, to show Barfield Road from the Whadjuk Drive intersection and south as an “Access Street D”. Also, to update this section to allow for the provision of road treatments at the four (4) proposed intersections of the amendment, and similarly to update the Traffic/Transport Report of the Appendix as an “Access Street D”.

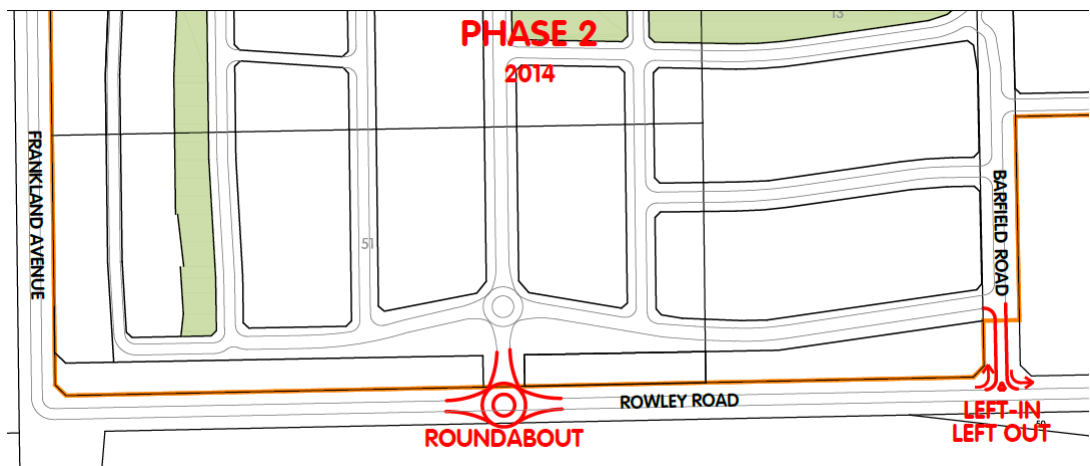
In addition, it is noted that at page 20 of the Traffic Impact Assessment accompanying the amendment, the proposed classification of Roads 03-19 has been indicated as “Neighbourhood Connector B”. This appears to be a simple mistake as the other characteristics and street cross section show “Access street D” details. As such it is recommended that the “Appendix 4 - Traffic/Transport Report” be revised.

As mentioned earlier in this report a number of residents raised concern with the ultimate long term vehicle access strategy for Rowley Road. Rowley Road forms part of a “Planning Control Area” as set by the State Government and will ultimately be upgraded to a “Red Road – primary distributor”. Similar to Kwinana Freeway (which is currently a red road)

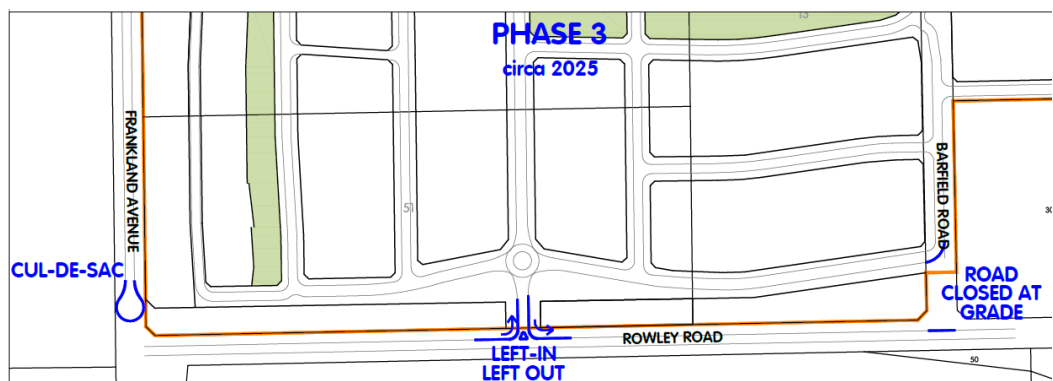
residential access is restricted/controlled onto red roads. The long term planning for Rowley Road is identified in the Sub-Regional Strategy as follows;



On the above basis access onto Rowley Road has been planned to be transitioned to meet the future long term plan. The previously agreed (without prejudice) plan is provided below;



As can be seen above access from Barfield Road will be transitioned to closure from Phase 2 to Phase 3.



It is understood residents have concerns with vehicle access and free flowing traffic. In this respect it is to be noted that the long term road planning for the area is set by the State under the Sub-Regional Strategy. The proposed Structure Plan complies with the long term road planning. The corresponding objections raised by the existing residents are addressed in further detail under the Attachment 4 – Schedule of Submissions.

Conclusion

The proposed Structure Plan has been assessed in accordance with the State Government planning framework, TPS No. 3 and the SSDSP3; with input from City staff, community members and also that of various government agencies and service providers.

This report has sought to summarise the Structure Plan assessment in accordance with the *Planning and Development Regulations 2015* statutory timeframes and highlight the recommended modifications considered to be appropriate to be implemented prior to WAPC approval.

In summary:

- The Structure Plan meets the density targets as aimed for by the State Government higher strategic planning documents and also that of the City of Cockburn adopted SSDSP3.
- Regarding Lots 37 and 40 Barfield Road, it is noted that studies and further reporting will be required from the applicant to Western Power to demonstrate the suitable location of the local road.

On balance the proposed amendment, inclusive of several recommended modifications, is considered to be an outcome conducive to proper and orderly planning.

Strategic Plans/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.

Moving Around

Identify gaps and take action to extend the coverage of the cycle way, footpath and trail networks.

Budget/Financial Implications

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

Legal Implications

Pursuant to Sch. 2 Pt. 4 Clause 20 of the *Planning and Development (Local Planning Schemes) Regulations 2015* the Local Government is to prepare a report on the proposed Structure Plan and provide it to the Commission no later than 60 days after the day that is the latest of 20(1)(a),(b) or (c).

Community Consultation

In accordance with Sch. 2 Pt. 4 Clause 18 of the *Planning and Development (Local Planning Schemes) Regulations 2015* the Structure Plan was advertised for public comment for a period between 14-28 days (29 August – 20 September: 23 days). This included letters to landowners, government agencies and service providers. In addition the Structure Plan was advertised on the City's website and advertised via the Cockburn Gazette.

In total 35 submissions were received which consisted of 23 objections, two in support, nine indicating no objection and one acknowledgment (with no further information). Amongst the 23 objections the key two issues relate to the possible closure of Barfield Road to Rowley Road, and increased density. All of the submissions are outlined and addressed within this report and within in Attachment 4 in more detail.

Risk Management Implications

The Officer's Recommendation, inclusive of the submissions received from servicing agencies, takes into consideration all the relevant planning factors associated with this proposal.

There are no obvious risks from the City of Cockburn's perspective in implementing the recommendation. Should the Council consider not implementing the recommendation, the City could be faced with a suboptimal planning outcome. Each of the above mentioned recommendations relate to separate components of the proposal and each is to be considered separately.

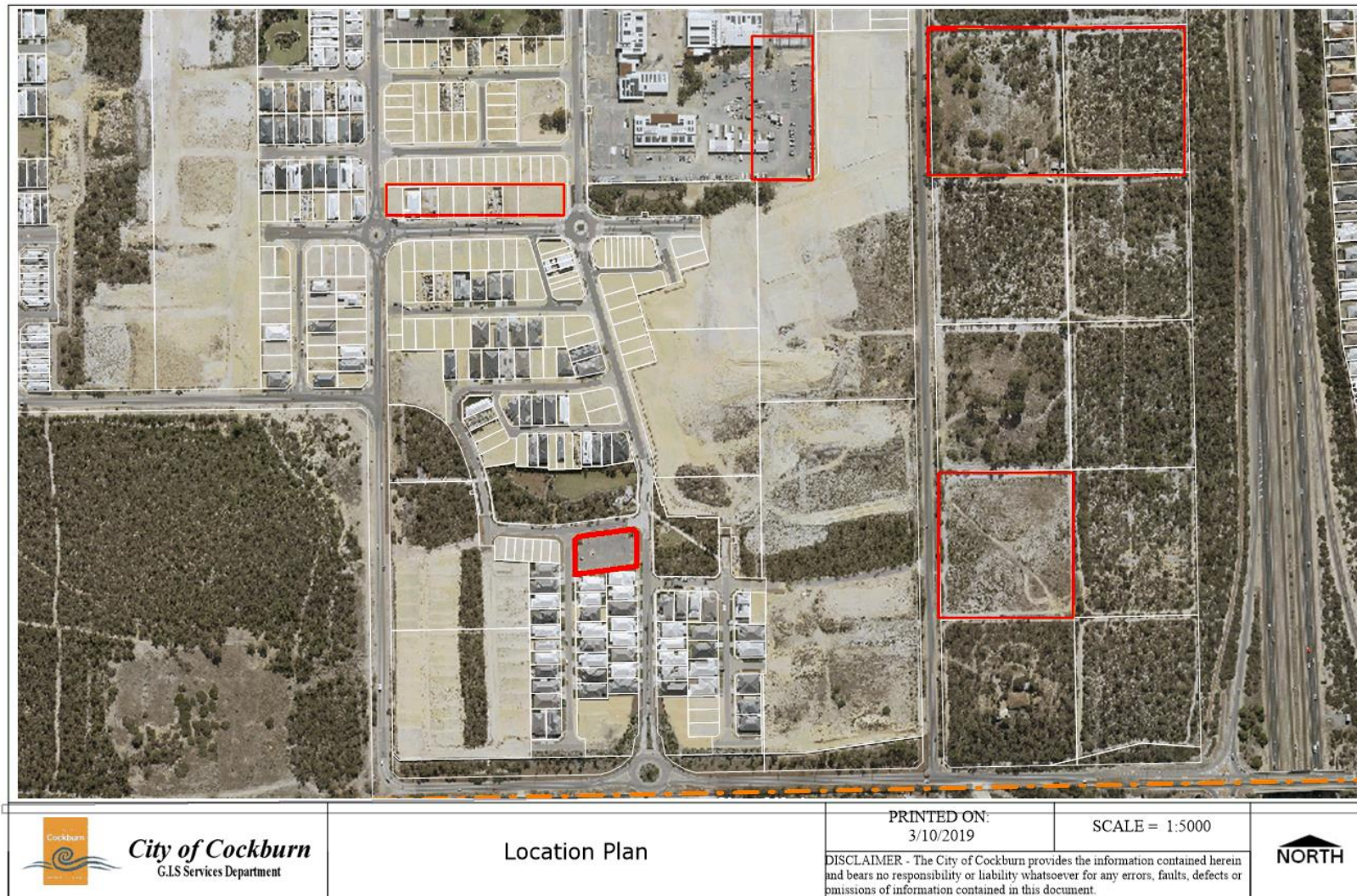
It is respectfully suggested Council recommend to the WAPC the above suite of conditions.

Advice to Proponent(s)/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 14 November 2019 Ordinary Council Meeting.

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

Nil





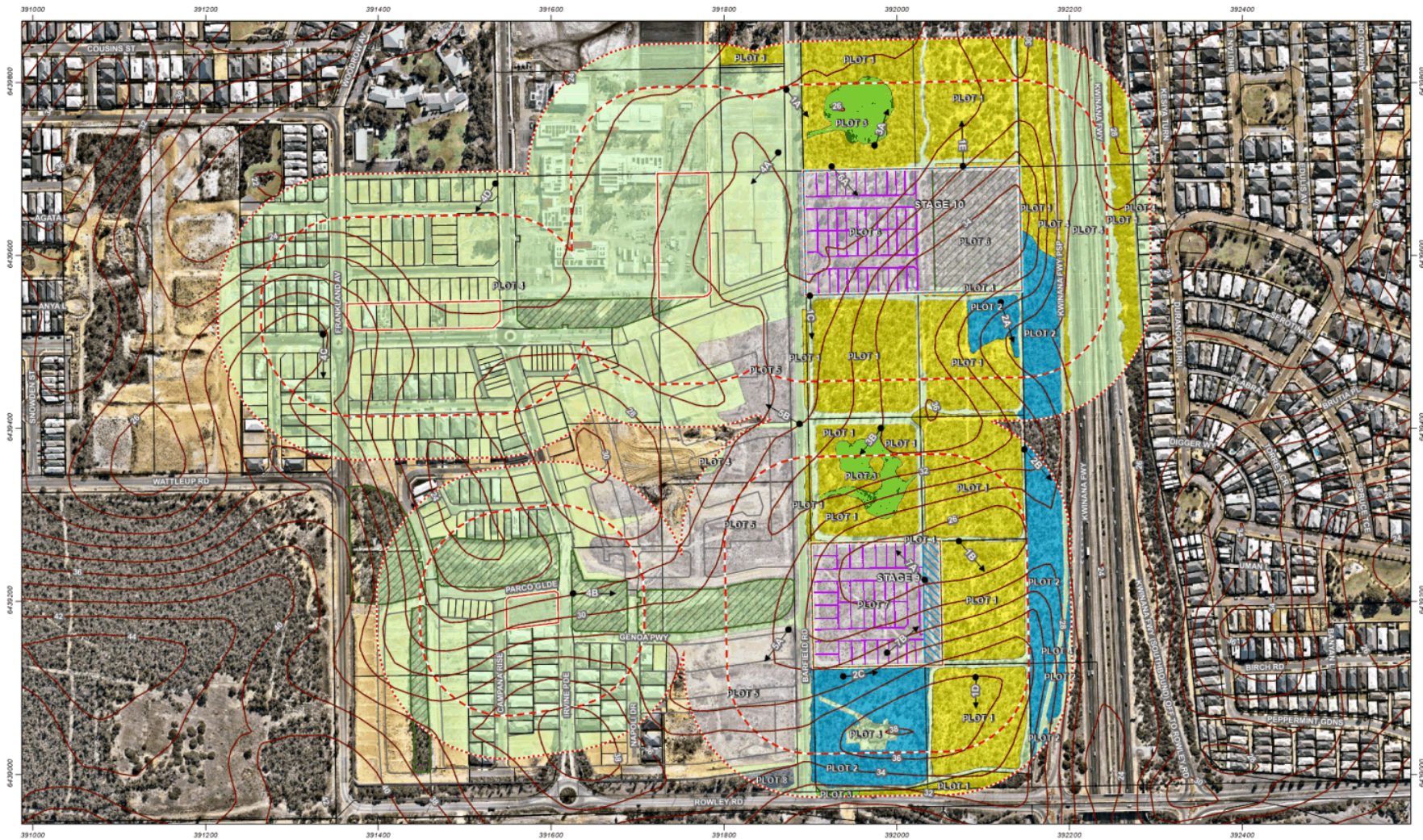
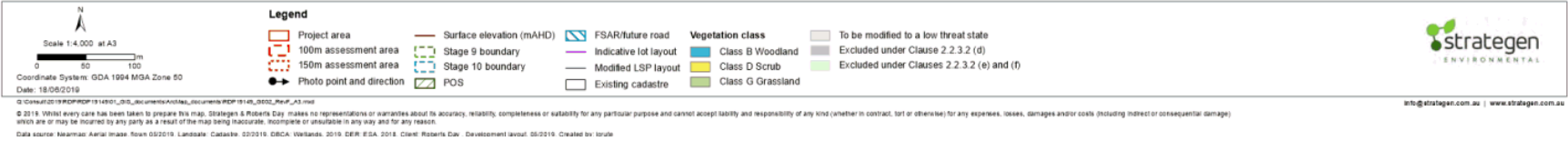


Figure 3: Post-development vegetation classification and effective slope



File No. 110/200

**SCHEDULE OF SUBMISSIONS
PROPOSED AMENDMENT (No. 4) – BARFIELD ROAD STRUCTURE PLAN**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Western Power GPO Box L921, Perth WA 6829	<p>No objection</p> <p>The structure plan, future subdivision and development processes must protect the transmission line corridor and associated assets from encroachment, mitigating public safety and network reliability risks and ensuring there is no impediment to routine and emergency land access to the network.</p> <p>1. Prior to subdivision, Western Power will need to review, assess and provide prior written consent to any proposals below or within the registered easement, in accordance with the easement conditions, including:</p> <ul style="list-style-type: none"> • Landscaping plans (including mature heights and location of species); • Ground level changes; • Permanent structures; • Drainage plans; • Conservation controls. <p>2. In respect to condition 1, the proponent must submit detailed design plans for the/any development or change in land use proposed within the electricity infrastructure corridor to allow determination of its suitability in respect to public safety, routine and emergency land access and future network plans. Regarding public safety assessment, the requirements of the detailed study are summarised below and are required to form part of the servicing strategy:</p> <p>Soil Resistivity Report outlining on-site measurement of the soil resistivity, using the Wenner method.</p> <p>An Earth Potential Rise study to determine touch, step and transfer potentials, including documentation of all calculations.</p> <p>A Low Frequency Induction study to investigate the effects of induced voltages from the power line for step, touch and transfer potentials, during both construction and operation of the site.</p>	<p>Noted. It is acknowledged that the structure plan amendment proposes a local road and bicycle path adjacent to/beneath above-ground transmission lines. Therefore Western Power has outlined reporting requirements (Earth Potential Rise, Low Frequency Induction, and Electrostatic Induction studies) and clearance assessment prior to development (or subdivision) in the easement area. In addition Western Power has recommended that s70A notifications be placed on the Certificates of Title of those future lots adjacent to its infrastructure, at the subdivision stage.</p> <p>In regards to the advice received it is recommended that the Structure Plan implementation section be updated accordingly. This advice will also be forwarded to the WAPC for their consideration.</p>

1

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>1. An Electrostatic Induction study to investigate the potential of hazardous charging of metallic objects in the vicinity of the line, such as fences, gates and other services.</p> <p>2. An Electromagnetic Field Study to determine the impacts of Electric and Magnetic Fields as per ARPANSA guidelines.</p> <p>The studies should identify any mitigation required and be submitted to Western Power for review, record-keeping and to confirm the appropriateness of the proposal prior to subdivision. Please be advised that Western Power can provide data to assist in the preparation of the report, which will attract a fee. Costs will be estimated and funds must be received prior to assessment commencing. Generally assessments will take between three to five weeks, from receipt of funds.</p> <p>Western Power requires the following additional provisions to be included on the Structure Plan for consideration at the subdivision and development stages:</p> <p>3. Provision of Section 70A Notifications on all proposed lots adjoining the existing Western Power registered easement prior to subdivision clearance advising prospective purchasers that they are in close proximity to power infrastructure which will be maintained, upgraded and expanded on a regular basis.</p> <p>All development shall be designed and constructed to protect Western Power infrastructure and interests from potential land use conflict. No development (including fill, fencing, storage or parking) will be permitted within Western Power registered easements without the prior written approval of Western Power or the relevant power line operator. Note: The above advice should not be construed as Western Power's support or otherwise of the land use or development proposed in the existing electricity corridors and associated registered easements. Further detailed studies will be required to determine the suitability of subdivision and development within the easement corridors.</p>	
2	Water Corporation PO Box 100 LEEDERVILLE WA 6902	<p>No objection</p> <p>The proposed changes to the Structure Plan appear to be relatively minor in nature and are not likely to compromise the Corporation's ability to service the future subdivision and development of this area. However, the developers of the land may need to undertake minor extensions and upgrades to the existing</p>	Noted. This schedule of submissions will be an attachment to the Council report and provided to the applicant.


NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION						
		water and sewerage reticulation network to support the proposed higher dwelling yields arising from the changes.							
3	Heritage Council of WA – Dept. of Planning, Lands and Heritage Department of Planning, Lands and Heritage Locked Bag 2506 PERTH WA 6001	<p>No objection</p> <p>A review of the Register of Places and Objects, the DPLH Aboriginal Heritage Database concludes that the Structure Plan Boundary does not intersect with any known Aboriginal sites or heritage places. Therefore based on the information held by DPLH no approvals under the <i>Aboriginal Heritage Act 1972</i> (AHA) are required.</p> <p>DPLH encourages proponents to refer to the State's Aboriginal Heritage Due Diligence Guidelines (Guidelines) which can be found on the DPLH website at the following link: https://www.dplh.wa.gov.au/information-and-services/aboriginal-heritage/land-useunder-the-aha The Guidelines allow proponents to undertake their own risk assessment regarding any proposal's potential to impact Aboriginal heritage.</p>	Noted.						
4	Department of Fires and Emergency Services Albert Facey House, 469 Wellington Street WA 6000	<p>No objection</p> <p>It should be noted that this advice relates only to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas</i> (SPP 3.7) and the <i>Guidelines for Planning in Bushfire Prone Areas</i> (Guidelines). It is the responsibility of the proponent to ensure that the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.</p> <p>Assessment</p> <p>1. Policy Measure 6.3 a) (ii) Preparation of a BAL contour map</p> <table><tr><th>Issue</th><th>Assessment</th><th>Action</th></tr><tr><td>Vegetation Exclusion</td><td>Plot 6 (Lot 37) - Insufficient information Remnant vegetation retention is assumed within the BMP text (Pg. 7), yet the Post-development Vegetation Classification Map (Figure 3) delineates this area as 'modified to low-threat'. However, there is no photographic evidence of vegetation within this area and it is unclear why this reserve is assumed as being managed when adjoining parcels along the Western Power easement</td><td>Decision maker to be satisfied with vegetation exclusion of POS areas.</td></tr></table>	Issue	Assessment	Action	Vegetation Exclusion	Plot 6 (Lot 37) - Insufficient information Remnant vegetation retention is assumed within the BMP text (Pg. 7), yet the Post-development Vegetation Classification Map (Figure 3) delineates this area as 'modified to low-threat'. However, there is no photographic evidence of vegetation within this area and it is unclear why this reserve is assumed as being managed when adjoining parcels along the Western Power easement	Decision maker to be satisfied with vegetation exclusion of POS areas.	<p>In regards to point 1 "6.3a (ii) preparation of a BAL contour map" it is acknowledged that Plot 6 is described as "Excluded – non-vegetated & low threat" in the Bushfire Management Plan (BMP). This is incorrect, partly as a revegetation plan for a development approval (DA18/0393) is being carried out in the plot area.</p> <p>It is considered that the BMP should be revised accordingly and this will form a recommended modification to the amendment.</p> <p>In regards to point 2 "6.3c compliance with bushfire protection criteria", it is noted that the applicant has two access route options to satisfy vehicular access requirements of the Guidelines.</p> <p>It is noted that the Emergency Access Way in the BMP is incorrectly referred to as a Fire Service Access Route; this is recommended to form a revision along with the other change above.</p> <p>It is noted that DFES supports the installation of an emergency vehicle access point at the cul-de-sac indicated. This advice has been included in the Schedule and provided to the applicant.</p>
Issue	Assessment	Action							
Vegetation Exclusion	Plot 6 (Lot 37) - Insufficient information Remnant vegetation retention is assumed within the BMP text (Pg. 7), yet the Post-development Vegetation Classification Map (Figure 3) delineates this area as 'modified to low-threat'. However, there is no photographic evidence of vegetation within this area and it is unclear why this reserve is assumed as being managed when adjoining parcels along the Western Power easement	Decision maker to be satisfied with vegetation exclusion of POS areas.							

NO.	NAME/ADDRESS	SUBMISSION		RECOMMENDATION
			<p>have been classified as Class D Scrub. Further, it is unclear if the City of Cockburn (City) has made an in-principle agreement to manage vegetation within this reserve to a APZ standard as prescribed by Schedule 1 of the Guidelines in perpetuity. If unsubstantiated, the bushfire impact on future development within Cell 10 may be inaccurate.</p>	
2. Policy Measure 6.3 c) Compliance with Bushfire Protection Criteria				
		Issue	Assessment	Action
		Vehicular Access	<p>A3.1 – Two Access Routes</p> <p>DFES supports the City's assessment that compliance to A3.1 for Cell 10 (Lot 15) can be demonstrated through an emergency access way (EAW) from the proposed cul-de-sac head onto Barfield Road, or through the provision of an EAW south, connecting Cell 9 and Cell 10.</p> <p>It is unclear why the BMP and referral documentation refers to a Fire Service Access Route (FSAR) as these routes do not provide public access for residents during an emergency. The purpose of an FSAR to provide access within and around the edge of subdivisions and related development. Fire service access is used during bushfire suppression operations but can also be used for fire prevention work.</p> <p>DFES acknowledges concerns with restricting access through EAWs. However, where gates are used to control traffic flow during non-emergency periods, these must not be locked. Given the details for emergency access will be provided at subsequent subdivision stages, it is recommending the Structure Plan retain the annotations between Cell 9, Cell 10</p>	<p>Comment. City to consider DFES' recommendation.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<div> <div>and Rowley Road, but revise the text to refer to an EAW rather than an FSAR. It is also recommended the current "No vehicle access" annotation at the cul-de-sac head be revised to "Only emergency vehicle access permitted, subject to future planning".</div> </div> <p>Recommendation – supported subject to modifications It is acknowledged that this site has been developed prior to the introduction of the bushfire policy framework. However, the bushfire management of the site can be improved and the risk reduced through the development of this BMP. Whilst DFES has been able to validate the assessment of bushfire risk, further refinement of the BMP, as indicated in the above table(s), may be necessary to ensure accuracy of the information. As these modifications are minor in nature, these can be undertaken without further referral to DFES.</p>	
5	Department of Water and Environment Regulation PO Box 332 MANDURAH WA 6210	<p>No objection 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 Structure Plan should be supported by an approved Local Water Management Strategy (LWMS) prior to final approval of the Structure Plan. The LWMS should demonstrate how the subject area will address water use and stormwater management. It should contain a level of information that demonstrates the site constraints and the level of risk to the water resources.</p> <p>The DWER has previously reviewed the <i>Local Water Management Strategy – Barfield Road Local Structure Plan</i> (Emerge, November 2014) and it was deemed satisfactory to the DWER. The proposed amendments to the structure plan are minor and will not require an amendment to the LWMS. Any changes are to be addressed in the future urban water management plan. Accordingly, the DWER has no objections to this proposed Structure Plan.</p>	Noted.
6	Department of Transport GPO Box C102 PERTH WA 6839	<p>No objection This route may seem like a good choice for an Safe Active Street (SAS) as it is a good east/west connector, however, there are some concerns with the route;</p> <ul style="list-style-type: none"> • Roundabouts on SAS routes are not very cycle friendly • Likely the route may carry more than 1500 vehicles once construction is complete as it looks like a local distributor road. • It is indicated to be a Proposed Bus route – carriageway width will not be 	<p>The response from Department of Transport (DoT) is noted. In response the following is provided:</p> <p>-Noted. To clarify, a cul-de-sac is illustrated on the plan on the SAS and not a roundabout in the subject location.</p> <p>-The applicant has proposed the SAS type in only a short 130m section to the east of Barfield Road with <100 vehicles per day. It is accurate that the western portion of Whadjuk Drive that exceeds 1500 vehicles per day and as such it has been allocated a</p>

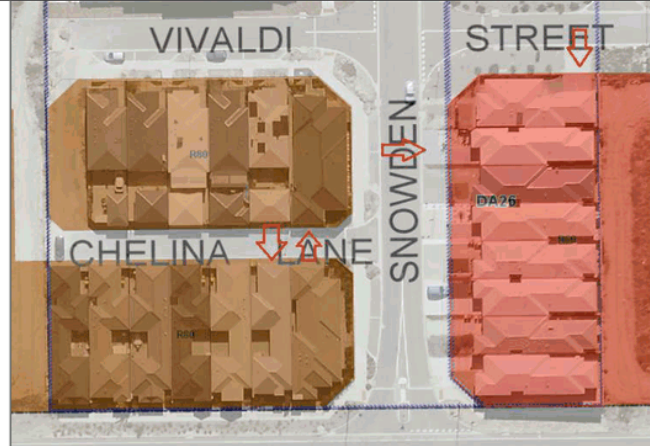
NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>able to be reduced sufficiently to meet the SAS criteria</p> <ul style="list-style-type: none"> A shared path 2.5-3m in width of would have been better placed in this location with jug handle crossing points at all intersections The SAS concepts are intended for longer routes to fill gaps in the network where off road facilities are not feasible. As the section is already in a cul-de-sac a SAS would not be supported. Although what you are intending to do as a shared space would be beneficial to the area as a Local Area Traffic Management Scheme that is cycle friendly. 	<p>Neighbourhood Connector B road classification.</p> <p>-A shared path 2.1-2.3m is proposed on the road reservation to the west. The eastern portion of road is proposed as a 3.0m shared space road.</p> <p>-A bus route is anticipated along Whadjuk Drive (west side) however it is not on "Road 02" (east).</p> <p>-Noted.</p> <p>The comment provided from the DoT has been taken into consideration and will be provided to the applicant through this schedule.</p>
7	Main Roads PO Box 6202 EAST PERTH WA 6892	Thank you for your email regarding the proposed amendment to the Barfield Road, Hammond Park structure plan. This has been forwarded to the Technical Services Coordinator for his attention.	Noted. No further response was forthcoming from this agency. Previous advice from Main Roads on the existing structure plan and previous amendments has been received.
8	WA Gas Networks (ATCO Australia) PO Box 3006 SUCCESS WA 6964	ATCO Gas Australia Pty Ltd (ATCO) has no objection to lodge with the City for the proposed modification No. 4 to the Barfield Road Structure Plan.	Noted.
9	Pradeep Mundada 31 Gorringer Street HAMMOND PARK, WA	<p>OBJECT</p> <p>There is an existing road which is straight & simple to connect to freeway. There is no point that we close existing road & divert to school zone & pass through upcoming estate. I will be more trouble to go in morning & evening busy hour time which will create traffic & delay to work. Let Barfield Road as it is, simple & easy. This new proposal cost more money to government & taxpayers.</p>	Referring to the structure plan boundary (the dashed black line), it should be noted that this proposed amendment does not include a closure at any point along Barfield Road. Also this would be outside the legal control of the proponent as the relevant section of Rowley Road is subject to a WAPC Planning Control Area (see www.dplh.wa.gov.au/planning-control-areas). However it is recognised that based on Main Roads road infrastructure planning for the area, direct vehicle access to Rowley Road (from Hammond Park) will be restricted to the extension of Hammond Road, approximately 1km west of Barfield Road. This interchange would then extend southwards through to Mandogalup. An indicative road network is also shown in the Southern Suburbs District Structure Plan Stage 3 (2012).
10	Nichole McManus 16 Coolli Street	OBJECT	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	HAMMOND PARK, WA		
11	Confidential	OBJECT	Noted.
12	Rebecca Wall 21 Baumea Turn HAMMOND PARK, WA	OBJECT This amendment to access of Hammond Park from Rowley Road creates unnecessarily congestion of the road and slows down access in and around the suburb. With a high school being built and opened next year this plan will only add to local street congestion and slow people's journey. Direct access to Rowley via Barfield is used at least twice daily by our household.	Please refer to response no. 9.
13	Michael Jones 15 Barfield Road HAMMOND PARK, WA	OBJECT Don't need to seal it off and then make the property more dense and fill it full of niche living and apartments/units. The road is already full of it and this will simply turn it into a low income/youth haven and degrade the suburb. If you are pushing ahead with finally sealing off Barfield Rd from Rowley Rd you need to improve Rowley Rd further on up where it hasn't been touched in 30 years, full of pot holes and that horrible bend.	Noted. This proposal does not include road closures or sealing off, per comment no.9 above. The primary area of density increase in the proposal is 2170m2 in area (the residential cell bounded by Parco Glade, Campana Rise and Irvine Parade) within an overall structure plan area of 35.7ha. It is a proposed increase from R30 to R60, and applies to a relatively small area of land. The R30 density code requires a minimum of 260m2, (average 300m2) per dwelling, the R60 density code requires a minimum of 120m2, (average 150m2) site area per dwelling, which allows for moderate increase in lot yield. Of particular note is that public open space reserves forming a corridor (west-east) through the structure plan area are within easy walking distances (400m) of the proposed density increase (image below). In addition the nearby location of the subject site to the parks is considered to facilitate passive visual surveillance, which supports objectives of WAPC Liveable Neighbourhoods policy.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			 <p>Image: "Modification 1" shown with 400m radius.</p>
14	Confidential	OBJECT I use Barfield Road a lot and believe we need more southern exit options to spread the traffic flow. I would like to see Barfield and Irvine take us through to Rowley Road. As Irvine will be the main access for the high school Barfield is a great way of avoiding the school pick up/ drop off congestion like we have every day at the primary school & in turn will be safer for the kids if people not on school business can avoid the area.	Please refer to response no. 9.
15	Confidential	OBJECT I built into this estate and area because I loved how it was being run and looked. This is going to change a lot of the aspects I love about living here and cause more traffic issues which we already have in this area.	Noted. The appearance and amenity of the neighbourhoods is assessed primarily by WAPC Liveable Neighbourhoods policy. Traffic impacts are considered acceptable by the City and are detailed within the Transport Impact Assessment appendix of this proposal.
16	Confidential	OBJECT This looks like it will cause traffic problems and flow. I like the original development next to my home the new increased residence is not why I built in this area.	Please see the above.
17	Alison Marley 37 Barcoo Bend	OBJECT The road is a through fare, the traffic control at the moment is doing a great job,	Please refer to response no. 9.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	Hammond Park HAMMOND PARK, WA	why close the road to make the smaller roads where more families live busy at peak hour / school time. Children will be put at risk with more traffic on their roads rather than having this road open.	
18	Matthew Verney 6 Atkins Parade HAMMOND PARK, WA	OBJECT I object to the closing of the Barfield Road and Rowley Road intersection and the traffic impact it will have on residents of Hammond Park. Restricting access will cause issues for residents, particularly with a growing suburb, a new high school and small commercial section of shops. Improving flows in major roads such as Hammond Road and Russell Rd with the large roundabout has made a big difference and has the support of residents. Please don't make the same mistake by restricting flow. Thanks for your consideration.	Please refer to response no. 9.
19	Janelle Martinz 91 Gaebler Road HAMMOND PARK, WA	OBJECT I cannot see how diverting and increasing traffic through other parts of Hammond Park is of any benefit. It is restricting entry and exit points to the suburb which will already see an increase of traffic at with the opening of Hammond Park Secondary College. At keys times coinciding with school start and finish locals who wish to enter or exit the area unrelated to the school will be required to fight the school traffic. Also those wanting to travel using Rowley Road will have no direct means to do so and will have to go all the way around to access housing on the freeway side of Hammond Park. With the amount of traffic currently using Barfield Road and the obvious increase coming with development it makes no sense to close this access point.	Please refer to response no. 9.
20	Confidential	OBJECT I am not fully clear on whether this is the right stage to object to the closure of Barfield Road at the intersection of Rowley Road but I would like to state my objection to this intersection being closed. If it is closed it severely limits the access points to our suburb to the south and to the Freeway. The suburb is growing exponentially and the high school is about to add a whole new level of traffic, much of which is crossing over from the eastern side of the freeway. Without this access point into and out of our suburb the streets are likely to become congested. Additionally our family use this route on a daily basis to work and other outings and would be negatively impacted by travelling a different route through the suburb. I do not believe this closure will affect reports of speeding on Barfield Road.	Please refer to response no. 9.
21	Confidential	OBJECT Because this will likely increase the traffic to other roads in Hammond Park suburb while inconveniencing the residents to get onto the freeway. I prefer if speed bumps were placed on Barfield Road to discourage speeding and usage by local residents. I use Barfield Road to get onto the freeway via Rowley Road	Noted. Road treatments to address speeding vehicles on Barfield Road have been recommended modifications to the traffic movement section of this amendment. South of the intersection with Whadjuk Drive, Barfield Road shall become a slower type of street (lower access).

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		when I go to work at Hope Valley. I do not wish to see Barfield Road closed off.	
22	Leah Haskell 17 Mohan Loop HAMMOND PARK	OBJECT This is going to cause all sorts of traffic issues, one of my main concerns being the Ashendon road/Russell road intersection which will be so much more congested. I use this road at least 3 times a week and would be incredibly frustrated if it was closed.	Please refer to response no. 9.
23	Latisha Cully 2 Napoli drive HAMMOND PARK, WA	OBJECT I would like to make a submission regarding the Structure Plan amendment- Barfield Road, Hammond Park. I object to the proposal regarding the rezoning of R30 to R60. The changing of the Lot R30 to R60 is not consistent with the amenity and established street scape of this estate. This change will greatly disturb the traffic flow and amenity. There is barely any street parking in this area. With the park across the road that is already used by lots of people. Increasing the density of this lot will have adverse impacts to all the residents from the increased traffic flow. The R60 zoning will affect the amenity of the area, currently the lots are R30 with large blocks and family homes. R60 zoning is not appropriate for this location. I am also concerned about the no vehicle access to Barfield road and the impact this will have on traffic flow. Without a traffic management plan/ assessment this cannot be considered appropriate.	Referring to the WAPC Residential Design Codes, it should be noted that given this specific site at an R60 density, a feasible layout would result in an estimated 10-12 dwellings (maximum), compared to 6 or 7 dwellings at the current R30 density coding. If a freehold subdivision were to occur, given the site is 36m deep, it may (potentially) comprise 30m x 5m lots (150m ²) with a 6m laneway. Also as the site is 60m wide, and likely to include slightly wider lots on the corners (say 7.5m) to account for secondary street setbacks, this would result in a total of 11 freehold lots. If a grouped housing development is pursued, the maximum "calculable" yield is 14. However given requirements for parking, circulation, access and open space, it is likely that the end yield would be 10-12. Thus an increase of 4-6 dwellings from the current R30 coding. The proposed density would assist in delivering housing diversity to cater for a broader range of demographics, consistent with the objectives articulated in the City's Housing Affordability and Diversity Strategy. In addition is noted that car parking requirements will apply to development applications and will include resident and visitor parking. Depending on the specific type of dwelling this will be at least one bay (per 1 bedroom, aged persons' dwelling or ancillary dwelling) and 2 car spaces for 2+ bedroom dwellings, plus additional space for visitors. Examples of R60 (and R80) development with 2+ on-site car parking bays, using internal driveways and/or carports/garages, are common and may be noted in the Hammond Park area:

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			 <p>Image: Examples of on-site car parking in driveways, carports and garages at R60 (red) and R80 (brown) lots in Hammond Park.</p>
24	Christopher Cully 2 Napoli drive HAMMOND PARK, WA	OBJECT I object to the rezoning of the Lot from R30 to R60. We bought land and built our family home in this estate because of its amenities- large family blocks and streetscape both established and planned. Changing this zoning would allow up to 18 units to be built on this one lot. This will greatly affect the areas amenity and traffic flow which is not consistent with the r code density of R30. This estate has been built for families; it has large blocks for large homes, primary and high schools close by that can be walked to and no shops nearby. It hasn't been designed or built for R60 zoning. This estate doesn't have street parking, but we have large enough lots that we can park on the driveway / inside the property. The rezoning would increase the traffic and people in the area that need to park their vehicles. I would imagine the units built would have 1 car bay but likely a couple would be living in the properties. There is no room for additional 18 vehicles on the street; parking and traffic flow would be a constant problem increasing the dangers to residents. This would also reduce any parking available for families at the park - which is across the road. The estate has a	Please refer to response no. 23.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		visual amenity and established streetscape that this rezoning would undermine, undermining all of the residents that have paid a surplus to buy the land and build in this estate. We bought land, built our family houses in an estate that would be safe for our children. Increasing the traffic with drastically impact the amenity of this estate. There is available land available surrounding this estate plus additional land across Rowley Road which is being developed for residential, the rezoning of this land not required- there is no land shortage. I write this objection today to show these issues that our estate face and bring to light the impacts the rezoning would have on the residents.	
25	Confidential	<p>OBJECT</p> <p>I object to the change from R30 to R60. There's already congestion not only in Campana Rise with numerous cars double parking. The park and Hammond climb steps now attracting fitness groups etc. and cars parking around the place. Most people were told about the great family spaces and blocks when purchasing and building here. They are now putting their own financial profits in front of what we were promised. There are many households with extra cars on the streets. I have neighbours parking outside my house now. If 2 are parked normally in Campana Rise I can't get through. The lifestyle promised is slowly shrinking due to the vehicles now in Campana Rise, please do not allow a pile of units to go up where the existing car park is. This is just greed from the developer.</p> <p>Not sure if my first reply was activated. I object to the R30 to R60. There is already parking congestion, Campana Rise is very difficult at time to get between parked cars, I now have a neighbours car parked outside my property each day now. At time I need to get someone to move a car so I can get through. Any density building on the existing car park will be chaos. The park is used by families from outside Vivente and fitness groups now parking on Parco and around the corner where the steps are. You need to come and see how many cars are using the display car park overnight now. I also object to the changes to the road plan on how we can access the freeway and Rowley road. We were sold these blocks promoting the size and family lifestyle and now they need more profit by increasing the blocks . 1 former display at the top of Irvine parade had up to 6 cars parked outside at one stage. It is difficult now weaving through the parked cars on Campana, it will get even worse if units appear at the bottom.</p>	Please refer to responses no. 9 and 23.
26	Confidential	<p>OBJECT</p> <p>I would like to comment and object the following point of the above stated</p>	Please refer to response no. 23.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		amendment plan: 1. increase in the density code of a portion of a residential cell fronting Parco Glade, Irvine Parade and Campana Rise from R30 to R60: - This proposed change is not consistent with the initial development of the Vivente estate. This estate was marketed as an estate with large blocks and the current residents have bought land/houses based on that premise. Smaller blocks will lead to more housing density which drifts apart from the quiet lifestyle of the area. Furthermore there is already insufficient parking around the area which will be aggravated with an increase in the housing density. Additionally the increased density will increase traffic flow near the main park/playground with the corresponding impact on safety, in a highly regarded and attended playground by families and children. Thank you for considering my objection and looking forward to hearing from you.	
27	Confidential	OBJECT As a resident on the Vivente Estate, I object to the increase in the density code of a portion of a residential cell fronting Parco Glade, Irvine Parade and Campana Rise from R30 to R60. There is insufficient parking within these areas already where by adding additional units/houses, the potential overflow will spread outwards. More cars means more danger for my children if they were to ride down to the park to play. Why are more units/houses needed when there are heaps of blocks of land surround Vivente? When I originally bought my block of land, the Vivente Sales Manager said their goal was to sell family size blocks. It would seem they are going against this now. I think the developer needs to show their intentions as to what they foresee with this rezoning e.g. townhouse, apartments, etc. If residents understand what is going to happen, it may help in their decision to support or object.	Please refer to response no. 23.
28	Confidential	OBJECT R30 -R60 isn't a slight increase! I don't believe this increase would benefit the area 1 bit; the only beneficiaries would be the initial developers and then the council from increased rates.	Please refer to response no. 23.
29	Confidential	OBJECT I don't think our suburb needs any more R60 zones.	Please refer to response no. 23.
30	Confidential	OBJECT Don't feel the future for existing community within such close proximity is being truly taken into consideration. All for development, but people can't be living on top of each other especially with the extent of growing diversity within our newer communities, which is awesome to see...With this noted, there's a need for healthy living space in order to maintain good community relationships, this	Please refer to response no. 23. Regarding school provision, the entire estate falls within the East Wattleup Primary School catchment (yet to be built) and the proponent is contributing toward that on a per lot basis.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		being merely one of the reasons this area should cease any further expansion on housings... FYI. Hammond Park primary school is full to max.	
31	Confidential	SUPPORT Can't wait until Barfield Rd is closed, so over the speeding on the Rd and it's not just cars, it's a bus route also and the speed they do coming over the hill is a disgrace.	Please refer to response no. 21.
32	Confidential	SUPPORT I support the closure as it will most definitely help with the constant speeding on the road at all times of the day and night. This is also an issue with buses that are not stopping at a bus stop.	Please refer to response no. 21.
33	Department of Education 151 Royal Street EAST PERTH WA 6004	No objection The Department notes the development constraints that exist over several lots between Wattleup Road and Rowley Road by way of freight transport access corridor protection on Rowley Road and Alcoa Residue Disposal Area buffer restriction which may limit residential development on these lots. In effect, as stated by the City, this would reduce the estimated dwelling yield of the future East Wattleup primary school (planning name) student catchment area from 2288 dwellings to 1800 dwellings approximately. The Department is of the view that whilst there are existing limitations on the subject lots, the Sub-regional Planning Framework and Southern Suburbs District Structure Plan (SSDSP) Stage 3 Plan contemplate on residential development within this portion of the school catchment area given its 'Urban' classification and the area being subject to future structure planning. In addition, it is envisaged that any consideration for future structure planning over the subject lots would hinge, in part, on the outcome of environmental and/or infrastructure review and therefore, there is a possibility that these limitations may be relaxed in the future. In relation to the density coding, the Department acknowledges that the proposed medium to high density reflected on the proposed Barfield Road Structure Plan Amendment is consistent with the SSDSP Stage 3 Plan. However, the demand for public primary schools is ultimately based on several factors including but not limited to the anticipated dwelling yield in a school's catchment area as highlighted in the provisions of the WAPC DC 2.4 – School Sites. It is worth noting that at the time of preparing the overall Southern Suburbs District Structure Plan, the number and location of public school sites are based on the anticipated dwelling yield for each catchment area (see	It is acknowledged that this support is contingent upon the proposal showing consistency in residential density with the Southern Suburbs District Structure Plan (SSDSP); particularly within the Department advised catchment area of the future East Wattleup primary school. In this regard, it is noted that the SSDSP outlines a base of R30 density coding throughout the plan area, as well as medium density R35-R60 at strategic points (e.g. town centres) within the future primary school catchment. Therefore with reference to the SSDSP adopted plan, the key point of the Department response is accommodated.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>attached). As shown, the East Wattleup primary school catchment area is intended to serve a dwelling yield of 1620.</p> <p>It is important to note that the intent of the WAPC DC Policy 2.4 - School Sites is to ensure that there is sufficient public primary schools to service the student population based on the given rate (i.e. 1 public primary school site for every 1500 dwellings). Clearly, the needs and nexus between the residential growth and number and size of public schools can be demonstrated in this instance and it is deemed to be fair and reasonable that any increase in the dwelling yield warrants either a larger or additional public primary school site. This is to ensure that the number and size of school sites corresponds accordingly with the residential growth.</p> <p>Having regard to the matters raised above, the Department's support for the proposed structure plan amendment will be subject to the total dwelling yield within the East Wattleup primary school student catchment area being limited to 1800 dwellings. Any further structure plan or subdivision proposal within the subject student catchment area, which will result in an increase to the said dwelling yield threshold, will require the size of the East Wattleup primary school site to be larger than the standard 4 hectare to support the additional student population growth.</p>	
34	Confidential	<p>OBJECT</p> <p>Traffic passing our residence will be increased to an unacceptable level. Cheaper, compact housing will decrease property values in the area and potentially increase crime.</p>	<p>Noted. Traffic movement has been considered in the Traffic Impact Assessment accompanying the proposal and has been considered to be generally acceptable with a minor increase in traffic numbers and minor modifications. Property values are outside the scope of planning policy. Regarding crime the proposal is considered to appropriately address the principles of Crime Prevention through Environmental Design, in particular through encouraging passive surveillance of public open space.</p>
35	Department of Biodiversity, Conservation and Attractions Locked Bag 104 Bentley WA 6983	<p>No objection</p> <p>The Department of Biodiversity Conservation and Attractions - Swan Region Office has no comments on the proposed amendment to the structure plan.</p>	<p>Noted.</p>

15. FINANCE & CORPORATE SERVICES DIVISION ISSUES

15.1 PAYMENTS MADE FROM MUNICIPAL AND TRUST FUND - SEPTEMBER 2019

Author(s) N Mauricio

Attachments 1. Payments Listing - September 2019 [↓](#)
2. Credit Cards Listing - September 2019 [↓](#)

RECOMMENDATION

That Council receive the list of payments made from the Municipal and Trust funds for September 2019, as attached to the Agenda.

Background

Council has delegated its power to make payments from the Municipal or Trust fund to the CEO and other sub-delegates under LGAFCS4. Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996* requires a list of accounts paid under this delegation to be prepared and presented to Council each month.

Submission

N/A

Report

A listing of payments made during September 2019 with a net total of \$17.97 million is attached to the agenda for review. This includes:

- 730 individual EFT payments (trade suppliers and others) - \$15,098,191.97;
- 3 cancelled payments - \$21,688.05;
- Summarised payroll payments - \$2,801,518.31;
- Corporate credit card expenditure - \$80,846.41; and
- Bank transaction fees - \$10,590.52.

Also attached is a separate listing of credit card spend by card holder. This includes transaction line items for the CEO's spend total of \$132.56 (reported in accordance with Office of Auditor General recommendation).

Strategic Plans/Policy Implications

Leading and 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

All payments made have been provided for within the City's annual budget as adopted and amended by Council.

Legal Implications

This item ensures compliance with S 6.10(d) of the *Local Government Act 1995* and Regulations 12 and 13 of the *Local Government (Financial Management) Regulations 1996*.

Community Consultation

N/A

Risk Management Implications

Council is receiving the list of payments already made by the City under delegation in meeting its contractual obligations. This is a statutory requirement and allows Council to review and question any payment made.

Advice to Proponent(s)/Submissioners

N/A

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

Nil

SEPTEMBER PAYMENTS LISTING

MUNICIPAL & TRUST FUND

Payment Ref.	Account No.	Account/Payee	Date	\$ Value
EF123687	10484	DEPARTMENT OF MINES, INDUSTRY REGULATION AND SAFETY	3/09/2019	1,131.28
EF123688	12025	BUILDING SERVICES LEVY TELSTRA CORPORATION	3/09/2019	3,717.29
EF123689	26987	COMMUNICATIONS SERVICES CTI RISK MANAGEMENT	3/09/2019	2,168.75
EF123690	27277	SECURITY - CASH COLLECTION DEPARTMENT OF WATER AND ENVIRONMENTAL REGULATION	3/09/2019	13,003.09
EF123691	99996	QUARTERLY LAND FILL LEVY S D MORGAN	3/09/2019	839.61
EF123692	99996	RATES REFUND FLOWSERVE AUSTRALIA	3/09/2019	9,002.01
EF123693	10747	RATES REFUND IINET LIMITED	3/09/2019	1,069.80
EF123694	11760	INTERNET SERVICES WATER CORPORATION	3/09/2019	21,579.78
EF123695	10152	SEWER EASEMENT AUST SERVICES UNION	10/09/2019	1,115.60
EF123696	10154	PAYROLL DEDUCTIONS AUSTRALIAN TAXATION OFFICE	10/09/2019	426,874.00
EF123697	10244	PAYROLL DEDUCTIONS BUILDING & CONST INDUSTRY TRAINING FUND	10/09/2019	38,821.88
EF123698	10305	LEVY PAYMENT CHILD SUPPORT AGENCY	10/09/2019	2,562.63
EF123699	11001	PAYROLL DEDUCTIONS LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYEES UNION LGRCEU	10/09/2019	105.58
EF123700	11794	PAYROLL DEDUCTIONS SYNERGY	10/09/2019	360,248.08
EF123701	11857	ELECTRICITY USAGE/SUPPLIES CHAMPAGNE SOCIAL CLUB	10/09/2019	463.89
EF123702	11860	PAYROLL DEDUCTIONS 45\$ CLUB	10/09/2019	16.00
EF123703	18553	PAYROLL DEDUCTIONS SELECTUS PTY LTD	10/09/2019	14,101.93
EF123704	19726	PAYROLL DEDUCTIONS HEALTH INSURANCE FUND OF WA	10/09/2019	1,526.95
EF123705	25987	PAYROLL DEDUCTIONS TOYOTA FLEET MANAGEMENT	10/09/2019	608.14
EF123706	26780	PAYROLL DEDUCTIONS - NOVATED LEASE METROPOLITAN OMNIBUS COMPANY	10/09/2019	924.00
EF123707	26904	BUS HIRE GREEN SERVICES	10/09/2019	4,800.00
EF123708	26987	SUSTAINABILITY EDUCATION FOR HOUSEHOLDS CTI RISK MANAGEMENT	10/09/2019	1,444.65
EF123709	27497	SECURITY - CASH COLLECTION TAYCON GROUP PTY LTD	10/09/2019	3,520.00
EF123710	88888	BUILDING SURVEYING SHARON FINNIMORE	10/09/2019	500.00
EF123711	88888	BOND REFUND EVERSWELL PTY LTD	10/09/2019	6,016.00
EF123712	88888	BOND REFUND STOCKLAND DEVELOPMENT PTY LTD	10/09/2019	21,314.96
EF123713	88888	BOND REFUND STOCKLAND DEVELOPMENT PTY LTD	10/09/2019	28,901.08
EF123714	88888	BOND REFUND WEROK PTY LTD	10/09/2019	26,122.14
EF123715	88888	BOND REFUND DAVID ROSE	10/09/2019	500.00
EF123716	88888	BOND REFUND PAUL CROOYMANS	10/09/2019	100.00
EF123717	88888	BOND REFUND GOLD ESTATES HOLDINGS PTY LTD	10/09/2019	7,865.00
EF123718	99996	BOND REFUND CHRISTOPHER CAMPOREALE	10/09/2019	97.70
EF123719	99996	RATES REFUND N & S WIJAYAKHANTHAN	10/09/2019	1,085.91
EF123720	99996	RATES REFUND ACTON COOGEE	10/09/2019	1,522.05
EF123721	99996	RATES REFUND JANE KERR	10/09/2019	2,286.37
EF123722	99996	RATES REFUND A V PANNACHIONE FAMILY TRUST	10/09/2019	35.72
EF123723	99996	RATES REFUND ALLAN SWIFT	10/09/2019	1,708.69
EF123724	99996	RATES REFUND CLARRISA JADE WINARTO	10/09/2019	958.31
EF123725	99996	RATES REFUND CAPRICORN CONVEYANCING TRUST ACCOUNT	10/09/2019	1,345.75
EF123726	99996	RATES REFUND CARLIN TEAM	10/09/2019	478.28
EF123727	99996	RATES REFUND CHELSEA PIMM	10/09/2019	68.71
EF123728	99996	RATES REFUND QUBE HAMMOND SOUTH DEVELOPMENT PTY LTD	10/09/2019	842.73
EF123729	99996	RATES REFUND QUBE HAMMONT SOUTH DEVELOPMENTS PTY LTD	10/09/2019	860.06

Payment Ref.	Account No.	Account/Payee	Date	\$ Value
EF123730	99996	QUBE HAMMOND SOUTH DEVELOPMENT PTY LTD	10/09/2019	819.00
EF123731	99996	RATES REFUND	10/09/2019	837.39
EF123732	99997	QUBE HAMMOND SOUTH DEVELOPMENTS PTY LTD	10/09/2019	600.60
EF123733	99997	RATES REFUND	10/09/2019	21,015.50
EF123734	99997	COMMUNITY OF AUBIN GROVE	10/09/2019	71.95
EF123735	99997	DELEGATED AUTHORITY LGACS7	10/09/2019	2,407.87
EF123736	10047	SPEARWOOD DALMATINAC SPORT AND COMMUNITY	10/09/2019	16,395.25
EF123737	10184	MAJOR CAPITAL WORKS MASTER PLAN	10/09/2019	44.00
EF123738	10368	GEOFFREY PETER HEALY	10/09/2019	47.50
EF123739	10893	HIGH RISK WORK LICENCE	10/09/2019	929.50
EF123740	10944	CURTIN UNIVERSITY GENERAL ACCOUNT	10/09/2019	20,794.84
EF123741	11036	STUDENT ID NO: 09623118 INV 9958384	10/09/2019	742.73
EF123742	11557	ALINTA ENERGY	10/09/2019	1,940.40
EF123743	11708	NATURAL GAS & ELECTRICITY SUPPLY	10/09/2019	4,316.40
EF123744	11787	BENARA NURSERIES	10/09/2019	200.60
EF123745	11795	PLANTS	10/09/2019	1,968.00
EF123746	13779	COCKBURN WETLANDS EDUCATION CENTRE	10/09/2019	9,295.00
EF123747	15868	COMMUNITY GRANT	10/09/2019	24,895.75
EF123748	19967	LOCAL GOVT SUPERVISORS ASSOC OF WA INC	10/09/2019	1,555.00
EF123749	21697	CONFERENCE/SEMINARS	10/09/2019	12,831.56
EF123750	22658	MCLEODS	10/09/2019	1,430.00
EF123751	22879	LEGAL SERVICES	10/09/2019	380.00
EF123752	25128	NORTHLAKE ELECTRICAL	10/09/2019	29,529.08
EF123753	25333	ELECTRICAL SERVICES	10/09/2019	4,772.24
EF123754	25415	TECHNOLOGY ONE LTD	10/09/2019	6.00
EF123755	26303	IT CONSULTANCY SERVICES	10/09/2019	8,201.60
EF123756	26614	VITAL PACKAGING PTY LTD	10/09/2019	1,566.36
EF123757	26897	PACKAGING SUPPLIES	10/09/2019	139.70
EF123758	26938	DEPARTMENT OF TRANSPORT	10/09/2019	18,488.80
EF123759	26995	VEHICLE SEARCH FEES	10/09/2019	2,513.50
EF123760	27072	WESTERN POWER	10/09/2019	457.00
EF123761	27085	STREET LIGHTING INSTALLATION & SERVICE	10/09/2019	13,744.50
EF123762	27423	PORTER CONSULTING ENGINEERS	10/09/2019	852.50
EF123763	27482	ENGINEERING CONSULTANCY SERVICES	10/09/2019	595.10
EF123764	27502	CARDNO (WA) PTY LTD	10/09/2019	550.00
EF123765	27624	CONSULTANCY SERVICES - ENGINEERING	10/09/2019	385.00
EF123766	27644	FINGER FOOD CATERING	10/09/2019	5,223.50
EF123767	27727	CATERING SERVICES	10/09/2019	220.00
EF123768	27752	ICT EXPRESS PTY LTD	10/09/2019	462.00
EF123769	99997	CONSULTANCY SERVICES - IT	10/09/2019	37.00
EF123770	99997	SOUTH EAST REGIONAL CENTRE FOR URBAN LANDCARE INC	12/09/2019	53,468.30
EF123771	99997	URBAN LANDCARE SERVICES	12/09/2019	21,082.90
EF123772	10590	REMIDA PERTH INC	20/09/2019	5,795,883.55
EF123773	12565	ARTISTIC SERVICES	20/09/2019	393,980.88
EF123774	26987	HORIZON WEST LANDSCAPE & IRRIGATION P/L	17/09/2019	2,194.75
		LANDSCAPING SERVICES		
		INTELLIGENZ SOLUTIONS		
		COMPUTER SOFTWARE		
		JANDAKOT STOCK & PET SUPPLIES		
		PET SUPPLIES		
		GECKO CONTRACTING TURF & LANDSCAPE MAINTENANCE		
		TURF & LANDSCAPE MAINTENANCE		
		MARKETFORCE PTY LTD		
		ADVERTISING		
		AUSTRALIAN MEDICAL SUPPLIES PTY LTD		
		MEDICAL EQUIPMENT AND CONSUMABLES		
		MAJESTIC PLUMBING		
		PLUMBING SERVICES		
		ARBORWEST TREE FARM		
		PLANTS (TREES)		
		NORDIC FITNESS EQUIPMENT		
		FITNESS EQUIPMENT		
		SAVILLS PROJECT MANAGEMENT PTY LTD		
		PROJECT MANAGEMENT		
		MECHANICAL PROJECT SERVICES PTY LTD		
		AIRCONDITIONING SERVICES		
		BILLI AUSTRALIA PTY LTD		
		WATER FILTER TAPS		
		FLOTH PTY LTD		
		CONSULTANCY - HYDRAULIC ENGINEERING		
		LMW (WA) PTY LTD		
		VALUATIONS		
		CMAKTECH		
		ICT ENGINEERING & CONSULTING		
		7 TO 1 PHOTOGRAPHY		
		PHOTOGRAPHY		
		SAFETY TACTILE PAVE		
		TACTILE PAVING		
		VINKO & MARIJA MACUKAT		
		PEN FEE REFUND - VINKO MACUKAT		
		FAMILY DAY CARE PAYMENTS		
		FDC PAYMENT WE 08/09/2019		
		IN HOME CARE PAYMENTS		
		IHC PAYMENT W7E 08/09/2019		
		DEPARTMENT OF FIRE AND EMERGENCY SERVICES		
		ESL LEVY & RELATED COSTS		
		SOUTHERN METRO REGIONAL COUNCIL - LOANS		
		LOAN REPAYMENT		
		CTI RISK MANAGEMENT		
		SECURITY - CASH COLLECTION		

Payment Ref.	Account No.	Account/Payee	Date	\$ Value
EF123775	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	24/09/2019	1,115.60
EF123776	10154	AUSTRALIAN TAXATION OFFICE PAYROLL DEDUCTIONS	24/09/2019	441,429.00
EF123777	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	24/09/2019	2,562.63
EF123778	10484	DEPARTMENT OF MINES, INDUSTRY REGULATION AND SAFETY BUILDING SERVICES LEVY	24/09/2019	1,634.95
EF123779	11001	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYEES UNION LGRCEU PAYROLL DEDUCTIONS	24/09/2019	102.50
EF123780	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	24/09/2019	470.00
EF123781	11860	45\$ CLUB PAYROLL DEDUCTIONS	24/09/2019	16.00
EF123782	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	24/09/2019	14,133.58
EF123783	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	24/09/2019	1,526.95
EF123784	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	24/09/2019	608.14
EF123785	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	24/09/2019	1,570.45
EF123786	27492	SUPERCHOICE SERVICES PTY LIMITED PAYROLL DEDUCTIONS	19/09/2019	537,825.34
EF123787	27492	SUPERCHOICE SERVICES PTY LIMITED PAYROLL DEDUCTIONS	24/09/2019	543,683.38
EF123788	10086	ARTEIL WA PTY LTD ERGONOMIC CHAIRS	30/09/2019	614.42
EF123789	10118	AUSTRALIA POST POSTAGE CHARGES	30/09/2019	12,509.05
EF123790	10160	DORMA AUSTRALIA PTY LTD AUTOMATIC DOOR SERVICES	30/09/2019	17,149.40
EF123791	10184	BENARA NURSERIES PLANTS	30/09/2019	8,073.96
EF123792	10207	BOC GASES GAS SUPPLIES	30/09/2019	921.17
EF123793	10221	BP AUSTRALIA PTY LTD DIESEL/PETROL SUPPLIES	30/09/2019	27,135.88
EF123794	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	30/09/2019	18,288.97
EF123795	10246	BUNNINGS BUILDING SUPPLIES PTY LTD HARDWARE SUPPLIES	30/09/2019	3,664.26
EF123796	10247	BUNZL AUSTRALIA LTD PAPER/PLASTIC/CLEANING SUPPLIES	30/09/2019	646.72
EF123797	10255	CABCHARGE AUSTRALIA PTY LTD CABCHARGES	30/09/2019	424.58
EF123798	10256	CABLE LOCATES & CONSULTING LOCATING SERVICES	30/09/2019	18,970.55
EF123799	10279	CASTROL AUSTRALIA PTY LTD GREASE/LUBRICANTS	30/09/2019	4,984.38
EF123800	10287	CENTRELINE MARKINGS LINEMARKING SERVICES	30/09/2019	1,320.00
EF123801	10321	CITY OF CANNING LOST/DAMAGED BOOK FEES	30/09/2019	350.00
EF123802	10328	CITY OF MELVILLE SECURITY SERVICES	30/09/2019	5,211.18
EF123803	10346	COATES HIRE OPERATIONS PTY LTD EQUIPMENT HIRING SERVICES	30/09/2019	395.40
EF123804	10353	COCKBURN CEMENT LTD CEMENT AND LIME	30/09/2019	1,653.30
EF123805	10359	COCKBURN PAINTING SERVICE PAINTING SUPPLIES/SERVICES	30/09/2019	6,710.00
EF123806	10368	COCKBURN WETLANDS EDUCATION CENTRE COMMUNITY GRANT	30/09/2019	196.00
EF123807	10375	VEOLIA ENVIRONMENTAL SERVICES WASTE SERVICES	30/09/2019	9,819.63
EF123808	10456	DATANET SOFTWARE MODIFICATIONS	30/09/2019	825.00
EF123809	10483	LANDGATE MAPPING/LAND TITLE SEARCHES	30/09/2019	7,655.29
EF123810	10485	DEPARTMENT OF SPORT AND RECREATION ACCOMMODATION DEPOSIT	30/09/2019	3,225.29
EF123811	10526	E & MJ ROSHER PTY LTD MOWER EQUIPMENT	30/09/2019	1,398.68
EF123812	10528	EASIFLEET VEHICLE LEASE	30/09/2019	1,607.27
EF123813	10535	WORKPOWER INCORPORATED EMPLOYMENT SERVICES - PLANTING	30/09/2019	40,068.38
EF123814	10580	FC COURIERS COURIER SERVICES	30/09/2019	1,279.47
EF123815	10589	FINE\$ ENFORCEMENT REGISTRY FINES ENFORCEMENT FEES	30/09/2019	3,850.00
EF123816	10597	FLEXI STAFF PTY LTD EMPLOYMENT SERVICES	30/09/2019	74,188.61
EF123817	10611	FORPARK AUSTRALIA PLAYGROUND EQUIPMENT	30/09/2019	29,689.00
EF123818	10655	GHD PTY LTD CONSULTANCY SERVICES	30/09/2019	13,247.30
EF123819	10708	HEAVY AUTOMATICS PTY LTD EQUIPMENT MAINTENANCE SERVICES	30/09/2019	2,983.73

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EF123820	10726	HOLTON CONNOR ARCHITECTS & PLANNERS ARCHITECTURAL SERVICES	30/09/2019	18,810.00
EF123821	10732	HORIZONS WEST BUS & COACHLINES TRANSPORTATION SERVICES	30/09/2019	396.00
EF123822	10783	JANDAKOT METAL INDUSTRIES PTY LTD METAL SUPPLIES	30/09/2019	108.90
EF123823	10787	JANDAKOT ACCIDENT REPAIR CENTRE PANEL BEATING SERVICES	30/09/2019	1,000.00
EF123824	10794	JASON SIGNMAKERS SIGNS	30/09/2019	127,862.35
EF123825	10814	JR & A HERSEY PTY LTD SAFETY CLOTHING SUPPLIES	30/09/2019	1,301.96
EF123826	10872	LAWN DOCTOR TURF MAINTENANCE SERVICES	30/09/2019	412.00
EF123827	10888	LJ CATERERS CATERING SERVICES	30/09/2019	7,934.18
EF123828	10900	LO-GO APPOINTMENTS EMPLOYMENT SERVICES	30/09/2019	3,838.78
EF123829	10913	BUCHER MUNICIPAL PTY LTD PURCHASE OF NEW PLANT / REPAIR SERVICES	30/09/2019	26,489.00
EF123830	10938	MAXWELL ROBINSON & PHELPS PEST & WEED MANAGEMENT	30/09/2019	6,824.34
EF123831	10942	MCGEES PROPERTY PROPERTY CONSULTANCY SERVICES	30/09/2019	2,145.00
EF123832	10944	MCLEODS LEGAL SERVICES	30/09/2019	15,870.74
EF123833	10991	BEACON EQUIPMENT MOWING EQUIPMENT	30/09/2019	9,115.20
EF123834	11028	NEVERFAIL SPRINGWATER LTD BOTTLED WATER SUPPLIES	30/09/2019	557.41
EF123835	11036	NORTHLAKE ELECTRICAL ELECTRICAL SERVICES	30/09/2019	98,075.75
EF123836	11077	P & G BODY BUILDERS PTY LTD PLANT BODY BUILDING SERVICES	30/09/2019	2,233.00
EF123837	11152	FULTON HOGAN INDUSTRIES PTY LTD ROAD MAINTENANCE	30/09/2019	3,678.40
EF123838	11182	PREMIUM BRAKE & CLUTCH SERVICE BRAKE SERVICES	30/09/2019	6,548.30
EF123839	11208	QUICK CORPORATE AUSTRALIA PTY LTD STATIONERY/CONSUMABLES	30/09/2019	4,631.56
EF123840	11235	REINFORCED CONCRETE PIPES PTY LTD CONCRETE PIPE SUPPLIES	30/09/2019	1,933.47
EF123841	11284	ROYAL LIFE SAVING SOCIETY AUSTRALIA TRAINING SERVICES	30/09/2019	1,596.80
EF123842	11308	BOSS INDUSTRIAL FORMALLY SBA SUPPLIES HARDWARE SUPPLIES	30/09/2019	2,751.90
EF123843	11311	SCITECH ENTERTAINMENT SERVICES	30/09/2019	165.00
EF123844	11331	SHAWMAC PTY LTD CONSULTANCY SERVICES - CIVIL	30/09/2019	3,575.00
EF123845	11334	SHEMONT ENTERPRISES PTY LTD POOL EQUIPMENT/SERVICES	30/09/2019	8,651.63
EF123846	11337	SHERIDANS FOR BADGES NAME BADGES & ENGRAVING	30/09/2019	38.50
EF123847	11387	BIBRA LAKE SOILS SOIL & LIMESTONE SUPPLIES	30/09/2019	822.00
EF123848	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL WASTE DISPOSAL GATE FEES	30/09/2019	485,282.39
EF123849	11447	SPEARWOOD DALMATINAC CLUB INC COMMUNITY GRANT	30/09/2019	2,470.50
EF123850	11449	SPEARWOOD FLORIST ULTIMATE CO PTY LTD FLORAL ARRANGEMENTS	30/09/2019	125.00
EF123851	11459	SPEARWOOD VETERINARY HOSPITAL VETERINARY SERVICES	30/09/2019	630.00
EF123852	11469	SPORTS TURF TECHNOLOGY PTY LTD TURF CONSULTANCY SERVICES	30/09/2019	6,523.00
EF123853	11483	ST JOHN AMBULANCE AUST WA OPERATIONS FIRST AID COURSES	30/09/2019	424.58
EF123854	11505	STATE LIBRARY OF WESTERN AUSTRALIA BOOK SUPPLIES	30/09/2019	15,180.00
EF123855	11531	SUNNY INDUSTRIAL BRUSHWARE PTY LTD BRUSH/ROAD BROOM SUPPLIES	30/09/2019	2,319.90
EF123856	11557	TECHNOLOGY ONE LTD IT CONSULTANCY SERVICES	30/09/2019	16,657.85
EF123857	11625	TOTAL EDEN PTY LTD RETICULATION SUPPLIES	30/09/2019	43,507.97
EF123858	11642	TRAILER PARTS PTY LTD TRAILER PARTS	30/09/2019	2,675.96
EF123859	11651	TREE WATERING SERVICES TREE WATERING SERVICES	30/09/2019	11,804.00
EF123860	11667	TURFMASTER FACILITY MANAGEMENT TURF & MOWING SERVICES	30/09/2019	31,915.95
EF123861	11699	VERNON DESIGN GROUP ARCHITECTURAL SERVICES	30/09/2019	495.00
EF123862	11701	VIBRA INDUSTRIAL FILTRATION A/ASIA FILTER SUPPLIES	30/09/2019	968.66
EF123863	11702	VILLA DALMACIA ASSOCIATION INC. SPECIAL CLUB ACTIVITIES	30/09/2019	900.00
EF123864	11722	WA HINO SALES & SERVICE PURCHASE OF NEW TRUCKS / MAINTENANCE	30/09/2019	2,456.70

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EF123865	11739	WA SPIT ROAST COMPANY CATERING SERVICES	30/09/2019	6,495.45
EF123866	11749	WARREN'S EARTHMOVING CONTRACTORS EARTHMOVING SERVICES	30/09/2019	951.50
EF123867	11773	WESFARMERS LANDMARK LIMITED CHEMICAL SUPPLIES	30/09/2019	2,288.00
EF123868	11787	DEPARTMENT OF TRANSPORT VEHICLE SEARCH FEES	30/09/2019	333.80
EF123869	11789	WALGA ADVERTISING/TRAINING SERVICES	30/09/2019	7,517.05
EF123870	11793	WESTERN IRRIGATION PTY LTD IRRIGATION SERVICES/SUPPLIES	30/09/2019	6,139.40
EF123871	11795	WESTERN POWER STREET LIGHTING INSTALLATION & SERVICE	30/09/2019	70,453.00
EF123872	11806	WESTRAC PTY LTD REPAIRS/MTNCE - EARTHMOVING EQUIPMENT	30/09/2019	52,038.56
EF123873	11841	YANGEBUP FAMILY CENTRE INC VENUE HIRE / GRANTS & DONATIONS	30/09/2019	1,637.00
EF123874	12014	TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD T/AS EXCAVATING/EARTHMOVING EQUIPMENT	30/09/2019	1,458.94
EF123875	12153	HAYS PERSONNEL SERVICES PTY LTD EMPLOYMENT SERVICES	30/09/2019	7,599.72
EF123876	12193	SAGE CONSULTING ENGINEERS P/L CONSULTANCY SERVICES - LIGHTING	30/09/2019	1,936.00
EF123877	12207	CIVICA PTY LTD SOFTWARE SUPPORT/LICENCE FEES	30/09/2019	264.00
EF123878	12394	MP ROGERS & ASSOCIATES PTY LTD CONSULTANCY SERVICES - MARINE	30/09/2019	7,591.51
EF123879	12415	FACE PAINTING FUN AND GAMES ENTERTAINMENT SERVICES	30/09/2019	665.00
EF123880	12497	TROPHY CHOICE TROPHY SUPPLIES	30/09/2019	235.20
EF123881	12500	ELLENBY TREE FARM PLANT SUPPLIES	30/09/2019	1,034.00
EF123882	12507	TECHNOLOGY FOR AGEING AND DISABILITY WA MEDICAL SUPPLIES	30/09/2019	396.00
EF123883	12656	COOGEE BEACH SURF LIFESAVING CLUB INC POORE GROVE SLSC DEVELOPMENT COSTS	30/09/2019	500.00
EF123884	12672	NORMAN DISNEY & YOUNG CONSULTANCY SERVICES	30/09/2019	2,290.75
EF123885	12796	ISENTIA PTY LTD MEDIA MONITORING SERVICES	30/09/2019	3,602.58
EF123886	12883	CONSERVATION VOLUNTEERS AUSTRALIA ENVIRONMENTAL SERVICES	30/09/2019	825.00
EF123887	12996	ACCESSIBLE TRANSIT SPECIALISTS REPAIRS/MAINTENANCE SERVICES	30/09/2019	440.00
EF123888	12998	PLAYRIGHT AUSTRALIA PTY LTD INSPECTION SERVICES - PLAYGROUNDS	30/09/2019	440.00
EF123889	13056	CLEANDUSTRIAL SERVICES PTY LTD CLEANING SERVICES	30/09/2019	89,169.56
EF123890	13074	DEPT OF AGRICULTURE, FISHERIES & FORESTRY QUARANTINE/AUDITING SERVICES	30/09/2019	2,500.00
EF123891	13102	MICHAEL PAGE INTERNATIONAL (AUSTRALIA) PTY LTD EMPLOYMENT SERVICES	30/09/2019	11,342.45
EF123892	13393	SOUTH WEST GROUP CONTRIBUTIONS	30/09/2019	61,124.80
EF123893	13462	ATI-MIRAGE PTY LTD TRAINING SERVICES	30/09/2019	2,178.00
EF123894	13492	CHIVERS MARINE MARINE EQUIPMENT	30/09/2019	82.70
EF123895	13563	GREEN SKILLS INC EMPLOYMENT SERVICES	30/09/2019	26,614.60
EF123896	13779	PORTER CONSULTING ENGINEERS ENGINEERING CONSULTANCY SERVICES	30/09/2019	715.00
EF123897	13860	KRS CONTRACTING WASTE COLLECTION SERVICES	30/09/2019	15,534.75
EF123898	14258	WARP GROUP PTY LTD ROAD CONSTRUCTION MATERIALS	30/09/2019	2,376.88
EF123899	14350	BAILEYS FERTILISERS FERTILISER SUPPLIES	30/09/2019	17,190.32
EF123900	14530	DONALD VEAL CONSULTANTS PTY LTD CONSULTANCY SERVICES	30/09/2019	18,664.25
EF123901	14593	AUSTREND INTERNATIONAL PTY LTD ALUMINIUM SUPPLIES	30/09/2019	882.48
EF123902	14667	APPEALING SIGNS SIGNS	30/09/2019	1,474.00
EF123903	15109	REPLAS WA PLASTIC PRODUCTS	30/09/2019	9,702.00
EF123904	15393	STRATAGREEN HARDWARE SUPPLIES	30/09/2019	4,233.41
EF123905	15588	NATURAL AREA HOLDINGS PTY LTD WEED SPRAYING	30/09/2019	2,669.04
EF123906	15786	AD ENGINEERING INTERNATIONAL PTY LTD SIGNS - ELECTRONIC	30/09/2019	132.00
EF123907	15850	ECOSCAPE ENVIRONMENTAL CONSULTANCY	30/09/2019	2,090.00
EF123908	15868	CARDNO (WA) PTY LTD CONSULTANCY SERVICES - ENGINEERING	30/09/2019	8,853.90
EF123909	16031	GGJ CONSULTANTS PTY LTD CONSULTANCY SERVICES	30/09/2019	660.00

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EF123910	16064	CMS ENGINEERING PTY LTD	30/09/2019	16,620.44
EF123911	16107	AIRCONDITIONING SERVICES	30/09/2019	16.50
EF123912	16108	WREN OIL	30/09/2019	4,855.40
EF123913	16396	WASTE DISPOSAL SERVICES	30/09/2019	47,635.50
EF123914	16510	ALTIFORM PTY LTD	30/09/2019	9,691.00
EF123915	16653	OUTDOOR FURNITURE	30/09/2019	209.78
EF123916	16846	MAYDAY EARTHMOVING	30/09/2019	1,322.86
EF123917	16894	ROAD CONSTRUCTION MACHINE HIRE	30/09/2019	1,111.00
EF123918	16985	LLOYD GEORGE ACOUSTICS PTY LTD	30/09/2019	21,929.60
EF123919	17097	CONSULTANCY SERVICES - ACOUSTIC	30/09/2019	374.33
EF123920	17279	COMPLETE PORTABLES PTY LTD	30/09/2019	11,440.00
EF123921	17345	SUPPLY & HIRE OF MODULAR BUILDINGS	30/09/2019	1,093.70
EF123922	17471	ACTION GLASS & ALUMINIUM	30/09/2019	1,878.02
EF123923	17555	GLAZING SERVICES	30/09/2019	8,257.15
EF123924	17827	TREBLEX INDUSTRIAL PTY LTD	30/09/2019	13,350.63
EF123925	18126	CHEMICALS - AUTOMOTIVE	30/09/2019	1,595.00
EF123926	18203	WA PREMIX	30/09/2019	748.00
EF123927	18272	CONCRETE SUPPLIES	30/09/2019	132.09
EF123928	18286	VALUE TISSUE	30/09/2019	16,500.00
EF123929	18533	PAPER PRODUCTS	30/09/2019	2,832.00
EF123930	18734	AUSSIE COOL SHADES SAILS AWNINGS & HOME SECURITY	30/09/2019	125.00
EF123931	18799	SHADE SAILS & AWNINGS	30/09/2019	4,570.00
EF123932	18801	KENNARDS HIRE - MYAREE	30/09/2019	400.00
EF123933	18941	EQUIPMENT HIRE	30/09/2019	75.38
EF123934	18962	PIRTEK (FREMANTLE) PTY LTD	30/09/2019	1,706.19
EF123935	19107	HOSES & FITTINGS	30/09/2019	11,000.00
EF123936	19500	MAIA FINANCIAL PTY LTD	30/09/2019	11,588.50
EF123937	19533	EQUIPMENT LEASE PAYMENTS	30/09/2019	3,465.65
EF123938	19558	NILSEN (WA) PTY LTD	30/09/2019	2,739.00
EF123939	19776	ELECTRICAL SERVICES	30/09/2019	1,394.25
EF123940	19856	DELL AUSTRALIA PTY LTD	30/09/2019	16,238.60
EF123941	20000	COMPUTER HARDWARE	30/09/2019	23,597.49
EF123942	20068	NATSYNC ENVIRONMENTAL	30/09/2019	2,992.00
EF123943	20146	PEST CONTROL	30/09/2019	867.61
EF123944	20215	AUSTRACLEAR LIMITED	30/09/2019	297.00
EF123945	20321	INVESTMENT SERVICES	30/09/2019	20,080.50
EF123946	20535	IW PROJECTS PTY LTD	30/09/2019	3,300.00
EF123947	21010	CONSULTANCY SERVICES - CIVIL ENGINEERING	30/09/2019	2,200.00
EF123948	21120	FRIENDS OF THE COMMUNITY INC.	30/09/2019	2,241.47
EF123949	21127	DONATION	30/09/2019	930.00
EF123950	21139	P & R EDWARDS	30/09/2019	5,148.00
EF123951	21287	ENTERTAINMENT SERVICES	30/09/2019	12,282.05
EF123952	21291	DOWN TO EARTH TRAINING & ASSESSING	30/09/2019	3,350.00
EF123953	21294	TRAINING SERVICES	30/09/2019	1,517.00
EF123954	21371	FREMANTLE BIN HIRE	30/09/2019	24,257.27
		BIN HIRE - SKIP BINS		
		ALLSTAMPS		
		STATIONERY		
		SEALANES (1985) P/L		
		CATERING SUPPLIES		
		FOREVER SHINING		
		MONUMENT		
		PLAN E		
		PLANNING CONSULTANCY SERVICES		
		WOOLWORTHS LTD		
		GROCERIES		
		COMPLETE FIRE DESIGN		
		FIRE CONSULTANCY SERVICES		
		JOSH BYRNE & ASSOCIATES		
		ENVIRONMENTAL CONSULTANT		
		WESTERN TREE RECYCLERS		
		SHREDDING SERVICES		
		AUST WEST AUTO ELECTRICAL PTY LTD		
		AUTO ELECTRICAL SERVICES		
		CLARITY COMMUNICATIONS		
		PUBLIC RELATIONS CONSULTANCY SERVICES		
		DATA#3 LIMITED		
		CONTRACT IT PERSONNEL & SOFTWARE		
		POWERVAC		
		CLEANING EQUIPMENT		
		RIVERJET PTY LTD		
		EDUCTING-CLEANING SERVICES		
		HOME-GROWN THEATRE		
		DRAMA CLASSES		
		REDMAN SOLUTIONS PTY LTD		
		COMPUTER SOFTWARE		
		SHOREWATER MARINE PTY LTD		
		MARINE CONSTRUCTION SERVICES		
		JOANNA AYCKBOURN (VOICES IN SYNC)		
		INSTRUCTION - SINGING		
		AUSTRAFFIC WA PTY LTD		
		TRAFFIC SURVEYS		
		T.J.DEPIAZZI & SONS		
		SOIL & MULCH SUPPLIES		
		CHITTERING VALLEY WORM FARM		
		ENVIRONMENTAL EDUCATION		
		CAT HAVEN		
		ANIMAL SERVICES		
		LD TOTAL SANPOINT PTY LTD		
		LANDSCAPING WORKS/SERVICES		

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EF123955	21627	MANHEIM PTY LTD IMPOUNDED VEHICLES	30/09/2019	1,254.00
EF123956	21665	MMJ REAL ESTATE (WA) PTY LTD PROPERTY MANAGEMENT SERVICES	30/09/2019	28,914.20
EF123957	21672	MEGA MUSIC AUSTRALIA PTY LTD MUSICAL INSTRUMENTS/SOUND EQUIPMENT	30/09/2019	1,000.00
EF123958	21678	IANNELLO DESIGNS GRAPHIC DESIGN	30/09/2019	346.50
EF123959	21744	JB HI FI - COMMERCIAL ELECTRONIC EQUIPMENT	30/09/2019	8,528.50
EF123960	21747	UNICARE HEALTH WHEELCHAIR HIRE	30/09/2019	6,992.83
EF123961	21946	RYAN'S QUALITY MEATS MEAT SUPPLIES	30/09/2019	2,605.59
EF123962	21988	O'BRIEN HARROP ACCESS PTY LTD CONSULTANCY SERVICES - DISABILITY	30/09/2019	11,000.00
EF123963	22106	INTELFIE GROUP SERVICES - DAIP	30/09/2019	2,893.81
EF123964	22119	BINDI BINDI DREAMING MARISSA VERMA CONSULT - ABORIGINAL EDUCATION/ENT	30/09/2019	1,155.00
EF123965	22345	CITY OF SWAN LOCAL GOVERNMENT	30/09/2019	6,673.30
EF123966	22404	CLEVERPATCH PTY LTD ARTS/CRAFT SUPPLIES	30/09/2019	1,029.78
EF123967	22448	CAKES WEST PTY LTD CATERING	30/09/2019	181.50
EF123968	22553	BROWNES FOOD OPERATIONS CATERING SUPPLIES	30/09/2019	748.79
EF123969	22569	SONIC HEALTH PLUS PTY LTD MEDICAL SERVICES	30/09/2019	2,612.50
EF123970	22613	VICKI ROYANS ARTISTIC SERVICES	30/09/2019	600.00
EF123971	22619	KSC TRAINING TRAINING SERVICES	30/09/2019	1,356.00
EF123972	22624	AUSSIE EARTHWORKS PTY LTD EARTHWORKS	30/09/2019	42,204.80
EF123973	22639	SHATISH CHAUHAN TRAINING SERVICES - YOGA	30/09/2019	1,389.00
EF123974	22681	ABBEY BLINDS & CURTAINS BLINDS	30/09/2019	1,621.30
EF123975	22682	BEAVER TREE SERVICES PTY LTD TREE PRUNING SERVICES	30/09/2019	27,389.66
EF123976	22752	ELGAS LIMITED GAS SUPPLIES	30/09/2019	552.61
EF123977	22806	PUMA ENERGY (AUSTRALIA) FUELS PTY LTD FUEL SUPPLIES	30/09/2019	58,561.40
EF123978	22903	UNIQUE INTERNATIONAL RECOVERIES LLC DEBT COLLECTORS	30/09/2019	345.60
EF123979	22913	AUSTRALIAN OFFICE LEADING BRANDS.COM.AU ENVELOPES	30/09/2019	1,737.12
EF123980	22967	BLUECHIP TIMING PTY LTD COMPUTER SOFTWARE	30/09/2019	5,642.78
EF123981	23034	DOUGLAS PARTNERS CONSULTANCY SERVICES - GEO TECHNICAL	30/09/2019	5,940.00
EF123982	23253	KOTT GUNNING LEGAL SERVICES	30/09/2019	1,536.26
EF123983	23450	CLEVER DESIGNS UNIFORMS	30/09/2019	1,292.66
EF123984	23457	TOTALLY WORKWEAR FREMANTLE CLOTHING - UNIFORMS	30/09/2019	4,709.68
EF123985	23570	A PROUD LANDMARK PTY LTD LANDSCAPE CONTRUCTION SERVICES	30/09/2019	113,771.02
EF123986	23579	DAIMLER TRUCKS PERTH PURCHASE OF NEW TRUCK	30/09/2019	2,043.50
EF123987	23671	URBSOL TRAFFIC DESIGN	30/09/2019	1,760.00
EF123988	23730	DELOITTE TOUCHE TOHMATSU AUDITING SERVICES - INTERNAL	30/09/2019	15,367.00
EF123989	23817	ARUP PTY LTD CONSULTANCY-ENG.PLANNING,DESIGN	30/09/2019	8,604.30
EF123990	24156	MASTEC AUSTRALIA PTY LTD PURCHASE OF NEW BINS	30/09/2019	140,059.78
EF123991	24272	AFLEX AQUATIC SUPPLIES	30/09/2019	6,466.90
EF123992	24275	TRUCK CENTRE WA PTY LTD PURCHASE OF NEW TRUCK	30/09/2019	3,162.92
EF123993	24506	AMARANTI'S PERSONAL TRAINING PERSONAL TRAINING SERVICES	30/09/2019	420.00
EF123994	24557	AVELING CONSULTANCY SERVICES	30/09/2019	1,600.00
EF123995	24595	CONTEMPORARY IMAGE PHOTOGRAPHY PTY LTD PHOTOGRAPHY SERVICES	30/09/2019	950.95
EF123996	24610	ALL FLAGS SIGNS & BANNERS SIGNS, FLAGS, BANNERS	30/09/2019	639.98
EF123997	24643	BIBLIOTHECA RFID LIBRARY SYSTEMS AUSTRALIA PTY LTD PURCHASE OF LIBRARY TAGS	30/09/2019	1,886.18
EF123998	24655	AUTOMASTERS SPEARWOOD VEHICLE SERVICING	30/09/2019	1,894.00
EF123999	24725	FERAL INVASIVE SPECIES ERADICATION MANAGEMENT ERADICATION MANAGEMENT SERVICES	30/09/2019	2,150.00

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EF124000	24734	MYRIAD IMAGES	30/09/2019	1,848.00
EF124001	24736	PHOTOGRAPHY SERVICES	30/09/2019	30,049.91
EF124002	24748	ZENIEN	30/09/2019	15,606.21
EF124003	24864	CCTV CAMERA LICENCES	30/09/2019	7,910.98
EF124004	24945	PEARMANS ELECTRICAL & MECHANICAL SERVICES P/L	30/09/2019	27,002.80
EF124005	24949	ELECTRICAL SERVICES	30/09/2019	3,984.86
EF124006	24978	FREMANTLE FOOTBALL CLUB	30/09/2019	572.00
EF124007	25063	MERCHANDISE STOCK FOR RETAIL SALE	30/09/2019	8,126.44
EF124008	25092	NS PROJECTS PTY LTD	30/09/2019	990.00
EF124009	25102	PROJECT MANAGEMENT SERVICES	30/09/2019	16,221.70
EF124010	25121	BITUMEN SURFACING THE TRUSTEE FOR COMPLETE ROAD SERVICES TRUST	30/09/2019	1,371.92
EF124011	25128	BITUMEN SUPPLIES	30/09/2019	34,648.61
EF124012	25331	AMBIUS	30/09/2019	3,025.00
EF124013	25415	PLANTS SUPPLIES	30/09/2019	48.80
EF124014	25418	SUPERIOR PAK PTY LTD	30/09/2019	7,369.89
EF124015	25645	VEHICLE MAINTENANCE	30/09/2019	1,200.00
EF124016	25657	LINKS MODULAR SOLUTIONS PTY LTD	30/09/2019	11,803.00
EF124017	25713	SOFTWARE - ANNUAL SUPPORT & UPGRADES	30/09/2019	808.27
EF124018	25733	FREMANTLE MOBILE WELDING	30/09/2019	14,685.00
EF124019	25813	WELDING SERVICES	30/09/2019	5,632.00
EF124020	25822	IMAGE SOURCE DIGITAL SOLUTIONS	30/09/2019	76.78
EF124021	25832	BILLBOARDS	30/09/2019	1,645.60
EF124022	25940	HORIZON WEST LANDSCAPE & IRRIGATION P/L	30/09/2019	800.00
EF124023	25962	LANDSCAPING SERVICES	30/09/2019	1,210.00
EF124024	26020	GENESIS ACCOUNTING	30/09/2019	858.00
EF124025	26029	ACCOUNTING SERVICES	30/09/2019	5,093.00
EF124026	26067	JANDAKOT STOCK & PET SUPPLIES	30/09/2019	3,719.98
EF124027	26110	PET SUPPLIES	30/09/2019	770.00
EF124028	26114	CS LEGAL	30/09/2019	1,300.84
EF124029	26121	LEGAL SERVICES	30/09/2019	50.00
EF124030	26195	YELAKITJ MOORT NYUNGAR ASSOCIATION INC	30/09/2019	1,815.00
EF124031	26211	WELCOME TO THE COUNTRY PERFORMANCES	30/09/2019	12,337.64
EF124032	26257	LOCK JOINT AUSTRALIA THE TRUSTEE FOR THE GHERBAZ FAMILY TRUST	30/09/2019	1,175.00
EF124033	26303	LOCKSMITH SERVICES	30/09/2019	270,661.10
EF124034	26314	DISCUS ON DEMAND THE TRUSTEE FOR DISCUS ON DEMAND UNIT TRUST	30/09/2019	8,089.14
EF124035	26359	PRINTING SERVICES	30/09/2019	409,968.66
EF124036	26369	MIRACLE RECREATION EQUIPMENT	30/09/2019	9,625.00
EF124037	26399	PLAYGROUND INSTALLATION / REPAIRS	30/09/2019	1,320.00
EF124038	26403	LG CONNECT PTY LTD	30/09/2019	2,285.70
EF124039	26418	ERP SYSTEMS DEVELOPMENT	30/09/2019	741.68
EF124040	26419	FIT2WORK.COM.AU MERCURY SEARCH AND SELECTION PTY LTD	30/09/2019	921.80
EF124041	26442	EMPLOYEE CHECK	30/09/2019	2,548.81
EF124042	26470	EXTERIA	30/09/2019	13,007.50
EF124043	26482	STREET AND PARK INFRASTRUCTURE	30/09/2019	258.00
EF124044	26516	LEAF BEAN MACHINE	30/09/2019	3,300.00
		COFFEE BEAN SUPPLY		
		ALL LINES		
		LINEMARKING SERVICES		
		GRANT ELEVATORS		
		LIFT MAINTENANCE		
		AUTOSWEEP WA		
		SWEEPING SERVICES		
		SPRAYKING WA PTY LTD		
		CHEMICAL WEED CONTROL SERVICES		
		DASH CIVIL CONTRACTING		
		CONCRETING SERVICES		
		GRACE RECORDS MANAGEMENT		
		RECORDS MANAGEMENT SERVICES		
		COCKBURN COMMUNITY MEN'S SHED INC		
		FABRICATION SERVICES		
		PLAY CHECK		
		CONSULTING SERVICES		
		AMCOM PTY LTD		
		INTERNET/DATA SERVICES		
		PAPERBARK TECHNOLOGIES		
		ARBORICULTURAL CONSULTANCY SERVICES		
		GECKO CONTRACTING TURF & LANDSCAPE MAINTENANCE		
		TURF & LANDSCAPE MAINTENANCE		
		CPE GROUP		
		TEMPORARY EMPLOYMENT SERVICES		
		WILSON SECURITY		
		SECURITY SERVICES		
		ALL RETAINING SYSTEMS		
		CONSTRUCTION SERVICES		
		PAPERSCOUT THE TRUSTEE FOR PETERS MORRISON FAMILY TRUST		
		GRAPHIC DESIGN SERVICES		
		CHES POWER GROUP		
		ENGINEERING SOLUTIONS / BACK UP GENERATOR		
		INTEGRANET TECHNOLOGY GROUP PTY LTD		
		ICT CONSULTANCY SERVICES		
		EQUIFAX AUSTRALASIA CREDIT RATINGS PTY LTD		
		CREDIT REFERENCE CHECKS		
		BULLANT SECURITY PTY LTD KEY WEST LOCK SERVICE & SALES		
		LOCKSMITH & SECURITY SERVICES		
		SCP CONSERVATION		
		FENCING SERVICES		
		NATIONAL STORAGE (OPERATIONS) PTY LTD		
		STORAGE HIRE SERVICES		
		ULTIMATE LIMESTONE		
		CONSTRUCTION SERVICES		

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EF124045	26549	SHARON GREGORY (KOORT-KADAK CONSULTANCY) CONSULTANCY SERVICES	30/09/2019	100.00
EF124046	26574	EVA BELLYDANCE ENTERTAINMENT - BELLY DANCING	30/09/2019	300.00
EF124047	26586	WA TEMPORARY FENCING SUPPLIES FENCING - TEMPORARY	30/09/2019	792.00
EF124048	26588	SOURCE SEPARATION SYSTEMS P/L PROVIDING WASTE AND RECYCLING BINS	30/09/2019	84.63
EF124049	26606	ENVIRO INFRASTRUCTURE PTY LTD CONSTRUCTION& FABRICATION	30/09/2019	25,545.80
EF124050	26614	MARKETFORCE PTY LTD ADVERTISING	30/09/2019	14,521.32
EF124051	26655	WORLDWIDE PRINTING SOLUTIONS EAST PERTH PRINTING SERVICES	30/09/2019	2,417.00
EF124052	26656	ENVIRONMENTAL HEALTH AUSTRALIA (WESTERN AUSTRALIA) INC. MEMBERSHIP, CONFERENCES AND TRAINING FO	30/09/2019	3,980.00
EF124053	26667	TANGELO CREATIVE GRAPHIC DESIGN	30/09/2019	2,464.00
EF124054	26669	TURNER DESIGN PTY LTD GRAPHIC DESIGN CONSULTANCY	30/09/2019	3,069.00
EF124055	26707	A1 MARIO COTELLESA ENTERTAINMENT SERVICES	30/09/2019	600.00
EF124056	26709	TALIS CONSULTANTS PTY LTD WASTE CONSULTANCY	30/09/2019	11,313.58
EF124057	26717	FULL CIRCLE DESIGN SERVICES PTY LTD CONSULTANCY - ENVIROMENTAL	30/09/2019	2,750.00
EF124058	26721	QUAD SERVICES PTY LTD CLEANING SERVICES	30/09/2019	18,733.04
EF124059	26732	AMARE SAFETY CLOTHING UNIFORMS	30/09/2019	405.52
EF124060	26735	SHANE MCMASTER SURVEYS SURVEY SERVICES	30/09/2019	10,450.00
EF124061	26739	KERB DOCTOR KERB MAINTENANCE	30/09/2019	17,306.85
EF124062	26743	STATEWIDE TURF SERVICES TURF RENOVATION	30/09/2019	1,089.00
EF124063	26766	JPW EARTHMOVING PTY LTD EARTHMOVING SERVICES	30/09/2019	1,320.00
EF124064	26782	SOFT LANDING RECYCLING SERVICES	30/09/2019	19,873.92
EF124065	26789	RAECO SUPPLIER OF LIBRARY SHELVING AND FURNITU	30/09/2019	372.71
EF124066	26811	ROMERI MOTOR TRIMMERS UPHOLSTERY REPAIR	30/09/2019	418.00
EF124067	26812	BROOKS CHOICE REMOVALS REMOVALISTS	30/09/2019	5,612.20
EF124068	26819	JANDAKOT EARTHMOVING & RURAL CONTRACTORS HIRE SERVICES - EARTHMOVING EQUIPMENT	30/09/2019	3,250.50
EF124069	26824	WEB KEY IT PTY LTD WEBSITE CONSULTANCY	30/09/2019	1,078.00
EF124070	26839	BOKASHI COMPOSTING AUSTRALIA PTY LTD COMPOSTING SYSTEMS	30/09/2019	6,793.84
EF124071	26843	ERGOLINK ERGONOMIC OFFICE FURNITURE	30/09/2019	683.80
EF124072	26846	VISABILITY LIMITED DISABILIBLTY SERVICES	30/09/2019	3,641.00
EF124073	26848	MELANIE MACLOU ARTISTIC SERVICES	30/09/2019	15,000.00
EF124074	26854	IFAP TRAINING	30/09/2019	2,670.00
EF124075	26881	PRODUCTS AND THINGS PTY LTD FOUNTAINS - DESIGN	30/09/2019	3,740.00
EF124076	26888	MEDIA ENGINE GRAPHIC DESIGN, MARKETING, VIDEO PRODUCT	30/09/2019	3,380.00
EF124077	26897	AUSTRALIAN MEDICAL SUPPLIES PTY LTD MEDICAL EQUIPMENT AND CONSUMABLES	30/09/2019	135.30
EF124078	26898	SPANDEX ASIA PACIFIC PTY LTD SIGNAGE SUPPLIER	30/09/2019	4,769.05
EF124079	26901	ALYKA PTY LTD DIGITAL CONSULTANCY AND WEB DEVELOPMENT	30/09/2019	2,695.00
EF124080	26903	WOOD & GRIEVE ENGINEERS LTD ENGINEERING	30/09/2019	10,653.50
EF124081	26915	FOCUSED VISION CONSULTING PTY LTD CONSULTING	30/09/2019	6,352.50
EF124082	26917	CIRRUS NETWORKS PTY LTD IT NETWORK & TELEPHONY SERVICES	30/09/2019	923.88
EF124083	26923	WOODLANDS DISTRIBUTORS & AGENCIES PTY LTD RUBBISH COLLECTION EQUIPMENT	30/09/2019	20,388.50
EF124084	26927	MIXED MEDIA MULTIMEDIA PRODUCTION	30/09/2019	198.00
EF124085	26929	ELAN ENERGY MATRIX PTY LTD RECYCLING SERVICES	30/09/2019	668.26
EF124086	26938	MAJESTIC PLUMBING PLUMBING SERVICES	30/09/2019	58,304.73
EF124087	26940	FLOORWEST FLOOR COVERINGS	30/09/2019	38,335.00
EF124088	26945	COMMUNITY INFORMATION SUPPORT SERVICES LTD CONSULTANCY - IT	30/09/2019	17,194.38
EF124089	26946	AV TRUCK SERVICES PTY LTD TRUCK DEALERSHIP	30/09/2019	722.19

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EF124090	26964	SOUTH METROPOLITAN TAFE EDUCATION	30/09/2019	90.00
EF124091	26983	HITECH SPORTS PTY LTD SPORTING EQUIPMENT	30/09/2019	1,701.71
EF124092	26984	COMMERCIAL AQUATICS AUSTRALIA PTY LTD POOL EQUIPMENT	30/09/2019	800.25
EF124093	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	30/09/2019	1,188.00
EF124094	26988	BLADON WA PTY LTD PROMOTIONAL PRODUCTS	30/09/2019	14,303.41
EF124095	27002	COCKBURN PARTY HIRE HIRE SERVICES	30/09/2019	391.95
EF124096	27010	QUANTUM BUILDING SERVICES PTY LTD BUILDING MAINTENANCE	30/09/2019	18,319.30
EF124097	27011	BAILEYS MARINE FUEL AUSTRALIA FUEL	30/09/2019	1,211.05
EF124098	27015	INTELLI TRAC GPS TRACKING	30/09/2019	2,139.50
EF124099	27026	FIRST ACTION PTY LTD EMERGENCY MANAGEMENT SOLUTIONS	30/09/2019	775.50
EF124100	27031	DOWNER EDI WORKS PTY LTD ASPHALT SERVICES	30/09/2019	72,066.60
EF124101	27044	GRAFFITI SYSTEMS AUSTRALIA GRAFFITI REMOVAL & ANTI-GRAFFITI COATING	30/09/2019	3,702.93
EF124102	27046	TFH HIRE SERVICES PTY LTD HIRE FENCING	30/09/2019	539.03
EF124103	27054	VOCUS PTY LTD TELECOMMUNICATIONS	30/09/2019	2,323.20
EF124104	27060	CANTERBURY GROUP PTY LTD OFFICE FURNITURE	30/09/2019	220.00
EF124105	27061	BON LEISURE CONSULTANCY	30/09/2019	12,833.32
EF124106	27065	WESTBOOKS BOOKS	30/09/2019	1,636.97
EF124107	27072	NORDIC FITNESS EQUIPMENT FITNESS EQUIPMENT	30/09/2019	457.00
EF124108	27082	KULBARDI PTY LTD STATIONERY SUPPLIES	30/09/2019	749.65
EF124109	27092	SPRAYLINE SPRAYING EQUIPMENT SPRAYING EQUIPMENT	30/09/2019	783.55
EF124110	27093	MAGNETIC AUTOMATION PTY LTD GATES/BARRIERS	30/09/2019	1,540.00
EF124111	27124	LYCOPODIUM INFRASTRUCTURE PTY LTD ENGINEERING SERVICES	30/09/2019	1,375.00
EF124112	27130	ADLINE MEDIA PTY LTD DIGITAL MARKETING & SOFTWARE SERVICE PRO	30/09/2019	709.82
EF124113	27132	WILMA SCENINI TRAINING & INSTRUCTOR	30/09/2019	900.00
EF124114	27154	SUEZ RECYCLING & RECOVERY PTY LTD WASTE SERVICES	30/09/2019	17,609.89
EF124115	27156	EL BENNETT CONSULTING TRAINING	30/09/2019	750.00
EF124116	27161	NEXT POWER SOLAR PANEL	30/09/2019	935.00
EF124117	27165	LYPEA NATURE PLAY STYLE EQUIPMENT	30/09/2019	10,167.21
EF124118	27174	PERTH GEOTECHNICS ENGINEERING AND GEOTECHNICAL CONSULTANT	30/09/2019	1,100.00
EF124119	27177	INITIAL HYGIENE HYGIENE	30/09/2019	2,223.71
EF124120	27189	HEALTHSTRONG PTY LTD HOME CARE	30/09/2019	291.50
EF124121	27195	ALLFLOW INDUSTRIAL OIL WATER SEPARATORS	30/09/2019	457.55
EF124122	27205	CAMERON CHISHOLM NICOL ARCHITECTURAL SERVICES	30/09/2019	1,925.00
EF124123	27210	URBAN DESIGN LAB LANDSCAPE DESIGN	30/09/2019	720.00
EF124124	27215	METAL WORKS PERTH SIGNAGE	30/09/2019	3,272.50
EF124125	27217	CROTHERS CONSTRUCTION PTY LTD BUILDING CONSTRUCTION SERVICES	30/09/2019	34,817.07
EF124126	27235	COVE WATERWAYS MANAGEMENT AQUATIC WEED REMOVAL	30/09/2019	1,650.00
EF124127	27241	LANDSCAPE ELEMENTS PTY LTD LANDSCAPING SERVICES	30/09/2019	43,999.91
EF124128	27242	KP ELECTRIC (AUSTRALIA) PTY LTD ELECTRICAL SERVICES	30/09/2019	4,221.62
EF124129	27246	VEALE AUTO PARTS SPARE PARTS MECHANICAL	30/09/2019	1,833.00
EF124130	27261	TUDOR HOUSE FLAGS & BANNERS	30/09/2019	268.00
EF124131	27269	INTEGRAPAY PTY LTD PAYMENT PROCESSING	30/09/2019	11,515.35
EF124132	27308	JATU CLOTHING & PPE PTY LTD CLOTHING PPE	30/09/2019	478.94
EF124133	27324	BEBCART PTY LTD CARTOGRAPHIC AND DRAFTING SERVICES	30/09/2019	2,310.00
EF124134	27334	WESTCARE PRINT PRINTING SERVICES	30/09/2019	1,331.00

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EF124135	27346	OFFICE LINE FURNITURE OFFICE	30/09/2019	877.80
EF124136	27348	MESSAGE MEDIA TELECOMMUNICATIONS	30/09/2019	138.64
EF124137	27351	PROGRAMMED PROPERTY SERVICES PROPERTY MAINTENANCE	30/09/2019	2,260.86
EF124138	27362	THE MIGHTY BOOTHS PHOTOBOOTH	30/09/2019	1,648.00
EF124139	27374	SOUTHERN CROSS CLEANING COMMERCIAL CLEANING	30/09/2019	7,293.54
EF124140	27379	ESRI AUSTRALIA PTY LTD GIS SOFTWARE	30/09/2019	9,405.00
EF124141	27381	FIT FOR LIFE EXERCISE PHYSIOLOGY EXERCISE CLASSES	30/09/2019	1,980.00
EF124142	27384	SIFTING SANDS SAND CLEANING	30/09/2019	1,080.20
EF124143	27388	MARK-IT SCREEN PRINTING	30/09/2019	1,066.45
EF124144	27392	AXIS MAINTENANCE SERVICES PTY LTD MAINTENANCE	30/09/2019	2,783.01
EF124145	27396	ANKEET MEHTA SPEARWOOD NEWSPAPER ROUND DELIVERY NEWSPAPER DELIVERY	30/09/2019	340.87
EF124146	27401	EMPRISE MOBILITY PTY LTD MOBILITY EQUIPMENT	30/09/2019	2,395.00
EF124147	27403	FREEDOM FAIRIES PTY LTD AMUSEMENT	30/09/2019	572.00
EF124148	27423	MECHANICAL PROJECT SERVICES PTY LTD AIRCONDITIONING SERVICES	30/09/2019	14,182.83
EF124149	27430	MY FLEX TRAINING TRAINING SERVICES	30/09/2019	100.00
EF124150	27431	UNITED DIAMOND TOOLS TOOLS	30/09/2019	1,320.00
EF124151	27432	LG SOLUTIONS PTY LTD FINANCIAL SERVICES	30/09/2019	8,415.00
EF124152	27437	PB RETICULATION & MAINTENANCE SERVICES PTY LTD IRRIGATION SERVICES	30/09/2019	503.80
EF124153	27444	VEEV GROUP PTY LTD CONSULTANCY	30/09/2019	4,356.00
EF124154	27448	SELECTRO SERVICES PTY LTD ELECTRICAL	30/09/2019	1,961.74
EF124155	27450	AAA PRODUCTION SERVICES HIRE PA/SATGE SYSTEMS	30/09/2019	451.00
EF124156	27455	SITE PROTECTIVE SERVICES CCTV PARTS	30/09/2019	21,039.16
EF124157	27456	SECUREPAY PTY LTD PAYMENT SOLUTIONS	30/09/2019	1,259.72
EF124158	27482	BILLI AUSTRALIA PTY LTD WATER FILTER TAPS	30/09/2019	3,004.84
EF124159	27485	ASHLEY GROUP AUTO ELECTRICAL	30/09/2019	15,470.50
EF124160	27489	VERBAL JUDO AUSTRALIA TRAINING SERVICES	30/09/2019	9,240.00
EF124161	27499	HODGE COLLARD PRESTON ARCHITECTS ARCHITECTS	30/09/2019	7,425.00
EF124162	27507	FACILITIES FIRST AUSTRALIA CLEANING SERVICES	30/09/2019	67,274.92
EF124163	27512	AGENT SALES & SERVICES PTY LTD POOL CHEMICALS	30/09/2019	6,073.75
EF124164	27523	ROBERT LAWRENCE TOOHEY HIGH PRESSURE CLEANING	30/09/2019	1,473.00
EF124165	27524	DAVID WILLS AND ASSOCIATES ENGINEERING SERVICES	30/09/2019	2,200.00
EF124166	27534	RALPH & BEATTIE BOSWORTH PTY LTD QUANTITY SURVEY	30/09/2019	1,320.00
EF124167	27535	THE FOREVER PROJECT PTY LTD CONSULTANCY	30/09/2019	6,050.00
EF124168	27536	BOLTBLUE WEB & MARKETING GRAPHIC DESIGN	30/09/2019	110.00
EF124169	27539	JASMIN CARPENTRY & MAINTENANCE CARPENTRY	30/09/2019	6,185.30
EF124170	27547	IMPRESSIONS CATERING CATERING	30/09/2019	1,508.10
EF124171	27548	STANDING FORK CATERING	30/09/2019	3,550.80
EF124172	27566	THUROONA SERVICES ASBESTOS REMOVAL	30/09/2019	2,175.80
EF124173	27571	SELECTED PLUMBING PTY LTD PLUMBING	30/09/2019	82,892.63
EF124174	27576	ZUMBA FITNESS WITH TRACY ZUMBA FITNESS CLASSES	30/09/2019	720.00
EF124175	27579	TRAVIS HAYTO PHOTOGRAPHY PHOTOGRAPHY SERVICES	30/09/2019	550.00
EF124176	27581	BNG NGO SERVICES ONLINE COMPUTER SOFTWARE	30/09/2019	1,781.01
EF124177	27582	BUILDING AUTOMATION & ELECTRICAL SERVICES PTY LTD BUILDING MANAGEMENT SYSTEM MAINTENANCE	30/09/2019	8,112.50
EF124178	27587	NEW GROUND WATER SERVICES PTY LTD IRRIGATION/RETICULATION	30/09/2019	4,323.00
EF124179	27596	ALLWEST PLANT HIRE AUSTRALIA PTY LTD PLANT HIRE AND CIVIL CONTRACTING	30/09/2019	188,179.75

Payment Ref.	Account No.	Account/Payee	Date	\$ Value
EF124180	27617	GALAXY 42 PTY LTD	30/09/2019	14,080.00
EF124181	27620	CONSULTANCY - IT	30/09/2019	762.30
EF124182	27622	GOLD CORPORATION	30/09/2019	1,232.41
EF124183	27631	CEREMONIAL COINS	30/09/2019	7,683.06
EF124184	27635	TRUGRADE MEDICAL SUPPLIES	30/09/2019	66.00
EF124185	27644	MEDICAL SUPPLIES	30/09/2019	22,818.91
EF124186	27646	AQUATIC SERVICES WA PTY LTD	30/09/2019	41,551.40
EF124187	27657	POOL EQUIPMENT & MAINTENANCE	30/09/2019	200.00
EF124188	27662	THREAT PROTECT	30/09/2019	1,930.50
EF124189	27671	SECURITY	30/09/2019	4,725.14
EF124190	27672	CMAKTECH	30/09/2019	346.50
EF124191	27675	ICT ENGINEERING & CONSULTING	30/09/2019	1,411.74
EF124192	27676	THE TRUSTEE FOR SAS UNIT TRUST (SITE ARCHITECTURE STUDIO)	30/09/2019	1,832.50
EF124193	27680	ARCHITECTURAL SERVICES	30/09/2019	165.00
EF124194	27684	POSITIVE BALANCE MASSAGE	30/09/2019	2,590.83
EF124195	27695	MASSAGE THERAPY	30/09/2019	22,599.83
EF124196	27700	HOME NURSE MANDURAH PTY LTD	30/09/2019	15,004.00
EF124197	27701	NURSING SERVICES	30/09/2019	68,667.50
EF124198	27708	MOULDINGS DESIGN	30/09/2019	21,947.20
EF124199	27709	FIBREGLASS FABRICATION AND REPAIR	30/09/2019	1,080.00
EF124200	27710	SMART WASTE SOLUTIONS AUSTRALIA PTY LTD	30/09/2019	887.70
EF124201	27719	WASTE DISPOSAL EQUIPMENT	30/09/2019	1,754.50
EF124202	27720	WGAWA PTY LTD	30/09/2019	2,481.60
EF124203	27722	CONSULTANCY ENGINEERING	30/09/2019	336.37
EF124204	27724	BLUE FORCE PTY LTD	30/09/2019	1,094.50
EF124205	27725	SECURITY SERVICES	30/09/2019	65,463.13
EF124206	27729	BARKING WONDERFUL	30/09/2019	3,355.00
EF124207	27735	THERAPY	30/09/2019	6,435.00
EF124208	27737	JANI MURPHY PTY LTD	30/09/2019	15,137.79
EF124209	27743	TRAINING	30/09/2019	100.00
EF124210	27749	QTM PTY LTD	30/09/2019	17,732.01
EF124211	27757	TRAFFIC MANAGEMENT	30/09/2019	4,203.32
EF124212	27776	IREDALE PEDERSEN HOOK ARCHITECTS PTY LTD	30/09/2019	8,800.00
EF124213	27783	ARCHITECTURAL SERVICES	30/09/2019	2,937.00
EF124214	27784	PERTH BETTER HOMES	30/09/2019	1,208.35
EF124215	27789	SHADE SAILS	30/09/2019	14,053.75
EF124216	27799	FUNNELBACK PTY LTD	30/09/2019	3,300.00
EF124217	27800	IT SERVICES	30/09/2019	10,241.00
EF124218	27807	STUCK ON WORDS	30/09/2019	12,600.00
EF124219	27813	TRAINING	30/09/2019	600.00
EF124220	27816	RELAY CONTROLS	30/09/2019	26,400.00
EF124221	27819	ELECTRICAL SERVICES	30/09/2019	9,623.90
EF124222	27820	PULSE LOCATING	30/09/2019	7,741.80
EF124223	27821	CABLE LOCATIONS	30/09/2019	2,271.50
EF124224	27822	BJ SYSTEMS	30/09/2019	2,750.00
		SECURITY SERVICES		
		METRA AUSTRALIA		
		SOFTWARE		
		ACTIVE XCHANGE PTY LTD		
		DATA ANALYSIS		
		UNIVERSAL MARINA SYSTEMS		
		MARINA CONSTRUCTION		
		LAND SURVEYORS PERTH		
		SURVEY SERVICES		
		THE MARABOO ISLAND UNIT TRUST		
		PROPERTY DEVELOPMENT		
		THE PLAY WORKS		
		PLAYGROUND EQUIPMENT MANUFACTURER		
		DILETTA MATTEI		
		ITALIAN LANGUAGE CLASSES		
		ADVISIAN PTY LTD		
		CONSULTING - ENGINEERING		
		GROUND SUPPORT SYSTEMS (AUST)		
		SHORING EQUIPMENT		
		URBAN RESOURCES PTY LTD		
		HIRE PALNT & EQUIPMENT		
		CADGROUP AUSTRALIA PTY LTD		
		SOFTWARE		
		ROPS ENGINEERING AUSTRALIA PTY LTD		
		CRANE REPAIRS		
		HARCOURTS REALTY PLUS		
		REAL ESTATE SALES AND LEASING		
		WA PROFILING AND STABILISATION PTY LTD		
		ROAD PROFILING		
		ADVANCED MODULAR RETAINING		
		CONCRETE RETAINING WALLS		
		JASON LATIMER		
		SOFTWARE		
		NAMISARTROOM		
		EDUCATION/TRAINING		
		ASTERISK INFORMATION SECURITY		
		IT CONSULTANCY		
		AXIIS CONTRACTING PTY LTD		
		CONCRETE WORKS		
		PATHWAYS AUSTRALIA PTY LTD		
		TRAINING		
		NS ADVISORY		
		CONSULTANCY ASSETS		
		JOHNSTAFF PROJECTS (WA) PTY LTD		
		PROJECT MANAGEMENT		

Payment Ref.	Account No.	Account/Payee	Date	\$ Value
EF124225	27823	IN2FOOD PERTH FRUIT & VEG	30/09/2019	504.88
EF124226	27824	TIMEZONE PTY LTD AMUSEMENT	30/09/2019	468.00
EF124227	27827	ABC CONTAINERS SEA CONTAINERS	30/09/2019	3,927.00
EF124228	27831	BUTLER AND BROWN EVENT MANAGEMENT	30/09/2019	16,500.00
EF124229	27841	PERTH BIN HIRE BIN HIRE WASTE	30/09/2019	5,337.92
EF124230	27842	LIGHT HOUSE LAUNDRY LAUNDERING	30/09/2019	50.71
EF124231	27844	QUANTUM ASSURANCE CONSULTING	30/09/2019	440.00
EF124232	27846	UNIPLAY PLAYGROUND DESIGN, SALES & INSTALLATION	30/09/2019	14,603.60
EF124233	11867	KEVIN JOHN ALLEN MONTHLY COUNCILLOR ALLOWANCE	30/09/2019	2,639.83
EF124234	12740	MAYOR LOGAN HOWLETT MONTHLY COUNCILLOR ALLOWANCE	30/09/2019	11,439.09
EF124235	19059	CAROL REEVE-FOWKES MONTHLY COUNCILLOR ALLOWANCE	30/09/2019	2,639.83
EF124236	20634	LEE-ANNE SMITH MONTHLY COUNCILLOR ALLOWANCE	30/09/2019	4,509.66
EF124237	23339	STEPHEN PRATT MONTHLY COUNCILLOR ALLOWANCE	30/09/2019	2,639.83
EF124238	25353	PHILIP EVA MONTHLY COUNCILLOR ALLOWANCE	30/09/2019	2,639.83
EF124239	26696	CHAMONIX TERBLANCHE MONTHLY COUNCILLOR ALLOWANCE	30/09/2019	6,814.50
EF124240	27326	MICHAEL SEPAROVICH MONTHLY COUNCILLOR ALLOWANCE	30/09/2019	2,639.83
EF124241	27327	CHONTELLE SANDS MONTHLY COUNCILLOR ALLOWANCE	30/09/2019	2,639.83
EF124242	27475	LARA KIRKWOOD MONTHLY COUNCILLOR ALLOWANCE	30/09/2019	2,949.21
EF124243	10047	ALINTA ENERGY NATURAL GAS & ELECTRICITY SUPPLY	30/09/2019	36.45
EF124244	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	30/09/2019	9,198.49
EF124245	12025	TELSTRA CORPORATION COMMUNICATIONS SERVICES	30/09/2019	36,808.14
EF124246	88888	EVERSWELL PTY LTD BOND REFUND	30/09/2019	130,348.34
EF124247	88888	VINKO AND MARIJA MACUKAT BOND REFUND	30/09/2019	100.00
EF124248	88888	AD AND JJ RIEKSTINS BOND REFUND	30/09/2019	150.00
EF124249	88888	SHIRASH SASIKUMAR BOND REFUND	30/09/2019	150.00
EF124250	99997	COOLBELLUP COMMUNITY ASSOCIATION INC NEWSLETTER SUBSIDY LGACS7	30/09/2019	817.30
EF124251	99997	TEREZINHA DUARTE SENIOR SECURITY SUBSIDY SCHEME	30/09/2019	100.00
EF124252	99997	OLIVE GIACOMINI SENIOR SECURITY SUBSIDY SCHEME	30/09/2019	200.00
EF124253	99997	RONALD ADDISON SENIOR SECURITY SUBSIDY SCHEME	30/09/2019	300.00
EF124254	99997	MAXINE MILBOURNE SENIOR SECURITY SUBSIDY SCHEME	30/09/2019	300.00
EF124255	99997	GIOVANNA CAPPELUTI SENIOR SECURITY SUBSIDY SCHEME	30/09/2019	300.00
EF124256	99997	BRIAN D'CRUZ SENIOR SECURITY SUBSIDY SCHEME	30/09/2019	300.00
EF124257	99997	SUZANNE BARLEY COMPOST BIN REBATE - S BARLEY	30/09/2019	50.00
EF124258	99997	DAVID QUIGG COMPOST BIN REBATE	30/09/2019	45.00
EF124259	99997	THOMAS WILLIAMSON COMPOST BIN REBATE - THOMAS WILLIAMSON	30/09/2019	50.00
EF124260	99997	KIP AND LISA WOODSMITH COMPOST BIN REBATE	30/09/2019	50.00
EF124261	99997	DANICA ROGLICH GRANTS, DONATIONS & REFUNDS	30/09/2019	19.00
EF124262	99997	JOHN ROGLICH BIRD BATH REBATE - JOHN ROGLICH	30/09/2019	19.00
EF124263	99997	EMMA-LEIGH SYNNOTT & HILARY MCGOWAN WATER WISE VERGE INCENTIVE SCHEME	30/09/2019	500.00
EF124264	99997	CHRISTINE DUCKHAM WATER WISE VERGE INCENTIVE SCHEME	30/09/2019	500.00
EF124265	99997	KARLI BARNES REFUND FROM COCKBURN ARC	30/09/2019	20.00
EF124266	99997	ARTISTRALIA INVOICE 00010503	30/09/2019	242.00
EF124267	99997	COCKBURN MASTERS SWIMMING CLUB FREMANTLE PORTS COCKBURN COMMUNITY FUND	30/09/2019	7,660.88
EF124268	99997	COCKBURN CHINESE COMMUNITY ASSOCIATION I SMALL EVENTS SPONSORSHIP	30/09/2019	1,265.00
EF124269	99997	COCKBURN INTEGRATED HEALTH SMALL EVENTS SPONSORSHIP	30/09/2019	2,970.00

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EF124270	99997	NEWTON PRIMARY NEWTON PRIMARY BUS TRIP TO INTERSCHOOL C	30/09/2019	352.00
EF124271	99997	CHRISTINE DUCKHAM CHRISTINE DUCKHAM - PLANTS FOR LANDSCAPE	30/09/2019	200.00
EF124272	99997	JACINTA FITZGERALD COMPOST BIN REBATE - JACINTA FITZGERALD	30/09/2019	45.00
EF124273	99997	NICOLE COLE COMPOST BIN REBATE	30/09/2019	50.00
EF124274	99997	CLAUDINE ZEALANDER GRANTS, DONATIONS & REFUNDS	30/09/2019	500.00
EF124275	99997	KRISTIE ROSTANT COMPOST BIN REBATE - KRISTIE ROSTANT	30/09/2019	50.00
EF124276	99997	HENDRIK DU TOIT CROSSOVER REBATE HENDRIK DU TOIT	30/09/2019	300.00
EF124277	99997	PENG LIM CROSSOVER REBATE - PENG LIM	30/09/2019	300.00
EF124278	99997	ANITA CUDINA CROSSOVER CONTRIBUTION - ANITA CUDINA	30/09/2019	300.00
EF124279	99997	JENN GU CROSSOVER REBATE - JENN GU	30/09/2019	300.00
EF124280	99997	VANESSA CUNNINGHAM CROSSOVER REBATE - V CUNNINGHAM	30/09/2019	300.00
EF124281	99997	BRIAN WHEALS CROSSOVER REBATE - BRIAN WHEALS	30/09/2019	300.00
EF124282	99997	RAHULKUMAR PRAJAPATI CROSSOVER REBATE - R PRAJAPATI	30/09/2019	300.00
EF124283	99997	PASQUALE GANGEMI COMPOST BIN REBATE - PASQUALE GANGEMI	30/09/2019	50.00
EF124284	99997	CARRE WYLDER COMPOST BIN REBATE - CARRE WYLDER	30/09/2019	50.00
EF124285	99997	DAVID HOW HIENG HII COMPOST BIN REBATE DAVID HII	30/09/2019	50.00
EF124286	99997	MICHAEL IVOSEVICH COMPOST BIN REBATE - MICHAEL IVOSEVICH	30/09/2019	50.00
EF124287	99997	ORACLE CORPORATION AUSTRALIA PTY LIMITED GRANTS, DONATIONS & REFUNDS	30/09/2019	825.00
EF124288	99997	NADIA GREHAN WATERWISE VERGE	30/09/2019	499.01
EF124289	99997	COCKBURN SES COCKBURN SES REIMBURSEMENT	30/09/2019	1,733.49
EF124290	99997	PENELOPE BRADSHAW GRANTS, DONATIONS & REFUNDS	30/09/2019	50.00
EF124291	99997	DEPARTMENT OF HUMAN SERVICES GRANTS, DONATIONS & REFUNDS	30/09/2019	232.65
EF124292	99997	ADAM BROWN COCKBURN ARC REFUND REQUEST	30/09/2019	30.00
EF124293	99997	TREEBY COMMUNITY ASSOCIATION DONATION	30/09/2019	1,485.10
EF124294	99997	HAMMOND PARK PRIMARY SCHOOL DONATION	30/09/2019	425.00
EF124295	99997	COOGEE BEACH CARAVAN RESORT LUNCH AT PINJARRAH	30/09/2019	75.00
EF124296	99997	EMILIE CONSTANZER WATERWISE VERGE REBATE - E CONSTANZER	30/09/2019	500.00
EF124297	99997	COCKBURN PAEDIATRIC DENTISTRY GRANTS, DONATIONS & REFUNDS	30/09/2019	225.00
EF124298	99997	VINKA PENZA REIMBURSEMENT VINKA PENZA HOME CARE	30/09/2019	416.05
EF124299	99997	COCKBURN SES COCKBURN SES REIMBURSEMENT	30/09/2019	2,100.64
EF124300	99997	ISABELLA BARTLETT COCKBURN ARC REFUND REQUEST	30/09/2019	72.63
EF124301	99997	JILL PIERCE GRANTS, DONATIONS & REFUNDS	30/09/2019	50.00
EF124302	99997	SUSAN GASKIN GRANTS, DONATIONS & REFUNDS	30/09/2019	300.00
EF124303	99997	SAMANTHA MARTIN 34 QUICKLY CRESCENT HAMILTON HILL	30/09/2019	300.00
EF124304	99997	KARLA STACK GRANTS, DONATIONS & REFUNDS	30/09/2019	500.00
EF124305	99997	ADHISTA DANUHARTA YOUTH NOISE 3 PLACE WINNER	30/09/2019	100.00
EF124306	99997	JANE V TILLEY YOUTH NOISE 2 PLACE WINNER - MIA PENNO	30/09/2019	200.00
EF124307	99997	STUART BURKE YOUTH NOISE 1 PLACE WINNER - VIPERCHAIN	30/09/2019	300.00
EF124308	99997	HI-NRG INVOICE 000062	30/09/2019	1,700.00
EF124309	99997	CELYSE NIGHTINGALE - KRAMAR COMPOST BIN REBATE - C NIGHTINGALE	30/09/2019	50.00
EF124310	99997	JASON ALFORD WATERWISE VERGE REBATE - J ALFORD	30/09/2019	500.00
EF124311	99997	PAUL BURTHERM WATERWISE VERGE REBATE - P BURTHERM	30/09/2019	500.00
EF124312	99997	MARK HOLST COMPOST BIN REBATE - MARK HOIST	30/09/2019	50.00
EF124313	99997	ALAN INCE COMPOST BIN REBATE - ALAN INCE	30/09/2019	45.00
EF124314	99997	CARL BEDLINGTON BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	50.00

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EF124315	99997	LIZ BRYSON BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	100.00
EF124316	99997	AMY BUCKINGHAM BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	300.00
EF124317	99997	CHARLI - ROSE CARLYON BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	100.00
EF124318	99997	TANISHA CAYLEY BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	100.00
EF124319	99997	JORDAN DALBY BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	150.00
EF124320	99997	JUSTIN DAVIES BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	300.00
EF124321	99997	SHARON DAVIS BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	200.00
EF124322	99997	MARK DAWSON BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	100.00
EF124323	99997	ANNA FERREIRA BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	150.00
EF124324	99997	TOM FERREIRA BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	100.00
EF124325	99997	ISABELLA HEATHCOTE BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	100.00
EF124326	99997	JAYCOB KELL BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	100.00
EF124327	99997	CIARA KOHLER BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	50.00
EF124328	99997	MICHAEL KOWAL BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	150.00
EF124329	99997	LEE LIM BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	150.00
EF124330	99997	JAMES MCCOOEY BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	200.00
EF124331	99997	TOM MILLARD BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	50.00
EF124332	99997	CALLUM MORGAN BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	50.00
EF124333	99997	LUKE SHAW BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	150.00
EF124334	99997	KERRIE TOMLINSON BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	50.00
EF124335	99997	KAYLA VAN DER LINDEN BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	150.00
EF124336	99997	JOEL VLASIC BIBRA LAKE FUN RUN PRIZEMONEY	30/09/2019	100.00
EF124337	99997	WILLIAM BLAIR JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124338	99997	CAITLIN WHINICUP JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124339	99997	ISABELLA WALLHEAD JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124340	99997	TIJAN MCKENNA JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124341	99997	LETICIA MCKENNA JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124342	99997	ZARA BOARD JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124343	99997	JOSEPHINE MICKEL JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124344	99997	LILY CORRIGAN JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124345	99997	PHOEBE ASHWORTH JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124346	99997	LILYANNE CROFT JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124347	99997	CALEB BEAMS JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124348	99997	ACACIA REDMAN JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124349	99997	CASSIDY FERNANDES JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124350	99997	ALESHA FOSTER JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124351	99997	JONI ZLENDIC JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124352	99997	RHYS PELLICCIONE JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124353	99997	HANA LOWRY JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124354	99997	CODY HAMPTON JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124355	99997	TAMATI FOSTER JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124356	99997	HARPER COLLINSON JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124357	99997	TYLER FITCH JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124358	99997	MADISON HADLEY JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124359	99997	RILEY PYNE JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00

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EF124360	99997	SIENNA LEWIS JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124361	99997	ZETH VALSECCHI JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124362	99997	ISABELLA CAMPEOTTO JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124363	99997	CALUM MILNE JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124364	99997	TATE EVANS JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124365	99997	JOSEPH TEIXEIRA JUNIOR SPORTS TRAVEL GRANT	30/09/2019	400.00
EF124366	99997	SPEARWOOD DALMATINAC SPORT AND COMMUNITY DONATION - SPEARWOOD DALMATINAC CLUB -RA	30/09/2019	12,685.34
EF124367	99997	THE WETLANDS CENTRE, COCKBURN SPONSORSHIP - TWCC - 1ST INSTALMENT 2019	30/09/2019	50,470.20
EF124368	99997	NATIVE ARC INC SPONSORSHIP - NARC - 1ST INSTALLMENT - 20	30/09/2019	50,470.20
EF124369	99997	COCKBURN SENIOR CITIZENS ASSOCIATION DONATION - COCKBURN SENIOR CIIZENS BUILD	30/09/2019	9,757.00
EF124370	99997	PINEVIEW COMMUNITY KINDERGARTEN DONATION - PINEVIEW PRESCHOOL MAINTENANC	30/09/2019	7,951.00
EF124371	99997	COCKBURN COMMUNITY MEN'S SHED INC. DONATION - CCMS - 1ST INSTALLMENT 2019/2	30/09/2019	30,000.00
EF124372	99997	PAUL ROSHER CROSSOVER REBATE	30/09/2019	300.00
EF124373	99997	CORY ARMS WATERWISE REBATE	30/09/2019	500.00
EF124374	99997	RUOK LIMITED R U OK DAY DONATION	30/09/2019	568.90
EF124375	99997	AUBIN GROVE COMMUNITY ASSOCIATION INC SMALL EVENTS SPONSORSHIP	30/09/2019	2,552.00
EF124376	99997	YANGEBUP PROGRESS ASSOCIATION SMALL EVENTS SPONSORSHIP	30/09/2019	3,000.00
EF124377	99997	STOCKLAND DEVELOPMENT PTY LTD TAX INVOICE 0504	30/09/2019	24,291.52
EF124378	99997	COOGEE BEACH SLSC AARON PATTON SPORTS EQUIP GRANT #112	30/09/2019	469.70
EF124379	99997	STOCKLAND DEVELOPMENT PTY LTD TAX INVOICE 0503	30/09/2019	291,407.89
EF124380	99996	CASEY ELISE REEVE RATES REFUND	30/09/2019	25.00
EF124381	99996	STUART GARY MORRISSEY RATES REFUND	30/09/2019	30.00
EF124382	99996	LOUISE TROY RATES REFUND	30/09/2019	51.66
EF124383	99996	KATHRYN ANNE TAYLOR RATES REFUND	30/09/2019	150.00
EF124384	99996	JONATHAN HUNTER RATES REFUND	30/09/2019	75.00
EF124385	99996	MAREK JAN NOWAK RATES REFUND	30/09/2019	75.00
EF124386	99996	MECON CONSTRUCTION RATES REFUND	30/09/2019	236.00
EF124387	99996	PAUL D GRAY RATES REFUND	30/09/2019	56.65
EF124388	99996	OFFICE OF STATE REVENUE RATES REFUND	30/09/2019	57.53
EF124389	99996	LENDEASE RETIREMENT LIVING HOLDING PTY RATES REFUND	30/09/2019	850.00
EF124390	99996	DIAMOND REALTY RATES REFUND	30/09/2019	343.62
EF124391	99996	RICHARD NOBLE RATES REFUND	30/09/2019	1,111.50
EF124392	99996	JOE GALIPO RATES REFUND	30/09/2019	1,159.85
EF124393	99996	RICHARD NOBLE RATES REFUND	30/09/2019	844.96
EF124394	99996	PERRON GROUP RATES REFUND	30/09/2019	13,445.69
EF124395	99996	STOCKLAND DEVELOPMENT PTY LTD RATES REFUND	30/09/2019	819.67
EF124396	99996	FRASERS PROPERTY AUSTRALIA RATES REFUND	30/09/2019	1,565.54
EF124397	99996	RICHARD NOBLE RATES REFUND	30/09/2019	1,064.36
EF124398	99996	LAURENCE CRIDGE RATES REFUND	30/09/2019	140.00
EF124399	99996	KIMBERLEY LARA MACPHAIL RATES REFUND	30/09/2019	30.00
EF124400	99996	GREAT AUSSIE PATIOS RATES REFUND	30/09/2019	147.00
EF124401	99996	OFFICE OF STATE REVENUE RATES REFUND	30/09/2019	15.25
EF124402	99996	DIANA HOUSE RATES REFUND	30/09/2019	599.21
EF124403	99996	OFFICE OF STATE REVENUE RATES REFUND	30/09/2019	5.79
EF124404	99996	JOHN THORBURN RATES REFUND	30/09/2019	2,700.71

Payment Ref.	Account No.	Account/Payee	Date	\$ Value
EF124405	99996	HOUSING AUTHORITY	30/09/2019	1,560.69
		RATES REFUND		
EF124406	99996	DEAN RAYMOND JOHNSON	30/09/2019	77.50
		RATES REFUND		
EF124407	99996	ELIZABETH MARRIOTT	30/09/2019	56.65
		RATES REFUND		
EF124408	99996	LINDY TAN	30/09/2019	150.00
		RATES REFUND		
EF124409	99996	BEN TRAGER HOMES PTY LTD	30/09/2019	1,150.39
		RATES REFUND		
EF124410	99996	SETTLEMENT TALK	30/09/2019	924.87
		RATES REFUND		
EF124411	99996	METRO SETTLEMENTS	30/09/2019	848.18
		RATES REFUND		
EF124412	10747	IINET LIMITED	30/09/2019	1,069.80
		INTERNET SERVICES		
EF124413	11758	WATER CORP UTILITY ACCOUNT ONLY - PLEASE REFER TO 11760 WHEN RAISING PO	30/09/2019	11,128.76
		WATER USAGE / SUNDRY CHARGES		
EF124414	11760	WATER CORPORATION	30/09/2019	4,793.85
		SEWER EASEMENT		
EF124415	99997	FAMILY DAY CARE	26/09/2019	57,110.40
		FDC PAYMENT W/E 22/09/2019		
EF124416	99997	IN HOME CARE PAYMENTS	26/09/2019	28,194.47
		IHC PAYMENT W/E 22/09/2019		
		TOTAL OF 730 EFT PAYMENTS		15,098,191.97
		LESS CANCELLED PAYMENTS:		
EF123581		COMMUNITY OF AUBIN GROVE	3/09/2019	-600.60
EF123619		SPEARWOOD DALMATINAC SPORT AND COMMUNITY	3/09/2019	-21,015.50
EF123628		GEOFFREY PETER HEALY	4/09/2019	-71.95
		PAYMENT LIST TOTAL		15,076,503.92
		BANK FEES AND CREDIT CARD PAYMENTS:		
		BANK FEES		6.72
		MERCHANT FEES COC		
		MERCHANT FEES MARINA		
		MERCHANT FEES ARC		
		MERCHANT FEES VARIOUS OUT CENTRES		
		NATIONAL BPAY CHARGE		3,692.80
		RTGS/ACLR FEE		
		NAB TRANSACT FEE		6,891.00
		MERCHANDISE / OTHER FEES		
		CBA CREDIT CARD PAYMENT		80,846.41
				91,436.93
		PAYROLL PAYMENTS:		
		COC30/08/19 Pmt 000144645406 City of Cockburn	4/09/2019	1,347,000.36
		COC05/09/19 Pmt 000144746516 City of Cockburn	5/09/2019	3,367.72
		COC06/09/19 Pmt 000144809839 City of Cockburn	6/09/2019	1,534.58
		COC06/09/19 Pmt 000144958092 City of Cockburn	10/09/2019	84,933.32
		COC13/09/19 Pmt 000145488399 City of Cockburn	18/09/2019	1,364,682.33
				2,801,518.31
		TOTAL PAYMENTS		17,969,459.16

SEPTEMBER CREDIT CARD BREAKDOWN	
ALEXANDRA K MORTON	3449
ALISON WATERS	807.48
ANDREW LEFORT	1003.12
ANTON LEES	38.45
ASANKA VIDANAGE	895.87
BENJAMIN ROSER	5.85
CHERIE CABLE	1724.86
CHRISTOPHER BEATON	436.6
CLIFF MCKINLEY	136.05
COLLEEN MILLER	50
COURTNEE THOMSON	10781.53
DEAN BURTON	33
KAROLINE JAMIESON	285.58
LEAH NAPIER	1731.59
LINDA SEYMOUR	3967.72
LINDA WALKER	1904.11
MICHAEL EMERY	1105.06
MIRANDO RADJA	202.62
MISS JESSICA DONALD	1997.55
MR ANTONIO NATALE	3803.98
MR BRETT FELLOWS	3165.31
MR BRETT MCEWIN	3997.83
MR C MACMILLAN	170.37
MR CHARLES SULLIVAN	251.4
MR CLIFFORD RYAN	271.31
MR CLIVE J CROCKER	1256.8
MR DANIEL ARNDT	275.03
MR GLEN WILLIAMSON	321
MR GLENN PETHICK	272
MR JOHN WEST	41.12
MR LYALL DAVIESON	2944.81
MR MICHAEL HAYNES	596.47
MR NELSON MAURICIO	88.51
MR NICHOLAS JONES	1085.31
MR PAUL HOGAN	1900.81
MR PAUL J DE BRUIN	990.49
MR S ATHERTON	854.9
MR S PALMER	343.51
MR STEPHEN G CAIN	132.56
MRS GLORIA ASKANDER	1120.59
MRS JULIE MCDONALD	1954.13
MRS KIM HUNTER	1668.24
MRS S SEYMOUR-EYLES	2356.03
MRS SANDRA TAYLOR	1917.3
MRS SARAH KAHLE	263.67
MRS SHARON STILL	649
MS BARBARA FREEMAN	770.51
MS CAROLINE LINDSAY	1867.38
MS GAIL M BOWMAN	1649.14
MS JILL ZUMACH	20.52
MS MICHELLE CHAMPION	624.93
MS NICOLA JANE LEDGER	97.29
MS NICOLE CAMARDA	937.52
MS PENELOPE PRICE	3811.95
MS SAMANTHA BARON	1680.52
MS SAMANTHA STANDISH	1602.16
MS SANDRA EDGAR	1315.25
MS SIMONE SIEBER	1703.99
STEVEN JOHN ELLIOT	265.85
STUART DOWNING	1250.88
Grand Total	80846.41

SEPTEMBER BREAKDOWN - STEPHEN CAIN			
MR STEPHEN G CAIN	Amount	Account Number	Narration
CITY OF SUBIACO	3.60	GL116-6304	Parking Mtg with Cancer Council
CPP CONVENTION CENTRE	18.17	GL116-6304	Parking WALGA Convention
DOME COCKBURN	5.50	GL116-6256	Ent. Mtg with Elected Member
CPP CONVENTION CENTRE	24.23	OP9849-6110-850	Parking WALGA Convention
CPP CONVENTION CENTRE	23.22	OP9849-6110-850	Parking WALGA Convention
DOME WESTRALIA PLAZA	22.50	GL116-6256	Ent. Mtg with Cr Kirkwood
CPP CONVENTION CENTRE	23.22	GL116-6304	Parking LGP Presentation PCEC
CPP CONVENTION CENTRE	12.12	GL116-6304	Parking Mtg with Cr Kirkwood
Total	132.56		

15.2 STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - SEPTEMBER 2019

Author(s) N Mauricio

Attachments 1. Financial Activity Statement - September 2019 [↓](#)

RECOMMENDATION

That Council:

- (1) adopt the Statement of Financial Activity and associated reports for September 2019, as attached to the Agenda; and
- (2) amend the 2019-20 Municipal Budget in accordance with the detailed schedule attached as follows:

Revenue	\$83,697	Decrease
Operating Expenditure	83,697	Decrease
Capital Expenditure	215,000	Increase
Transfers from Reserves	184,332	Increase
Net impact on Municipal budget surplus	30,668	Decrease

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

Background

Local Government (Financial Management) Regulations 1996 prescribe 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:–

1. Details of the composition of the closing net current assets (less restricted and committed assets);
2. Explanation for each material variance identified between YTD budgets and actuals; and
3. 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 two 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 "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 and Council adopted at the July 2019 meeting to set a materiality threshold of \$300,000 for the 2019-2020 financial year. Detailed analysis of budget variances is an ongoing exercise, with necessary budget amendments either submitted to Council each month via this standing agenda item or included in the City's mid-year budget review, as required by legislation.

Submission

N/A

Report

Opening Surplus

The opening surplus position brought forward of \$12.50 million has increased by \$88k since last month. This was as a consequence of the ongoing finalisation and audit of the 2018-2019 financial accounts. This included \$8.78 million of municipal funding committed to carried forward works and projects. The remaining uncommitted \$3.72 million is now \$1.72 million over the \$2.0 million estimated surplus used in the 2019-2020 adopted budget. \$1.63 million of this was previously transferred to the Major Buildings Reserve (in line with Council policy to transfer such funds to reserves). The additional \$88k (and any other change resulting from audit) will be addressed in due course.

Closing Surplus

The City's actual closing surplus position for the month of \$107.23 million was \$2.51 million up on the YTD budget. This result includes the annual rates revenue raised in full in July and also reflects budget variances across the operating and capital programs as further detailed in this report.

The 2019-2020 revised budget is currently showing a closing surplus of \$67,246 (up from \$12,771 in the adopted budget).

Operating Revenue

Operating revenue of \$119.54 million was under the YTD budget by \$0.22 million. A significant portion of the City's operating revenue is brought to account in July each year upon the issue of the annual rates notices. The remaining revenue, largely comprising service fees, operating grants, contributions and interest earnings, flows relatively uniformly over the remainder of the year.

The following table summarises 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	104.32	104.52	0.20	105.62
Specified Area Rates	0.55	0.51	(0.04)	0.56
Fees and Charges	10.13	10.01	(0.12)	29.30
Operating Grants and Subsidies	2.44	2.73	0.29	12.49
Contributions, Donations, Reimbursements	0.29	0.38	0.09	1.34
Interest Earnings	1.81	1.61	(0.20)	5.14
Total	119.54	119.76	0.22	154.45

Material variance identified for the month included:

- Operating Grants and Subsidies (\$0.66 million below YTD budget)
 - The 2019-2020 FAGS funding is down \$0.55 million YTD due to the advance payment made in June 2019. This was quarantined into the City's reserves last year and the 2019-2020 budget is being recalibrated to reflect the changes (as per this reports recommendation).

Operating Expenditure

Operating expenditure of \$36.59 million was under the YTD budget by \$1.44 million.

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	13.83	13.23	(0.60)	57.41
Employee Costs - Indirect	0.20	0.24	0.04	1.58
Materials and Contracts	9.52	11.42	1.90	41.28
Utilities	1.19	1.43	0.24	5.72
Interest Expenses	0.00	0.00	0.00	0.62
Insurances	1.01	1.03	0.02	1.56
Other Expenses	2.59	2.43	(0.16)	11.15
Depreciation (non-cash)	8.43	8.43	(0.00)	33.71
Amortisation (non-cash)	0.29	0.29	0.00	1.14
Internal Recharging-CAPEX	(0.48)	(0.47)	0.01	(1.57)
Total	36.59	38.02	1.44	152.60

- Employee Costs – Direct (\$0.60 million over YTD budget):
 - Whilst there was no material variance identified in any one business area, an overall unfavourable variance resulted from a misalignment of the adopted budget against the actual fortnightly payroll periods. This was caused by a change made in late July to fortnightly pay periods (from Wed-Tues to Mon-Sun) in order to better align with business practices. As a consequence, September contained three fortnightly payrolls (versus the budgeted two) but this will self-resolve itself in October.

- Material and Contracts (\$1.90 million under YTD budget):
 - Parks maintenance was showing an underspend of \$0.58 million, typical at this time of year due to the winter period;
 - Environmental management was also underspent by \$0.39 million given the winter period;
- Other Expenses (\$0.16 million over YTD budget):
 - The landfill levy was showing an over budget variance of \$0.41 million. This was due to over accruing monthly expenses for the September quarter, rather than factoring in lower costs to 30 September 2019 prior to the SMRC exit. This is an accounting anomaly that will be rectified in October with true costs.

Capital Expenditure

The City's adopted capital budget of \$43.38 million has increased to \$70.96 million, primarily due to the addition of carried forward works and projects.

To the end of the month, actual spending of \$5.19 million was under the YTD budget setting by \$2.80 million.

The following table details this budget variance by asset class:

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	Revised Budget \$M	Commit Orders \$M
Roads Infrastructure	0.60	0.92	0.31	25.59	2.36
Drainage	0.25	0.24	(0.01)	2.32	0.16
Footpaths	0.36	0.18	(0.18)	2.13	0.37
Parks Infrastructure	1.45	1.95	0.50	12.01	2.53
Landfill Infrastructure	0.10	0.19	0.09	0.56	0.10
Freehold Land	0.00	0.00	(0.00)	2.50	0.00
Buildings	1.20	1.94	0.74	17.08	2.44
Furniture & Equipment	0.02	0.02	0.00	0.03	0.01
Information Technology	0.17	0.81	0.64	2.13	0.76
Plant & Machinery	0.82	1.30	0.48	5.23	1.31
Marina Infrastructure	0.21	0.44	0.24	1.39	0.30
Total	5.19	7.99	2.80	70.96	10.35

Significant project budget variances recorded for the month are detailed below:

- Buildings Infrastructure (under by \$0.74 million):
 - The recently completed Lakelands Reserve Hockey Facility and Clubrooms is showing an unfavourable budget variance of \$0.30 million against its total budget of \$6.5 million. General underspends across the other building projects more than offset this result at month's end.
- Plant and Machinery (under by \$0.48 million):
 - The light fleet replacement program is running \$0.40 million under the YTD budget target.

Capital Funding

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

Material variances for the month included:

- Non-Government Contributions (under by \$0.91 million):
 - POS cash in lieu funding (held in trust) for several parks projects was down \$0.35 million on a YTD basis. The funding requirement will be reallocated to the month of June to reflect actual accounting practice.
 - \$0.37 million of developer funding for the Verde Drive/Prinsep Road construction project is yet to be received. The timing of expected contributions will be reviewed and updated for next month.
- Developer Contribution Area (DCA) cash contributions received of \$0.99 million was collectively ahead of YTD budget by \$0.11 million.

Reserve Transfers

- Transfers from reserves of \$8.79 million were \$0.92 million under YTD budget.
 - Reserve transfers for capital works projects were collectively \$1.04 million below YTD budget.
- Transfers to financial reserves of \$2.53 million were \$0.73 million under the YTD budget.
 - Variance is primarily due to the yet to be realised budgeted sale of lot 1300 on Goldsmith Rd for \$0.45 million.

Cash and Investments

The closing cash and financial investment holding at month's end totalled \$207.45 million, down from \$214.71 million the previous month. \$136.62 million of this was held in the City's financial reserves (little changed from \$136.36 million last month). The remaining \$71.09 million represented available funding to cover operational requirements over the 2019-20 financial year.

Investment Performance, Ratings and Maturity

The cash rate was again cut by the Reserve Bank of Australia (RBA) at its October meeting by another 0.25 percent to a record low of 0.75 per cent. The statement issued with the decision indicated the RBA's expectation that an extended period of low interest rates is needed in order to assist the nation achieve full employment and hit inflation targets. The RBA is also prepared to ease rates further to support these objectives and sustainable economic growth. Given this scenario and the impact it is having on the City's investment yield, the interest revenue budget for 2019-2020 of \$4.4 million may need to be revised downwards by up to \$0.5 million. This will be monitored and further evaluated during the mid-year budget review.

The City's investment portfolio yielded a weighted annualised return of 2.19 percent for the month (down from 2.27% last month and 2.53% the month before). This outperformed the City's target rate of 2.10 percent (RBA cash rate of 1.00 percent plus 1.10 percent performance margin) by 0.09 percent. Interest earnings on the investment portfolio were \$1.21 million, outperforming the YTD budget by \$0.16 million.

The City's surplus funds are invested in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian and foreign owned banks. All current investments held are compliant with what's allowed under Council's Investment Policy, other than those made under previous policy and statutory provisions and since grandfathered by updated legislation. Specifically, these are Australian reverse mortgage funds having a current face value of \$2.575 million and book value of \$1.0 million (net of \$1.57million impairment provision previously required by audit). These continue to pay attractive interest coupons and return capital (\$0.425 million returned to date from original \$3.0 million investment).

The City's TD investments fall within the following Standard and Poor's short term risk rating categories. During the month, the A-2 holding increased slightly from 53.0 percent to 55.0 percent. This remains within the policy limit of 60 percent, with all other policy compliance requirements also being met by the portfolio:

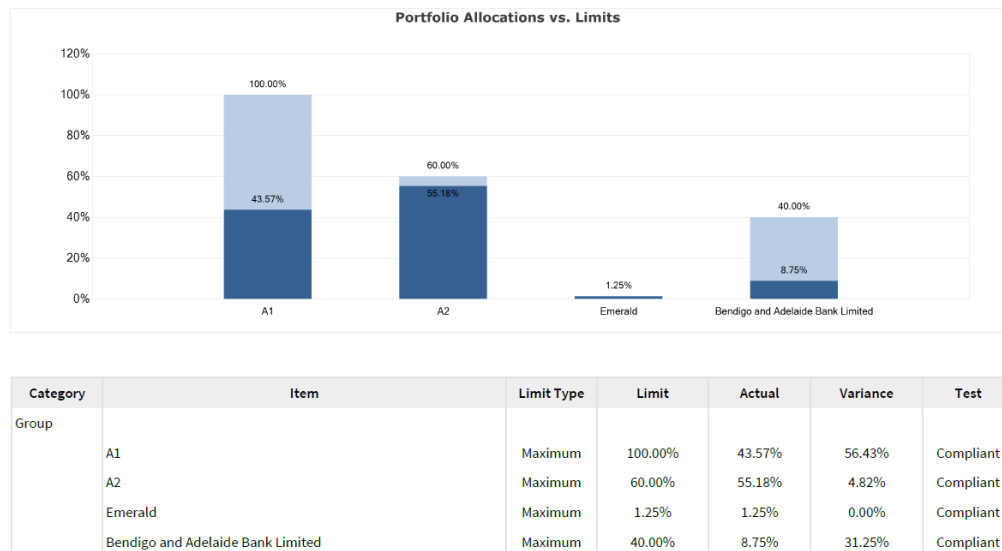


Figure 1: Portfolio allocations compared to Investment Policy limits

Given the outlook for future interest rates, the current investment strategy aims to secure the best rate on offer for the longest possible period, subject to cash flow planning and investment policy requirements.

The City's TD investment portfolio duration as at 30 September was 172 days (down from 183 days last month). The maturity profile of the City's TD investments is graphically depicted below, showing adequate maturities across the next seven months to meet liquidity requirements (at least \$15 million each month):

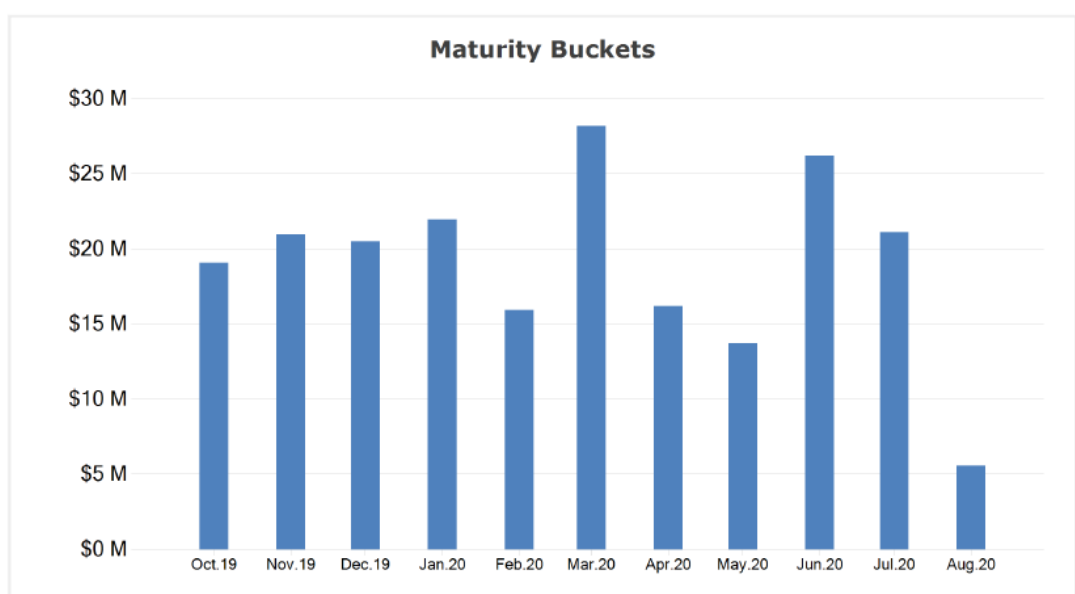


Figure 2: Council Investment Maturity Profile

Investment in Fossil Fuel Free Banks

At month end, the City held 61 percent of its TD investment portfolio with banks considered non-funders of fossil fuel related industries (unchanged from last month). The amount invested with fossil fuel free banks will fluctuate month to month in line with policy limits and the deposit rates available at time of placement.

Rates Debt Recovery

At month's end, the City had \$62.20 million in outstanding rates and property charges to collect (down from \$69.22 million last month). This does not include \$0.57 million received in prepaid rates for future years. This represented 47.1 percent in uncollected charges against the \$132.0 million levied to month's end (inclusive of prior year outstanding balances and part year rating).

The City had 167 properties owing \$0.58 million under formal and legal debt recovery at the end of the month (down from 174 properties owing a total of \$0.57 million the previous month).

Budget Amendments

The following budget amendments require Council adoption:

- FAGS funding for 2019-20 will be \$83,697 less than budgeted, as advised by the Grants Commission (offset from the budget contingency fund);
- \$15,000 of funding for urgent maintenance of the Bakers Square sports lighting (from budget contingency fund);
- Reallocation of \$43,651 surplus funding from Junction Boulevard flood drainage works towards Britannia Avenue flood drainage works;
- Reallocation of \$130,000 from various roads projects towards Spearwood Ave landscaping works associated with bridge and dual carriageway works;
- Purchase and Subdivision of lot 2102 Garston Way North Coogee for \$200,000 (funded from Land Development Reserve);
- Funding correction for Calleya (Treeby) Oval in-kind works from DCP 13, reduced by \$30,668;
- Cladding audit for the Cockburn Integrated Health and Community Centre at \$15,000 (funded from CIHCF building maintenance reserve); and
- New Council and Administration Centre concept and design planning \$100,000 (from budget contingency fund).

The attached financial report includes a schedule with these proposed budget changes and the associated funding sources.

Description of Graphs and Charts

There is a bar graph tracking Business Unit operating expenditure against budget. This provides a quick view of how the different units are tracking and the comparative size of their budgets.

The Capital Expenditure graph tracks the YTD capital spends against the budget. It also includes an additional trend line for the total of YTD actual expenditure and committed orders. This gives a better indication of how the capital budget is being exhausted, rather than just purely actual cost alone.

A liquidity graph shows the level of Council's net current position (adjusted for restricted assets) and trends this against previous years. This gives a good indication of Council's capacity to meet its financial commitments over the course of the year. Council's overall cash and investments position is provided in a line graph with a comparison against the YTD budget and the previous year's position at the same time.

Pie charts included show the break-up of actual operating income and expenditure by nature and type and the make-up of Council's current assets and liabilities (comprising the net current position).

Trust Fund

At month end, the City held \$5.80 million within its trust fund, comprised totally of POS cash in lieu contributions (unchanged from last month).

Strategic Plans/Policy ImplicationsLeading 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

The 2019-20 revised budget surplus as showing in the September financial report is \$67,246. This will reduce by \$30,668 to \$36,578 following the adoption of the budget amendments contained in this report.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

Council's adopted budget for revenue, expenditure and the closing financial position will misrepresent actual financial outcomes if the recommendation amending the budget is not adopted. Further, some services and projects may be disrupted if budgetary requirements are not appropriately addressed.

Advice to Proponent(s)/Submissioners

N/A

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

Nil

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 September 2019

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Operating Revenue						
Governance	(37,434)	-	0%	(37,434)	-	-
Financial Services	107,386,420	107,857,407	0%	(470,988) X	115,788,468	117,846,000
Information Services	-	375	-100%	(375)	1,500	1,500
Human Resource Management	31,585	72,998	-57%	(41,413)	292,000	292,000
Library Services	12,899	14,037	-8%	(1,138)	56,146	56,146
Recreation & Community Safety	2,980,968	2,979,114	0%	1,855	13,058,788	13,034,278
Community Development & Services	2,199,197	2,150,114	2%	49,083	8,599,857	8,599,857
Corporate Communications	2,218	3,150	-30%	(932)	118,600	118,600
Governance & Risk	613	200	206%	413	800	800
Statutory Planning	224,743	236,077	-5%	(11,334)	1,002,000	1,002,000
Strategic Planning	1,080,339	1,076,701	0%	3,638	3,126,262	3,126,262
Building Services	498,445	523,438	-5%	(24,994)	1,334,014	1,334,014
Environmental Health	266,186	248,375	7%	17,811	333,500	333,500
Waste Services	3,976,944	3,926,815	1%	50,129	8,604,255	8,558,998
Parks & Environmental Services	124,110	(54,594)	-327%	178,704	838,166	1,482,623
Engineering Services	48,326	52,750	-8%	(4,424)	291,000	281,000
Infrastructure Services	742,781	674,844	10%	67,938	1,003,350	1,003,350
	119,538,339	119,761,801	0%	(223,462)	154,448,705	157,070,927
Total Operating Revenue	119,538,339	119,761,801	0%	(223,462)	154,448,705	157,070,927
Operating Expenditure						
Governance	(843,940)	(768,631)	10%	(75,309)	(3,417,406)	(3,530,263)
Strategy & Civic Support	(211,933)	(243,730)	-13%	31,797	(1,209,377)	(1,188,978)
Financial Services	(2,210,712)	(2,024,834)	9%	(185,879)	(6,300,250)	(6,218,115)
Information Services	(2,038,305)	(1,993,601)	2%	(44,704)	(6,747,811)	(6,410,628)
Human Resource Management	(698,874)	(667,374)	5%	(31,500)	(3,003,966)	(2,952,449)
Library Services	(1,051,015)	(973,925)	8%	(77,090)	(4,049,223)	(3,988,344)
Recreation & Community Safety	(3,765,135)	(4,131,122)	-9%	365,987	(17,019,937)	(16,874,107)
Community Development & Services	(2,662,329)	(3,095,951)	-14%	433,623	(13,227,499)	(12,774,540)
Corporate Communications	(709,263)	(827,492)	-14%	118,229	(4,112,373)	(3,997,821)
Governance & Risk	(111,494)	(129,603)	-14%	18,109	(472,875)	(472,875)
Statutory Planning	(332,436)	(309,029)	8%	(23,408)	(1,428,683)	(1,428,683)
Strategic Planning	(551,016)	(426,491)	29%	(124,524)	(1,889,225)	(1,889,225)
Building Services	(383,503)	(386,661)	-1%	3,158	(1,716,537)	(1,716,537)
Environmental Health	(455,314)	(491,350)	-7%	36,035	(2,021,780)	(2,015,928)
Waste Services	(5,221,732)	(4,889,677)	7%	(332,055) X	(17,214,261)	(17,144,443)
Parks & Environmental Services	(2,785,579)	(3,824,141)	-27%	1,038,562	(16,444,591)	(16,489,237)
Engineering Services	(1,976,807)	(1,926,404)	3%	(50,403)	(8,039,233)	(7,989,249)
Infrastructure Services	(2,335,843)	(2,662,841)	-12%	326,998	(11,001,387)	(10,869,941)
	(28,345,229)	(29,772,855)	-5%	1,427,626	(119,316,416)	(117,951,365)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 September 2019

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	479,735	469,470	2%	10,265	1,569,949	1,515,474
Add: Depreciation & Amortisation on Non-Current Assets						
Computer Equipment	(388,833)	(388,833)	0%	-	(1,555,332)	(1,555,332)
Furniture and Equipment	(89,766)	(89,766)	0%	-	(359,052)	(359,052)
Plant & Machinery	(825,360)	(819,005)	1%	(6,355)	(3,249,355)	(3,249,355)
Buildings	(1,595,775)	(1,595,775)	0%	-	(6,383,100)	(6,383,100)
Infrastructure - Roads	(3,047,376)	(3,047,376)	0%	-	(12,189,504)	(12,189,504)
Infrastructure - Drainage	(667,935)	(673,935)	-1%	6,000	(2,695,740)	(2,695,740)
Infrastructure - Footpaths	(356,979)	(356,979)	0%	-	(1,427,916)	(1,427,916)
Infrastructure - Parks Equipment	(1,192,257)	(1,192,257)	0%	-	(4,769,028)	(4,769,028)
Landfill Infrastructure	(285,747)	(285,747)	0%	-	(1,142,988)	(1,142,988)
Marina Infrastructure	(260,097)	(260,097)	0%	-	(1,040,400)	(1,040,400)
Leased Equipment	(10,302)	(10,302)	0%	-	(41,200)	(41,200)
	(8,720,427)	(8,720,072)	0%	(355)	(34,853,615)	(34,853,615)
Total Operating Expenditure	(36,585,921)	(38,023,457)	-4%	1,437,536	(152,600,082)	(151,289,506)
Change in Net Assets Resulting from Operations	82,952,418	81,738,344	1%	1,214,074	1,848,623	5,781,421
Non-Operating Activities						
Profit/(Loss) on Assets Disposal						
Plant and Machinery	203,497	(137,398)	-248%	340,895 ✓	(328,092)	(590,592)
Freehold Land	1,036,364	1,100,000	-6%	(63,636)	1,100,000	-
Furniture and Equipment	-	-	0%	-	-	-
Buildings	-	-	0%	-	-	-
	1,239,860	962,602	29%	277,258	771,908	(590,592)
Capital Expenditure						
Computer Equipment	(170,155)	(812,865)	-79%	642,710 ✓	(2,129,883)	(1,165,620)
Furniture and Equipment	(20,000)	(23,222)	-14%	3,222	(29,472)	-
Plant & Machinery	(821,297)	(1,302,000)	-37%	480,703 ✓	(5,228,000)	(3,870,000)
Land	(4,346)	-	0%	(4,346)	(2,500,000)	-
Buildings	(1,199,066)	(1,937,336)	-38%	738,270 ✓	(17,081,644)	(10,244,500)
Infrastructure - Roads	(602,960)	(915,862)	-34%	312,902 ✓	(25,590,648)	(19,303,359)
Infrastructure - Drainage	(252,405)	(238,964)	6%	(13,441)	(2,319,397)	(1,318,000)
Infrastructure - Footpaths	(361,973)	(178,713)	103%	(183,260)	(2,125,791)	(1,439,268)
Infrastructure - Parks Equipment	(1,233,184)	(1,650,246)	-25%	417,062 ✓	(10,439,844)	(4,812,000)
Infrastructure - Parks Landscaping	(221,126)	(300,863)	-27%	79,737	(1,568,440)	(620,000)
Landfill Infrastructure	(99,037)	(188,564)	-47%	89,527	(556,251)	(179,000)
Marina Infrastructure	(208,586)	(444,743)	-53%	236,157 ✓	(1,386,176)	(425,000)
Note 1.	(5,194,135)	(7,993,378)	-35%	2,799,244	(70,955,546)	(43,376,747)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 September 2019

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Add: Land - Vested in Crown	(1,546)	-	0%	(1,546)	-	-
Add: Transfer to Reserves	(2,528,305)	(3,257,975)	-22%	729,670 ✓	(39,103,831)	(27,595,783)
Add Funding from						
Non-Operating Grants and Subsidies	73,750	264,277	-72%	(190,527)	6,680,069	6,058,933
Non-Government Contributions	4,754	913,552	-99%	(908,798) ✗	3,832,174	2,150,000
Developers Contributions Plans: Cash	991,098	876,240	13%	114,858	4,080,000	4,080,000
Proceeds on Sale of Assets	1,239,860	1,339,000	-7%	(99,140)	2,277,500	915,000
Reserves	8,792,166	9,714,990	-9%	(922,824) ✗	46,646,593	17,646,331
	11,101,628	13,108,059	-15%	(2,006,431)	63,516,336	30,850,264
Non-Cash/Non-Current Item Adjustments						
Depreciation on Assets	8,434,680	8,434,325	0%	355	33,710,627	33,710,627
Amortisation on Assets	285,747	285,747	0%	-	1,142,988	1,142,988
Profit/(Loss) on Assets Disposal	(1,239,860)	(962,602)	29%	(277,258) ✓	(771,908)	590,592
Loan Repayments	-	-	0%	-	(2,500,000)	(2,500,000)
Non-Current Accrued Debtors	(289,671)	-	0%	(289,671) ✓	-	-
Non-Current Leave Provisions	(39,402)	-	0%	(39,402)	-	-
Deferred Pensioners Adjustment	11,636	-	0%	11,636	-	-
	7,163,130	7,757,470	-8%	(594,340)	31,581,707	32,944,207
Add: Surplus/(Deficit) B/F July 1	12,496,664	12,408,048	1%	88,616	12,408,048	2,000,000
Less: Surplus/(Deficit) C/F	107,229,715	104,723,170	2%	2,506,545	67,246	12,771
	-	-	-	-	-	-

Notes to Statement of Financial Activity

Note 1.

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

Assets Classification	Actuals	Commitments at Month End	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
	\$	\$			\$	\$
Computer Equipment	(170,155)	(413,283)	(583,438)	(812,865)	(2,129,883)	1,546,445
Furniture and Equipment	(20,000)	(5,000)	(25,000)	(23,222)	(29,472)	4,472
Plant & Machinery	(821,297)	(212,240)	(1,033,537)	(1,302,000)	(5,228,000)	4,194,463
Land	(4,346)	-	(4,346)	-	(2,500,000)	2,495,654
Buildings	(1,199,066)	(2,389,774)	(3,588,840)	(1,937,336)	(17,081,644)	13,492,804
Infrastructure - Roads	(602,960)	(1,905,507)	(2,508,466)	(915,862)	(25,590,648)	23,082,182
Infrastructure - Drainage	(252,405)	(48,709)	(301,114)	(238,964)	(2,319,397)	2,018,283
Infrastructure - Footpaths	(361,973)	(29,738)	(391,711)	(178,713)	(2,125,791)	1,734,079
Infrastructure - Parks Equipment	(1,233,184)	(2,194,574)	(3,427,758)	(1,650,246)	(10,439,844)	7,012,086
Infrastructure - Parks Landscaping	(221,126)	(91,100)	(312,226)	(300,863)	(1,568,440)	1,256,214
Landfill Infrastructure	(99,037)	(108,595)	(207,632)	(188,564)	(556,251)	348,619
Marina Infrastructure	(208,586)	(284,653)	(493,238)	(444,743)	(1,386,176)	892,938
	(5,194,135)	(7,683,172)	(12,877,306)	(7,993,378)	(70,955,546)	58,078,240

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	206,451,322	228,983,674	124,164,537	135,740,426
Rates Outstanding	59,220,065	3,500,000	3,500,000	3,500,000
Rubbish Charges Outstanding	251,876	50,000	50,000	50,000
Sundry Debtors	3,889,110	1,184,300	1,184,300	1,184,300
GST Receivable	557,692	-	-	-
Prepayments	26,085	100,000	100,000	100,000
Accrued Debtors	2,330,544	-	-	-
Stock on Hand	(6,494)	15,000	15,000	15,000
	272,720,199	233,832,974	129,013,837	140,589,726
Current Liabilities				
Creditors	(16,159,195)	(5,768,600)	(6,154,801)	(6,154,801)
Income Received in Advance	(795,312)	(1,200,000)	(1,200,000)	(1,200,000)
GST Payable	(219,210)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(4,025,046)	(4,000,000)	(4,000,000)	(4,000,000)
Provision for Long Service Leave	(3,043,055)	(2,400,000)	(2,400,000)	(2,400,000)
	(24,241,819)	(13,368,600)	(13,754,801)	(13,754,801)
Net Current Assets	248,478,380	220,464,374	115,259,035	126,834,925
Add: Non Current Investments	1,000,423	1,000,000	1,000,000	1,000,000
	249,478,803	221,464,374	116,259,035	127,834,925
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(136,617,308)	(111,438,554)	(110,330,140)	(127,822,154)
Deposits & Bonds Liability *	(5,631,780)	(5,302,650)	(5,861,650)	-
	107,229,715	104,723,170	67,246	12,771
Closing Funds (as per Financial Activity Statement)	107,229,715	104,723,170	67,246	12,771

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)				12,771
Various	ABC allocation adjustments		OCM 12/09/19		54,475			67,246
				Closing Funds Surplus (Deficit)	54,475	0	0	67,246

Statement of Comprehensive Income *by Nature and Type*

for the period ended 30 September 2019

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	104,320,061	104,515,423	(195,362)	105,427,106	105,622,468	107,680,000
02 Specified Area Rates	553,581	510,000	43,581	598,581	555,000	490,000
05 Fees and Charges	10,128,957	10,013,539	115,418	29,411,876	29,296,458	29,361,458
10 Grants and Subsidies	2,438,685	2,733,405	(294,720)	12,194,213	12,488,933	13,203,983
15 Contributions, Donations and Reimbursements	290,177	378,259	(88,083)	1,253,291	1,341,374	1,191,014
20 Interest Earnings	1,806,879	1,611,175	195,703	5,340,176	5,144,473	5,144,473
25 Other revenue and Income	-	-	-	-	-	-
Total Operating Revenue	119,538,339	119,761,801	(223,462)	154,225,243	154,448,705	157,070,927
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	(13,830,590)	(13,228,595)	(601,995)	(58,010,441)	(57,408,447)	(57,343,930)
51 Employee Costs - Indirect Oncosts	(197,430)	(238,357)	40,927	(1,537,542)	(1,578,469)	(1,578,469)
55 Materials and Contracts	(9,522,525)	(11,420,217)	1,897,692	(39,379,103)	(41,276,794)	(39,976,260)
65 Utilities	(1,193,658)	(1,429,366)	235,707	(5,489,233)	(5,724,940)	(5,724,940)
70 Interest Expenses	-	-	-	(617,625)	(617,625)	(617,625)
75 Insurances	(1,011,032)	(1,030,700)	19,668	(1,541,032)	(1,560,700)	(1,560,700)
80 Other Expenses	(2,589,994)	(2,425,621)	(164,373)	(11,313,815)	(11,149,441)	(11,149,441)
85 Depreciation on Non Current Assets	(8,434,680)	(8,434,325)	(355)	(33,710,982)	(33,710,627)	(33,710,627)
86 Amortisation on Non Current Assets	(285,747)	(285,747)	-	(1,142,988)	(1,142,988)	(1,142,988)
Add Back: Indirect Costs Allocated to Capital Works	479,735	469,470	10,265	1,580,214	1,569,949	1,515,474
Total Operating Expenditure	(36,585,921)	(38,023,457)	1,437,536	(151,162,546)	(152,600,082)	(151,289,506)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES	82,952,418	81,738,344	1,214,074	3,062,697	1,848,623	5,781,421
NON-OPERATING ACTIVITIES						
11, 16 Non-Operating Grants, Subsidies and Contributions	78,504	1,177,829	(1,099,325)	9,412,918	10,512,243	8,208,933
18 Developers Contributions Plans: Cash	991,098	876,240	114,858	4,194,858	4,080,000	4,080,000
95 Profit/(Loss) on Sale of Assets	1,239,860	962,602	277,258	1,049,166	771,908	(590,592)
Total Non-Operating Activities	2,307,916	3,016,671	(708,754)	14,655,397	15,364,151	11,698,341
NET RESULT	85,260,334	84,755,015	505,319	17,718,094	17,212,774	17,479,762

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>Recreation & Community Safety</u>				
Recreational Services	205,755	150,458	601,830	601,830
Law and Public Safety	93,733	88,579	462,551	462,551
Cockburn ARC	2,489,730	2,545,502	11,193,223	11,193,223
	2,789,219	2,784,538	12,257,604	12,257,604
<u>Waste Services:</u>				
Waste Collection Services	2,594,183	2,501,085	2,647,216	2,647,216
Waste Disposal Services	1,365,677	1,377,943	5,699,662	5,699,662
	3,959,860	3,879,028	8,346,878	8,346,878
<u>Infrastructure Services:</u>				
Port Coogee Marina	689,122	671,968	991,850	991,850
	689,122	671,968	991,850	991,850
	7,438,201	7,335,535	21,596,331	21,596,331

Note 2.

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

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(711,264)	(576,976)	(2,497,136)	(2,497,136)
Finance & Corporate Services Division	(2,027,863)	(1,854,650)	(8,096,106)	(8,044,589)
Governance & Community Services Division	(5,092,918)	(4,929,410)	(21,415,210)	(21,402,210)
Planning & Development Division	(1,380,287)	(1,365,541)	(5,910,862)	(5,910,862)
Engineering & Works Division	(4,618,257)	(4,502,017)	(19,489,132)	(19,489,132)
	(13,830,590)	(13,228,595)	(57,408,447)	(57,343,930)

Note 3

Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(204,390)	(297,285)	(1,462,931)	(1,555,389)
Finance & Corporate Services Division	(1,724,389)	(1,601,708)	(4,780,694)	(4,361,376)
Governance & Community Services Division	(2,582,741)	(3,367,281)	(13,828,995)	(13,067,775)
Planning & Development Division	(321,942)	(223,138)	(994,712)	(988,860)
Engineering & Works Division	(4,689,064)	(5,930,805)	(20,209,463)	(20,002,861)
Not Applicable	0	0	0	0
	(9,522,525)	(11,420,217)	(41,276,794)	(39,976,260)

City of Cockburn - Reserve Funds

Financial Statement for Period Ending 30 September 2019

<i>Account Details</i>	<i>Opening Balance</i>		<i>Interest Received</i>		<i>t/t's from Municipal</i>		<i>t/t's to Municipal</i>		<i>Closing Balance</i>	
	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>
<i>Council Funded</i>										
Bibra Lake Management Plan	513,115	579,591	12,170	1,779	-	-	(64,810)	-	460,475	581,370
Carry Forward Projects	2,212,053	6,054,573	-	-	8,780,584	-	(13,775,574)	(1,207,868)	(2,782,937)	4,846,704
CIHCF Building Maintenance	7,613,395	7,746,691	130,254	23,917	1,486,079	234,874	-	-	9,229,728	8,005,482
Cockburn ARC Building Maintenance	2,064,181	2,054,346	40,502	6,265	1,640,000	-	-	-	3,744,683	2,060,611
Cockburn Coast SAR	-	16,840	-	50	30,000	-	(8,887)	(2,507)	21,113	14,383
Community Infrastructure	16,751,412	19,295,139	298,919	59,105	9,500,000	-	(2,511,284)	(167,189)	24,039,047	19,187,055
Community Surveillance	713,562	778,372	16,733	2,388	200,000	-	(139,633)	(24,027)	790,662	756,733
Environmental Offset	312,545	311,136	6,085	949	-	-	-	-	318,630	312,085
Greenhouse Action Fund	550,222	572,893	8,367	1,747	200,000	-	(96,000)	-	662,589	574,640
HWRP Post Closure Management & Contaminated	2,239,695	2,373,754	46,777	7,469	1,100,000	183,333	(135,000)	-	3,251,472	2,564,556
Information Technology	293,703	302,718	3,803	923	200,000	-	(5,000)	-	492,506	303,642
Insurance	1,786,620	1,806,509	31,946	5,360	500,000	-	-	-	2,318,566	1,811,869
Land Development and Investment Fund	7,351,453	9,638,807	99,069	30,013	1,389,081	713,775	(1,748,612)	(33,507)	7,090,991	10,349,088
Major Building Refurbishment	14,565,981	14,878,218	263,171	45,373	1,627,464	-	(175,000)	-	16,281,616	14,923,591
Municipal Elections	82,014	80,756	-	246	-	-	-	-	82,014	81,003
Naval Base Shacks	1,132,801	1,132,099	21,677	3,452	30,000	-	(50,000)	(525)	1,134,478	1,135,026
Plant & Vehicle Replacement	9,430,065	11,016,204	185,588	32,912	3,000,000	-	(4,226,230)	(735,136)	8,389,423	10,313,980
Port Coogee Marina Assets Replacement	1,285,423	1,291,632	5,705	3,939	300,000	-	(60,000)	-	1,531,128	1,295,571
Port Coogee Special Maintenance - SAR	1,619,714	1,644,432	31,375	4,995	400,000	-	(204,154)	(9,400)	1,846,935	1,640,028
Port Coogee Waterways - SAR	120,874	94,237	2,852	287	60,000	-	(50,000)	-	133,726	94,524
Port Coogee Waterways - WEMP	1,212,627	1,360,710	33,847	4,159	-	-	(100,000)	-	1,146,474	1,364,869
Roads & Drainage Infrastructure	8,636,662	12,944,727	290,552	38,624	-	-	(12,815,280)	(11,411)	(3,888,066)	12,971,940
Staff Payments & Entitlements	1,691,755	1,679,842	32,136	4,963	125,000	-	(190,000)	(102,900)	1,658,891	1,581,906
Waste & Recycling	14,867,166	15,481,387	283,137	47,313	734,000	-	(529,251)	(36,360)	15,355,052	15,492,340
Waste Collection	3,226,918	3,288,540	41,263	10,013	1,414,645	-	(100,000)	(19,428)	4,582,826	3,279,125
Welfare Redundancies	43,431	43,561	-	133	-	-	-	-	43,431	43,694
POS Cash in Lieu (Restricted Funds)	-	-	-	-	-	-	-	-	-	-
	100,317,387	116,467,714	1,885,928	336,374	32,716,853	1,131,983	(36,984,715)	(2,350,259)	97,935,453	115,585,811
<i>Grant Funded</i>										
Aged and Disabled Asset Replacement	281,276	372,120	8,628	937	57,505	9,584	-	-	347,409	382,641
Family Day Care Accumulation Fund	30,675	11,342	-	35	-	-	-	-	30,675	11,376
Naval Base Shack Removal	594,822	595,485	10,649	1,816	50,000	-	-	-	655,471	597,301
Restricted Grants & Contributions	557,080	6,690,933	-	-	-	-	(1,786,012)	(6,441,907)	(1,228,932)	249,027
Welfare Projects Employee Entitlements	714,717	1,044,584	12,646	2,760	-	-	-	-	727,363	1,047,344
	2,178,570	8,714,464	31,923	5,548	107,505	9,584	(1,786,012)	(6,441,907)	531,986	2,287,689
<i>Development Cont. Plans</i>										
Cockburn Coast DCP14	-	73,383	-	224	-	-	(43,110)	-	(43,110)	73,607
Community Infrastructure DCP 13	3,541,917	5,708,631	144,588	18,274	3,000,000	735,509	(7,767,705)	-	(1,081,200)	6,462,414
Hammond Park DCP	3,257,405	3,069,175	24,032	9,360	250,000	-	(6,914)	-	3,524,523	3,078,535
Munster Development	1,347,978	1,350,746	21,830	4,119	80,000	-	(7,765)	-	1,442,043	1,354,865
Muriel Court Development Contribution	531,179	189,874	179	821	250,000	144,442	(22,929)	-	758,429	335,136

Sept19

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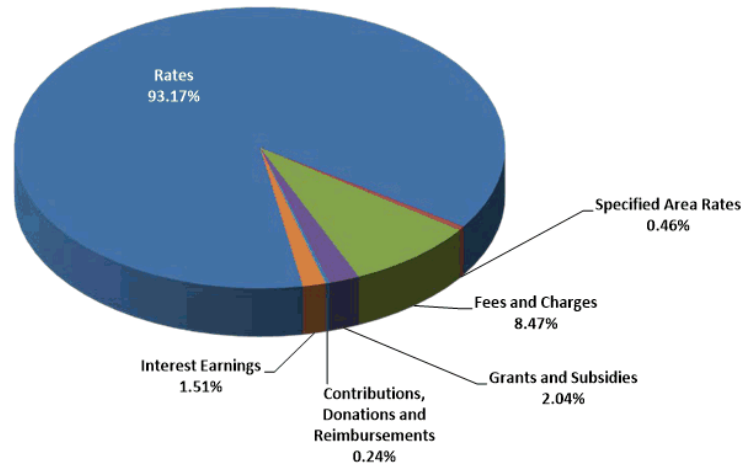
21/10/2019 12:14 PM

City of Cockburn - Reserve Funds

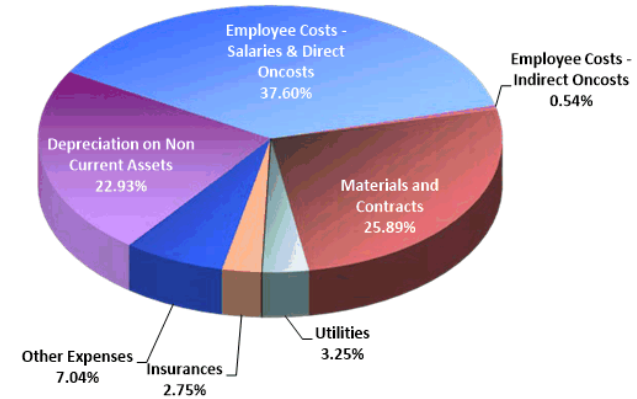
Financial Statement for Period Ending 30 September 2019

<i>Account Details</i>	<i>Opening Balance</i>		<i>Interest Received</i>		<i>t/t's from Municipal</i>		<i>t/t's to Municipal</i>		<i>Closing Balance</i>	
	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>
Packham North - DCP 12	104,143	80,659	1,146	246	100,000	-	(9,163)	-	196,126	80,905
Solomon Road DCP	648,266	649,076	16,500	1,979	-	-	(4,676)	-	660,090	651,056
Success Nth Development Cont. Plans	3,345,472	3,851,777	40,540	11,746	50,000	-	(3,776)	-	3,432,236	3,863,524
Thomas St Development Cont. Plans	13,556	13,550	294	41	-	-	-	-	13,850	13,591
Wattleup DCP 10	261,530	19,333	3,394	153	250,000	56,127	(6,914)	-	508,010	75,613
Yangebup East Development Cont. Plans	1,437,861	1,816,937	18,907	5,630	-	53,475	(1,356)	-	1,455,412	1,876,042
Yangebup West Development Cont. Plans	887,438	875,848	10,212	2,671	100,000	-	(1,356)	-	996,294	878,519
	15,376,745	17,698,991	281,622	55,265	4,080,000	989,552	(7,875,666)	-	11,862,701	18,743,808
<i>Total Reserves</i>	117,872,702	142,881,169	2,199,473	397,186	36,904,358	2,131,119	(46,646,393)	(8,792,166)	110,330,140	136,617,308

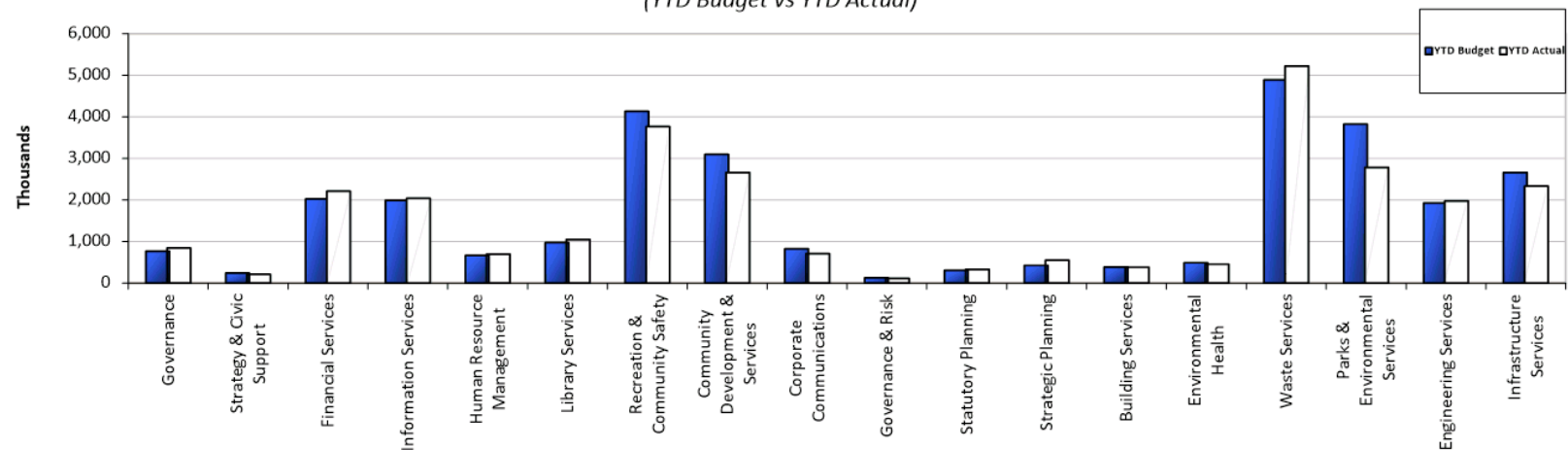
Operating Income by Nature and Type
(YTD Actual)

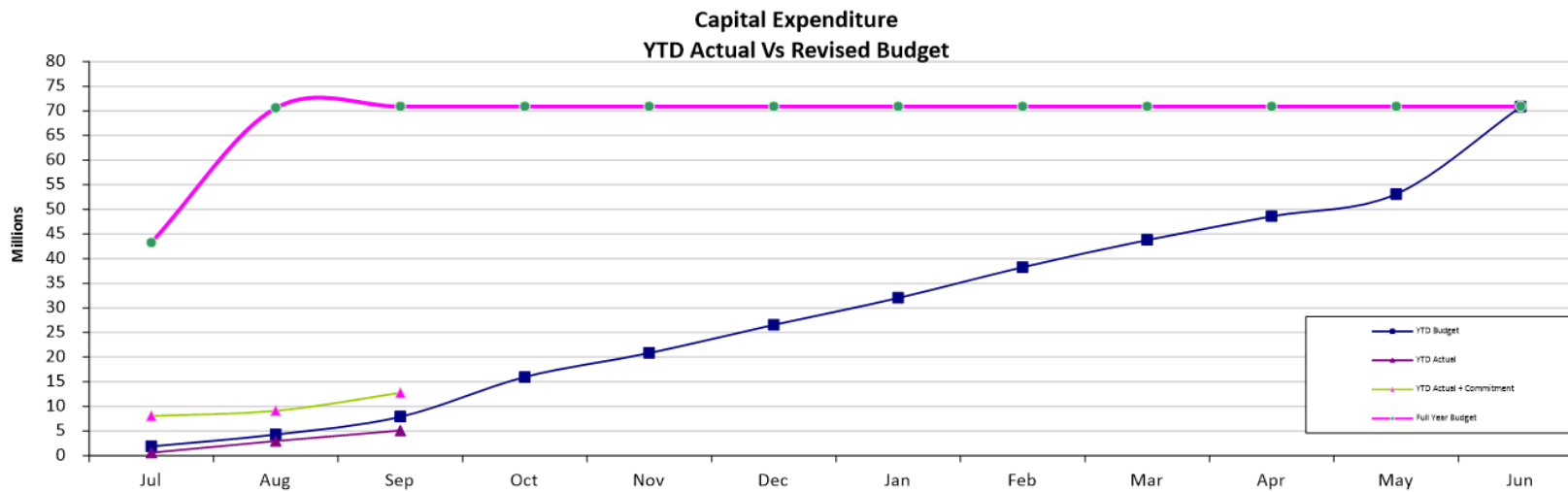
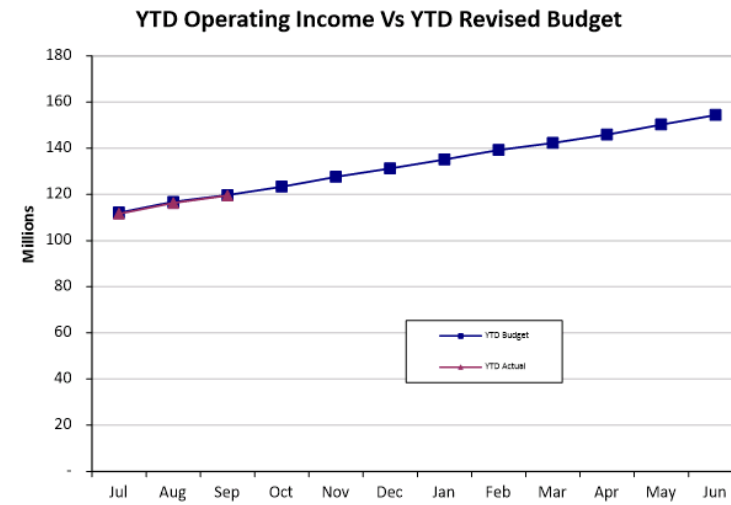
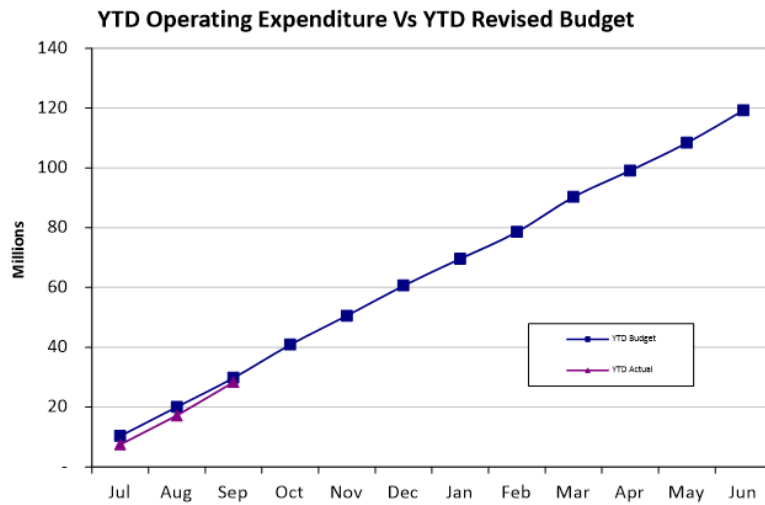


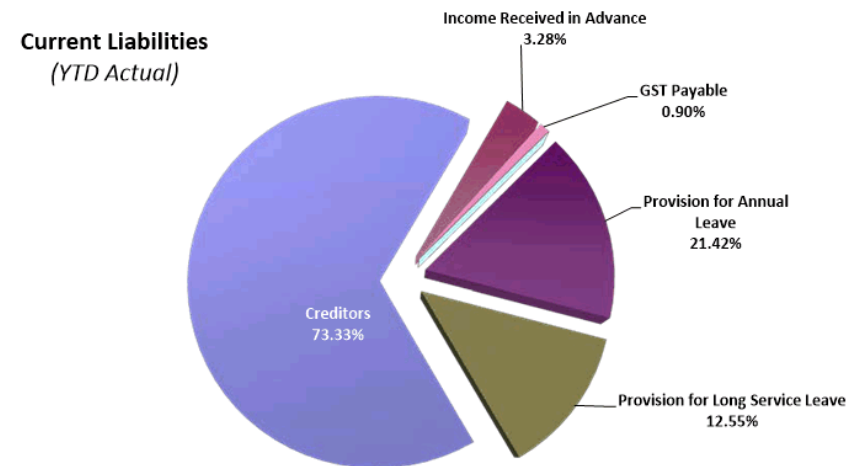
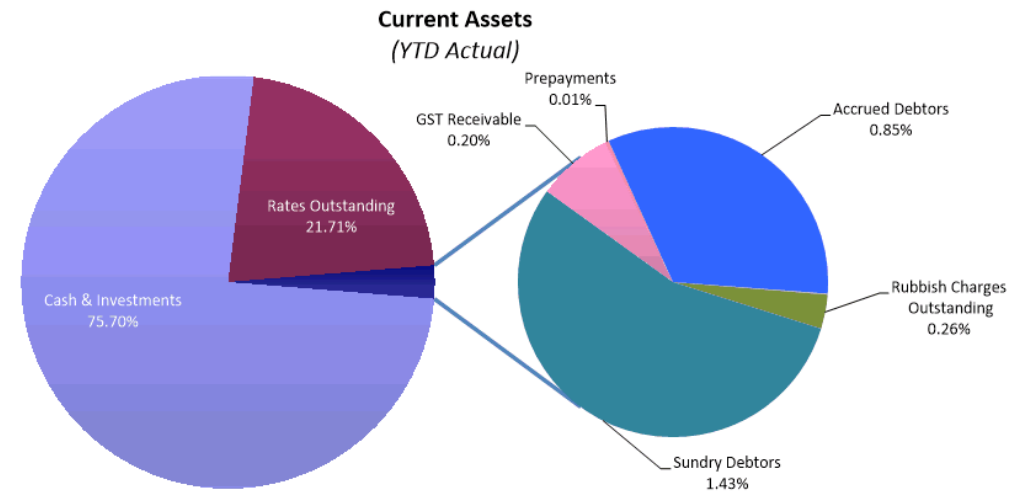
Operating Expenditure by Nature and Type
(YTD Actual)

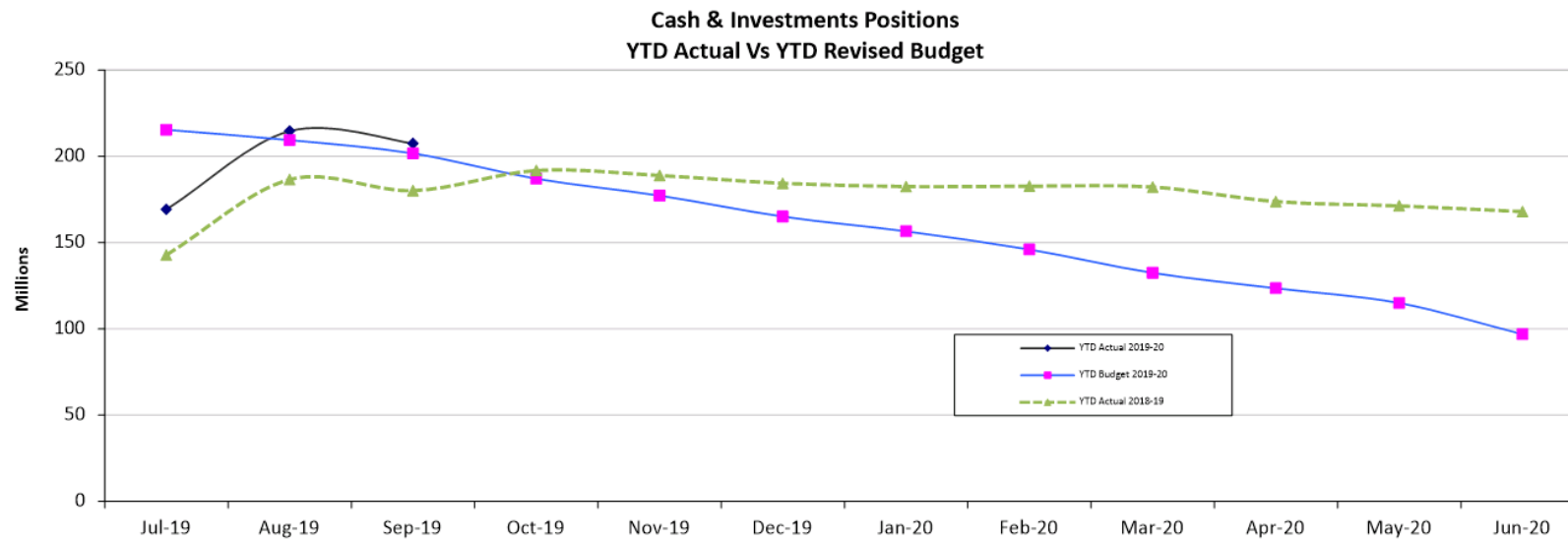
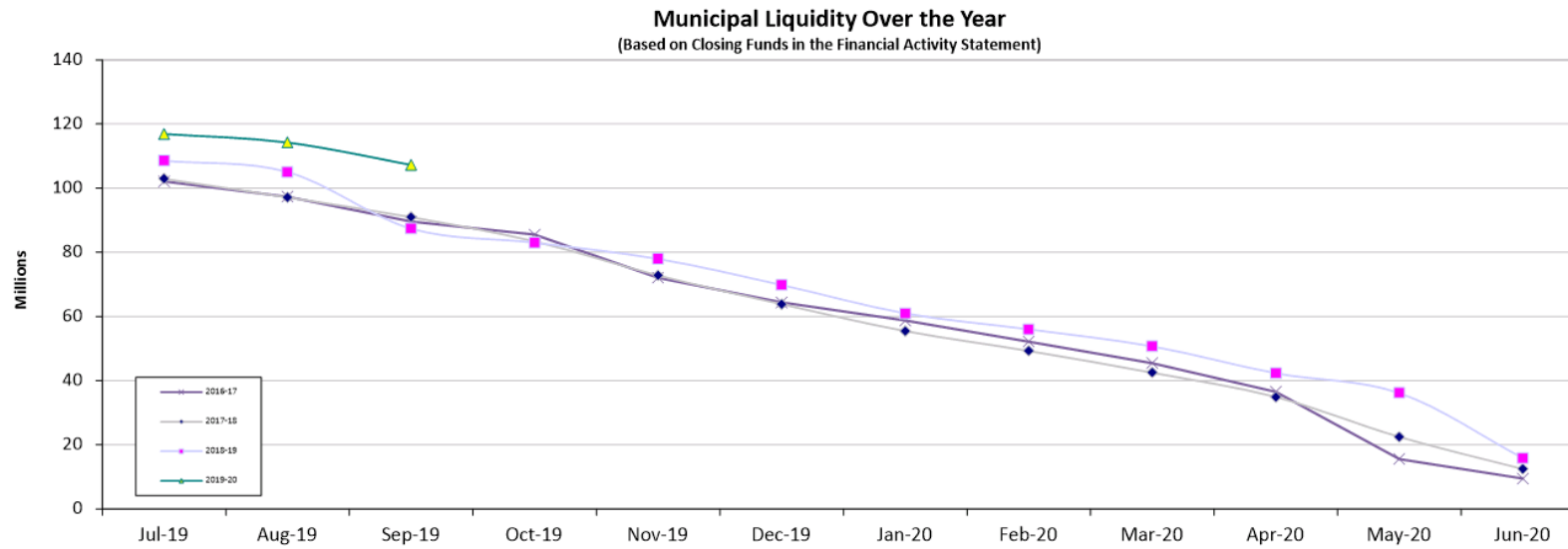


Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)









DETAILED BUDGET AMENDMENTS REPORT
for the period ended 30 September 2019

PROJECT/ACTIVITY LIST		DESCRIPTION	ADD/LESS	EXPENDITURE	TF TO RESERVE	FUNDING SOURCES			
						RESERVE	REVENUE	MUNICIPAL	NON-CASH
GL105	Other General Purpose Income	FAGS Adjustment	Less				83,697	(83,697)	
CW6059	Bakers Square Lighting	Funded from Contingency	Add	15,000				(15,000)	
CW3968	Junction Blvd Flooding	Transfer surplus budget to Britannia avenue flooding	Less	(43,651)		43,651			
CW3980	116 Britannia Ave Flooding	Transfer of surplus funds from Junction Boulevard for budget overspend	Add	43,651		(43,651)			
CW2364	Minor Roadworks	Transfer to Spearwood Ave for landscaping	Less	(19,082)				19,082	
CW4779	Poletti Rd - Design & Investigate	Transfer to Spearwood Ave for landscaping	Less	(50,000)				50,000	
CW3951	Montril Ave Coogee - New Street light	Transfer to Spearwood Ave for landscaping	Less	(10,918)		10,918			
CW3944	Hammond Road Frankland to Rowley	Transfer to Spearwood Ave for landscaping	Less	(50,000)		50,000			
CW3948	Spearwood Avenue Bridge (Yangebup Rd to Barrington St)	Transfer from various CW's	Add	130,000		(60,918)		(69,082)	
CW1562	Purchase & Subdivision Lot 2102 Garston Way North Coogee	Redevelopment of Garston Way	Add	200,000		(200,000)			
CW5983	Calleya (Treeby) Oval In-Kind Works	DCP 13 Funding Correction				30,668		(30,668)	
OP6004	New Council & Admin Centre	Funded from Contingency	Add	100,000				(100,000)	
OP6276	Integrated Health Centre Cladding Audit	Cladding Audit funded from Cockburn Health Rsv	Add	15,000		(15,000)			
OP8272	Contingency Fund	Funding various projects & FAGS Adjustment	Less	(198,697)				198,697	
				131,303	0	(184,332)	83,697	(30,668)	0

16. ENGINEERING & WORKS DIVISION ISSUES

Nil

17. COMMUNITY SERVICES DIVISION ISSUES

Nil

18. EXECUTIVE DIVISION ISSUES

Nil

19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**19.1 PROPOSAL TO DEVELOP A SPONSORSHIP PACKAGE AND ASSOCIATED GUIDELINES, POLICIES AND PROCEDURES - INVESTMENT AND EVENT PARTNERSHIPS**

Author(s) S Seymour-Eyles

Attachments N/A

RECOMMENDATION

That Council receive the report.

Background

Cr Smith has submitted a Motion via email on 9 August 2019.

If the WA Local Government Act 1995 allows for this, I would like to move the following motion:

The City develop a sponsorship package and associated guidelines, policies and procedures aimed to attract investment and event partnerships.

The package and associated supporting documents be placed on the agenda of a future Council meeting.

Reason:

Other Local Governments across the country do not view such sponsorship as a donation, but as:

- 1. A cost effective promotional tool for local business.*
- 2. An opportunity to enhance events, provide value for money to the community.*
- 3. A unique opportunity for local business to engage with residents.*

The package should include a broad range of opportunities available for businesses to get involved and at varying levels of in-kind and cash support.

Developing an open and transparent process will ensure no perception of improper influence.

Our resident associations have been doing a fantastic job attracting sponsorship and support from local businesses, with no complaint or negative impact; it's time the city followed their lead.

Submission

N/A

Report

Current Situation

The City currently engages an event management company to manage the Coogee Live event from start to finish, which includes sourcing incoming sponsorship (developing packages, sourcing sponsors, agreeing contracts, delivering the sponsorship (eg: positioning of signage at the event, taking photos, logo placement on screens, agreeing sponsored activities or installations). Coogee Live would not be able to be run within the City's events budget were it not for sponsors. In 2019, \$102,500 cash was secured to add value to the event and \$87,000 equivalent in kind media sponsorship, plus volunteer time.

To date the City has not sought sponsorship for its other events due to:

1. Timing. This is a critical factor. The fact that the major events program must go to Council in June each year, after a review of the past season, does not allow sufficient time to seek sponsorship for the September – April main season and by which time sponsorship budgets are often allocated. The City prints its Events Calendar (research demonstrates this is the most highly valued events collateral) in September in advance of the season, which would not provide time to include sponsor logos if required.

For Coogee Live, potential and existing sponsors are spoken to directly after the event and before the event is approved by Council in the knowledge that the event may not go ahead and that sponsorship may have to be declined.

2. Resourcing. The City does not have the human resources required to develop and manage sponsorships, within the City's major events team (2 FTE). They are currently at capacity for the events they deliver. The City's grants and research team (1.26 FTE) whose responsibilities include overseeing all outgoing City sponsorships, grants and donations, as well as major incoming sponsorships, are also at capacity.
3. Competition. Not wishing to compete with not-for-profits for sponsorship as per the City's events policy.
4. A component of many sponsorships is invitations to a VIP event. The City has mostly steered away from VIP functions as these add to the cost of the event, increase the workload of the events team and can receive negative publicity. Additionally, these events often involve alcohol which is not permitted at any of the major events other than Coogee Live, which has one licenced bar area.

There is little doubt that sourcing incoming sponsorship for the City's major events could add value to the event and provide benefit to suitable businesses from a branding and exposure perspective.

However, sourcing and implementing incoming sponsorship is labour intensive and requires significant human resource to implement:

1. Sponsorship packages need to be developed, reviewed and marketed each year;
2. The time required to contact, follow up and meet with suppliers;
3. Contract writing and signing;
4. Ensuring the sponsorship requirements happen at the event, such as signage, photography, signage placement, number of mentions over the PA, social media mentions, logo placement on screens as well as managing artwork approvals that acknowledge sponsors, ensuring they are included in radio scripts and making sure they get invited to VIP functions (if applicable); and
5. An acquittal must be provided after the event.

Aside from considering the City's own Incoming Sponsorship Policy and circumstances, the Manager Corporate Communications contacted one large WA Local Government who has asked not to be named, a neighbouring Local Government who has initiated an events partnership program and a larger (than Cockburn) Victorian Local Government.

1. The large WA Local Government who has an events sponsorship program has estimated that it takes 0.4FTE on average to manage these sponsorships. They advise this fluctuates a lot depending on time of year, whether they have new sponsors on board who need to be walked through each step, whether the sponsorship is commercial, incorporates a lot of on-site activation and event space, or if the sponsor is more interested in just aligning their brand with the promotion. The 0.4FTE does not include ensuring that the activations are set up at the event and on-site activities are delivered, but the City could engage a casual employee over five events for up to eight hours at each event to ensure that occurs for \$1,000-\$1,500 for the five events.

Based on the income figures provided by the large WA Council (requested that these not be used) there would be a hypothetical cash profit of \$52,500 after a 0.4FTE with on costs, although they do have more large events than the City of Cockburn so the cash profit could be reduced. They also secured an additional \$250k in kind sponsorship (mainly media) but media sponsorship still requires quite a significant spend component. These figures exclude their equivalent, but larger, Coogee Live style event for

which they outsource the management and sponsorship, as the City does for Coogee Live.

2. One Council in Victoria (population 217,000) which offers sponsorship packages advises that it takes significant resource to source sponsorship so they are unable to put sufficient effort into doing so and are not obliged to seek sponsorship. They generally go out to their previous sponsors, mention the sponsorship opportunities on their events page, but no longer put the sponsorship opportunities document on their website. Their minimum sponsorship is \$2,000, as anything less is not worth the return on investment. They have also steered away from heavily sales focussed businesses and note that Government sponsorship is preferable in terms of alignment, value and appropriateness.
3. One neighbouring Council to the City of Cockburn of a similar size has initiated partnership opportunities for their main events but their policy says they are not required to get funding. If they do get funding it is to enhance the event and does not reduce the budget.

Their minimum sponsorship is \$1,000 due to the resource and capacity required to implement individual sponsorships. Their policy states that they would not seek sponsorship 'where the value of the sponsorship package is negated by the administrative process required to implement the sponsorship agreement

This aligns with the City of Cockburn's current Incoming Sponsorship Policy which states, 'The Officer securing sponsorship must ensure that the cost in time or resource to secure and administer a sponsorship must be no more than the sponsorship amount secured.'

The City's Incoming Sponsorship Policy statement is as follows:

The objective of procuring sponsorships for the City is to acquire funds or materials required outside of core operational budgets to enable the development of additional functions and enhancement of existing services and activities, which will benefit the Cockburn community.

Sponsorship agreements shall not impose or imply conditions which would limit, or appear to limit, the ability of the City of Cockburn to carry out its functions or restrict the City's ability to ensure that services, events and programs are accessible to all.

The City must consider when seeking sponsorship from any organization, whether it is competing for funds with not-for-profit groups or charities. If it does, the Officer requesting sponsorship must justify why it should, how it will benefit the community and why funds are not otherwise available. This does not apply when the sponsorship is sought for a benevolent purpose.

Potential Issues or Matters to Consider

These are considerations that City Officers are concerned about and two of the three Councils contacted shared the same concerns. The other Council has human resources allocated to ensure that these matters are managed properly.

1. Small sponsorships, of less than \$1,000-\$2,000, cost more to administer than the benefit gained.
2. The City does not have the resources in house to take this on with existing staff levels as an additional task, although it is possible to outsource event sponsorship for an estimated 20%-25% of the revenue generated.
3. Council needs to be fair and impartial to all ratepayers. It is standard practice to limit sponsors to one per type of sponsor for the benefit of both the sponsor and for the public, which would likely mean that each year, sponsorship would need to be advertised on a first in, first served basis, so as not to favour one business over another, thus increasing the work load to bring on more sponsors.
4. Ensuring that there be no conflicts of interest around sponsors who may have compliance issues with the City or may require future decisions of Council.
5. That the City is not seen to be endorsing commercial products.

Strategic Plans/Policy Implications

Economic, Social and Environmental Responsibility

Create opportunities for community, business and industry to establish and thrive.

Leading and Listening

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

Budget/Financial Implications

Additional human resource costs would be required, estimated at \$50,000 per annum

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

If adequate resources in the form of a specifically responsible Officer was not provided to manage this, there is a risk that sponsors would not receive the time that is required to adequately service them.

That the return on investment is not sufficient, particularly if small sponsorship packages were available.

That a business who misses out on the opportunity because another business in their specific field has secured sponsorship complains because they have missed out and they are a ratepayer.

That the City competes with not-for-profit community groups in securing sponsorship.

Advice to Proponent(s)/Submitters

N/A

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

Nil

19.2 ALTERNATIVE RECYCLING DROP OFF POINTS

Author(s) L Davieson

Attachments 1. Email from Cr Stone (Sands) - Submission of Motion - Aerosol Cans and other recyclables [↓](#)

RECOMMENDATION

That Council:

- (1) receive the report and
- (2) list for consideration in the 2020- 2021 budget the installation of five aerosol can disposal bins at a total capital cost of \$9,500 and annual operating cost of \$20,705.

Background

Cr Chontelle Stone (Sands) in an email received on 19 August 2019 has submitted a Motion as follows:

That Council investigates alternative recycling drop off points in each of the wards of the City specifically for aerosol cans and other recyclables that are not to be placed in the yellow bin.

Reason:

The Cockburn community want to do the right thing and recycle their waste, however limitations placed by having to take their aerosol cans and other items to Council or the Henderson Waste Facility is cumbersome and preventing maximum recyclability.

We need to make this easier for the community to participate in and to help reduce waste.

Submission

N/A

Report

In 2018, a directive from the three Material Recovery Facility operators in the metropolitan area (Suez, Cleanaway and the SMRC) notified local authorities that aerosol cans, soft plastics polystyrene and meat trays would no longer be accepted at their processing facilities.

Aerosol cans were no longer permitted in the recycle bin due to their potential to cause fires at recycling facilities. A majority of used aerosol cans contain residual flammable liquids which can ignite under pressure resulting from compaction inside waste truck, when crushed under landfill vehicles or processing plant machinery.

Meat trays are not recyclable and are to be placed in the general waste bin.

Polystyrene is bulky, lightweight and prone to fragmentation resulting in a highly problematic litter and should only be delivered to the Henderson Waste Recovery Park.

Soft plastic can be placed in the Red Cycle Bins in any of the many Coles and Woolworths supermarkets around the City.

This report therefore deals with the potential to provide aerosol drop off bins only in convenient locations around the City.

Following this directive, the City investigated a number of options for the safe disposal of aerosol cans:

- General waste bins – disposal of aerosol cans in kerbside bins also poses a risk of fire in general waste trucks or at the landfill;
- Supervised drop off facilities inside City buildings – a request to install drop-off points inside City Libraries was declined by the Manager of Library Services, citing existing challenges with managing undesirable activities in their establishments. A drop-off container was established in the foyer of the Administration Building – this is used regularly, often requiring emptying by Waste Services twice per week; and
- Unsupervised drop-off facilities – due to the potential for flammable liquids to be accessible to the public, this was deemed unsafe unless a secure, vandal-proof storage container could be developed.

At present, residents who wish to safely dispose of aerosol cans have two free drop-off options: Henderson Waste Recovery Park or the Administration Building, which are both in the West Ward of the City. The Central and East wards have no drop-off facilities.

A number of customer requests have been received to establish additional drop-off locations for aerosol cans to service all areas of the City.

Other Household Hazardous Waste Items

Henderson Waste Recovery Park can accept the following items for free via the State Government Household Hazardous Waste program:

- Acids and alkalis;
- Aerosols;
- Batteries (household);
- Engine coolants and glycols;

- Fire extinguishers;
- Flammables;
- Flares;
- Fluorescent lamps and tubes;
- Gas cylinders;
- Household chemicals;
- Paint;
- Pesticides/herbicides;
- Poisons/toxics;
- Pool chemicals;
- Smoke detectors; and
- Unknown chemicals.

The receiving, identification, categorisation and safe storage of the wide range of household hazardous waste is a high-risk role for well-trained officers only. This role is performed at our Henderson Waste Recovery Park, where the chemicals are placed in the City's modern Hazardous Waste Facility awaiting removal and destruction by our contractor Toxfree. Combining certain chemicals together in a single bin is not only against all safety procedures and costly to sort, but it is dangerous for staff and community alike. Therefore there is no option, other than the free delivery of these materials to the Henderson Waste Recovery Park.

There are also drop-off stations at all three City libraries, specifically designed to collect the following low risk hazardous household items:

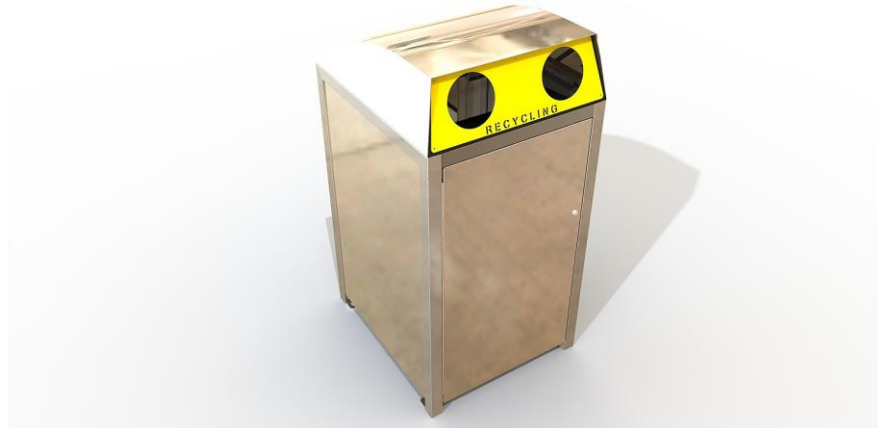
- Light globes (taken to Henderson);
- Household batteries (taken to Henderson);
- Printer cartridges (sent to Close the Loop); and
- Mobile phones (sent to Total Green Recycling).

Options to extend drop-off facilities

- Gain approval to install further internal supervised aerosol drop-off bins in City venues (e.g. Operations Centre, Libraries, Cockburn ARC, and Port Coogee Marina Office). Existing recycling hubs in libraries could be redesigned to accept aerosols and securely accept mobile phones (at present, mobile phones are stolen regularly so library staff remove them and store them in office areas). This option was discounted as a result of reports by the Manager Library Services citing existing challenges with managing undesirable activities in their establishments.
- Install external unsupervised aerosol drop-off bins engineered with one way chutes to prevent vandals from reaching in to retrieve aerosol cans. They would need to be securely fixed to a pavement/wall/pole. These would allow 24 hour drop-off access.

Unsupervised bins may end up contaminated with other waste types. Quotes have been obtained from two bin fabricators:

1. Forever Shining – development \$2,500, fabrication up to \$2,000 per unit
2. Source Separation Systems - \$1,700 per unit – refer to the image below. This design uses an existing bin enclosure with a modified lid to accommodate a secured, aerosol deposit unit. This product incurs no development costs.

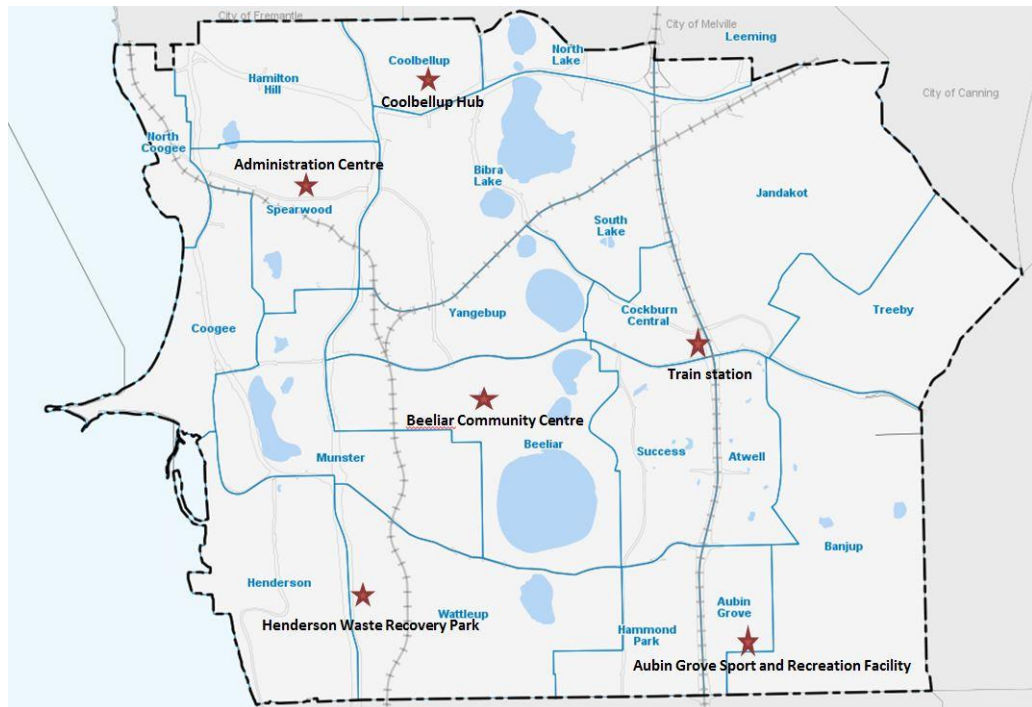


Henderson Waste Recovery Park is a current drop off point for aerosol cans. Five additional locations have been identified throughout the City to ensure all residential areas are serviced. – refer to the map below. The locations are:

- Coolbellup Hub;
- Cockburn Central Train Station;
- Aubin Grove Sport and Recreation Centre;
- Cockburn Administration Area; and
- Beeliar Community Centre.

These locations were identified by the Facilities and Plant Manager and the Waste Education Coordinator using the following criteria;

- Resident convenience;
- Existing Council buildings;
- Concrete bases in place to most locations; and
- Bin located at a safe distance from the building.



Strategic Plans/Policy Implications

Economic, Social and Environmental Responsibility

Improve water efficiency, energy efficiency and waste management within the City's buildings and facilities and more broadly in our community.

Further develop adaptation actions including planning; infrastructure and ecological management to reduce adverse outcomes arising from climate change.

Budget/Financial Implications

The deposit boxes suitable to accept low risk household hazardous waste (Aerosol Cans) each cost \$1,700 from Source Separations.

Installation costs are \$200 per unit to cover transport, installation, and some locations may require a concrete base.

Sustainability grant opportunities may be available but at the time of writing this report, none were available.

The servicing of these units will be managed by the Illegal Dumping Team under the control of the City's Waste Collection Coordinator.

The collection costs for five locations (Administration, Coolbellup Hub, Cockburn Central, Beeliar and Aubin Grove) would require about four hours covering collection and transport to HWRP.

Cost	Operational/year	Capital
Plant - 99hrs x \$25.00	\$2,475	
Labour - 99hrs x \$75.00 x 2 staff	\$14,850	
Disposal \$65/week	\$3,380	
Installation		\$1,000
Purchase		\$8,500
Total	\$20,705	\$9,500

Legal Implications

N/A

Community Consultation

To ensure the community are aware of the locations and understand how to use the aerosol disposal bins correctly, an extensive education program will be undertaken. The marketing program will typically involve all print, electronic, billboards and social media platforms.

Risk Management Implications

If aerosol can drop off locations are not made more accessible, the cans will continue to pose risks to staff at Henderson Waste Recovery Park (landfill fires), waste trucks (fires in the waste collected) and contractors, who process the contents of our comingled recycle bin (Suez).

There are also reputational risks arising from community dissatisfaction with the limited number and location of drop-off options.

There is additional risk associated with installing unsupervised aerosol drop off bins in four additional locations throughout the City. Whilst aerosol deposit bins will need to be installed away from buildings, there is still the potential for these to be used as general waste bins and for vandals to set fire to these bins.

Advice to Proponent(s)/Submitters

N/A

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

Nil

Vanessa Frankson

Subject: FW: Motion

From: Cr Chontelle Sands
Sent: Monday, 19 August 2019 10:54 AM
To: Stephen Cain
Cc: 15 Elected Members DL
Subject: Motion

Hi Stephen,

I'd like to submit the following motion for the next Council meeting please:

Motion:

That Council investigates alternative recycling drop off points in each of the wards of the City specifically for aerosol cans and other recyclables that are not to be placed in the yellow bin.

Reason:

The Cockburn community want to do the right thing and recycle their waste, however limitations placed by having to take their aerosol cans and other items to Council or the Henderson Waste Facility is cumbersome and preventing maximum recyclability.

We need to make this easier for the community to participate in and to help reduce waste.

Kind regards,

Cr Sands.

Sent from my Samsung Galaxy smartphone.

Cr Chontelle Sands
Councillor - Central Ward
9 Coleville Crescent, Spearwood WA 6163
PO Box 1215, Bibra Lake DC WA 6965



E csands@cockburn.wa.gov.au



Please note that this correspondence is a personal message from your Councillor and does not necessarily represent the position of the City of Cockburn.



19.3 EXPLORE THE ESTABLISHMENT OF A MEMORIAL GARDEN, AREA, IDEA OR INITIATIVE TO REMEMBER DOGS PASSED

Author(s) M Emery

Attachments N/A

RECOMMENDATION

That Council consider the creation of a Memorial Garden to remember dogs passed, as part of the development of the Animal Management and Exercise Plan.

Background

By email received on 13 October 2019, Cr Smith submitted the following Motion:

(1) The City of Cockburn establish a Reference Group to explore establishing a memorial garden/area/idea/initiative to remember dogs passed.

(2) Invite elected members to sit on the Reference Group.

(3) Report to come back to Council with recommendations.

Reason:

The City of Cockburn without a doubt has become a dog lover's haven. I would like to take this up a notch. Let's explore how we can remember our loved pets once lost.

Submission

N/A

Report

The growth of domestic animal ownership within the City has risen with population growth. Within the City there are approximately 13,000 registered dogs.

Along with increased ownership of dogs, pet owners spend more on their pets than ever before. According to a report by the Royal Society for the Prevention of Cruelty to Animals (RSPCA), the average dog owner will spend approximately \$1,000 on each pet per year. The overall companionship domestic pets offer leave owners distressed on the passing of their pet with a desire to honour the memory of a pet.

In more recent years, owners of deceased dogs elect to cremate their animal. A number of pet cremation services are provided within the

Perth metropolitan area. Post cremation, many dog owners elect to either store or dispose of ashes at various locations or in private ceremonies.

Within the Perth metropolitan area, the Shenton Park Dogs Refuge has options of burial and spreading of ashes within their Memorial Garden. The use of the refuge incurs fees of between \$90-\$690, depending on the type of burial or spreading of ashes.

Although initial research would suggest there are no other formal memorials within the metropolitan area, the spreading of ashes is considered common and due to the small quantity and the inert nature of ash, does not pose any environmental health impacts.

Recently, City Officers have completed community consultation in relation to the proposed Animal Management and Exercise Plan. The consultation included four community workshops, an online survey that attracted over 600 responses. The establishment of a memorial garden was raised by the community, however the community workshops did not prioritise such an area as a critical need.

As such, it is recommended that further investigation and community input be sought on the concept of a memorial garden for dogs passed as part of the development of the Animal Management and Exercise Plan prior to making a decision on the need to develop a Reference Group.

Strategic Plans/Policy Implications

Community, Lifestyle and Security

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

Budget/Financial Implications

Without further consultation with the community as to the overall need and investigation into the requirements of the space, a project amount is unknown at this time.

Should Council be supportive of the dogs memorial concept being further explored as part of the Animal Management and Exercise Plan development, potential costings will be identified as part of this process.

Legal Implications

N/A

Community Consultation

As part of its Animal Management and Exercise Plan, City Officers have conducted four community workshops, and created an online survey that received over 600 responses.

Several workshops included the possibility of recognising an area for a pet memorial, however it did not come through as a high priority or key theme of the consultation process.

Risk Management Implications

There is a low level of brand and reputation risk associated with this item.

Advice to Proponent(s)/Submitters

N/A

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

Nil

- 20. NOTICES OF MOTION GIVEN AT THE MEETING FOR
CONSIDERATION AT NEXT MEETING**
- 21. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY
MEMBERS OR OFFICERS**

22. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

22.1 IMPLICATIONS OF A BAN ON ALL FUTURE PLANTING OF LONDON PLANE TREES (PLATANUS ACERIFOLIA) IN THE CITY

Author(s) A Lees

Attachments 1. Plane Tree (Platanus acerifolia) Distribution [↓](#)
2. Street Tree Master Plan [↓](#)

RECOMMENDATION

That Council

- (1) not support the ban on London Plane trees; and
- (2) continue to manage these trees in accordance with current Procedures, Master Plans and practices.

Background

At the 13 June 2019 Ordinary Council Meeting (OCM), Cr Kirkwood raised a Matter to be Noted for Investigation, Without Debate as shown below:

ITEM 22.5 IMPLICATIONS OF A BAN ON ALL FUTURE PLANTING OF LONDON PLANE TREES (PLATANUS ACERIFOLIA) IN THE CITY OF COCKBURN

Cr Kirkwood requested a report be presented to a future Council Meeting on the implications of a ban on all future planting of London Plane Trees (platanus acerifolia) in the City of Cockburn. The report is to also address the viability of doing a replacement of London Plane Trees in reported locations where the tree is causing a problem, with the proposed time frame for the replacement program of five years.

Reason

London Plane Trees have been causing a significant amount of damage to the City's infrastructure, as to residential properties for a number of years. The cost of damage to not only rate payers but the City of Cockburn is becoming exorbitant. The City need to look at planting a new suitable tree next to the old one and removing these troubled trees over a certain time period once the young tree is established. Troubled trees are to be identified though the City's correct process prior to removal.

To ban all future planting of London Plane Trees will prevent future damage and cost to the City's infrastructure as well as an ongoing cost to ratepayers for management.

Submission

N/A

Report

In considering a ban on Plane trees it is incumbent on Council to comprehend the current provision, value, benefits, planning, management and consequential impacts of this tree species.

The City's 2013 street audit identified 1,150 Plane Trees (*Platanus acerifolia*) distributed throughout its street verge environment. Two suburbs have the highest number of these trees – Aubin Grove and Jandakot, with the remainder spread across other suburbs.

The combined value of these Plane trees is \$7,207,742.29 based on the Helliwell tree valuation method (adopted methodology of valuation). These trees provide a large canopy cover which ensures the City maintains and protects its urban forest as outlined in the Urban Forest Plan 2018-2028.

A breakdown of each of the City's suburbs with the provision of Plane trees, correlating value and canopy cover is provided in the table below.

Street Tree Audit			
Suburb	Number	Value	Canopy (m²)
Atwell	148	\$2,396,791	996
Aubin Grove	312	\$686,521	432
Banjup	2	\$5,121	6
Beeliar	90	\$ 236,481	170
Bibra Lake	58	\$402,774	228
Cockburn Central	2	\$20,511	8
Coogee	15	\$32,576	30
Coolbellup	78	\$557,674	462
Hamilton Hill	24	\$240,964	92
Hammond Park	33	\$60,572	42
Jandakot	343	\$2,319,976	2072
Leeming	6	\$97,305	45
Munster	6	\$26,543	17
South Lake	7	\$14,478	10
Spearwood	7	\$50,770	37
Success	1	\$7,239	5
Yangebup	18	\$56,707	43
Total	1150	\$7,213,011	4693

A visual representation of the Plane tree canopy cover and distribution throughout the City is provided for reference as Attachment 1.

Plane trees provide a range of environmental benefits that improve the liveability in our City and protect against the vulnerability of climate change. Some of the key elements are listed below.

- Large canopy surface area is very effective at sequestering carbon/absorbing air pollutants improving air quality;
- Large canopy creates greater shade cast which contributes to reducing the urban heat island effect and reliance on cooling systems;
- Deciduous tree species enabling the permeation of winter sun;
- Sound growth habit with a pyramidal canopy;
- Establishment in a variety of soil;
- Reduce storm water runoff;
- Absorb road/aeroplane noise;
- Damping effect of the canopy reduces the speed and damaging effects of storms/strong winds;
- Ecological corridor for bird life/fauna;
- Societal benefits – The plane trees create aesthetically attractive streetscapes creating a shaded avenue that promotes health and wellbeing; and
- Research has identified an increase in property value with an adjacent mature street tree.

In planning for street trees throughout the City, Officers implement the key objectives of the Street Tree Master Plan (included for reference as Attachment 2). This Master Plan outlines five planting zones throughout the municipality in order to guide tree selection. The Plane tree has been selected as a suitable tree for Zone 2 (Significant verges, median and roundabouts) and Zone 4 (Industrial Commercial). Typically these zones have large property setbacks and wide verge areas allowing planting of larger trees. The Plane Tree has not been selected for Zone 5 (Residential verges) due to reduced verge depths, service provisions, footpaths and the built form having reduced setbacks.

Plane trees are managed and maintained in accordance with the City's Street and Reserve Tree Management Policy which was recently reviewed and adopted by Council at the 13 June 2019 OCM. This policy provides guidance to the community and officers on how the pruning and removal of trees will be facilitated to ensure tree preservation is prioritised and our canopy cover is sustained. The Policy seeks to ensure protective mechanisms are implemented and assessed over a period of time prior to the consideration of removal.

A proportion of the City's Plane trees are located within the verges of suburbs whereby a developer was permitted to plant trees prior to dwelling and crossover construction. This has led to a situation whereby a number of Plane trees are not located centrally within the verge requiring an increase in oversight by City officers and protective management controls.

There are also a significant number of these trees that have minimal impact in the City's resources except for extra road sweeping to remove fallen leaves through the autumn months. There are also cases whereby residents have planted this tree species in the verge and seek to ensure they are retained to maximise their investment and property value. It should also be noted that the establishment and subsequent growth of the Plane tree has been promoted by residents watering the verge environment to create an attractive point of interest to their property.

In determining the consideration of a ban on Plane trees, Council needs to comprehend the existing management control measures, Master Plans, Policies, ability to maintain its canopy cover and setting a precedent for other trees species to be banned if they have similar characteristics.

Also to identify selected areas and not a citywide removal program would be extremely onerous on City officers in explaining the matrix to residents and pose further impacts to Council. A ban would also limit the capacity for these trees being utilised in streetscapes or reserve spaces whereby they have proven to establish and grow to maturity in our harsh climate and varying soil profiles. Banning these trees in Zone 2 and Zone 4 of the Street Tree Master Plan would reduce the tree offerings in these areas and the canopy value they will bring to future generations. With a range of trees identified for these Zones, Officers can ensure the most beneficial and functional tree is selected to achieve the landscape designs

A dedicated removal and replacement program is difficult to populate with the limited detail available on the 1150 Plane Trees distributed throughout the City. Although an audit of the street trees has been undertaken the attributes collected on each trees does not extend to the broad terms of the adjacent property owners' concerns, ie: damage to verge infrastructure, private property damage, excessive shading, leaf litter, etc. In order to ascertain the feasibility of a removal and replacement program additional resources would be required to assess each of these trees or potential locations based on customer requests along with determining a funding model aligned to the Long Term Financial Plan whilst sustaining our canopy cover during the delivery program.

In evaluating the current constraints, adopted strategies and plans it is recommended that Council not support the ban on Plane trees and continue to manage these trees in accordance with the relevant Policies, Procedures and Master Plans.

Strategic Plans/Policy Implications

Economic, Social and Environmental Responsibility

Improve the appearance of streetscapes, especially with trees suitable for shade.

Budget/Financial Implications

No budget requirements if the Officer Recommendation is approved.

Legal Implications

N/A

Community Consultation

No community consultation was required in responding to the Matter to be Noted for Investigation.

Risk Management Implications

Failure to accept the recommendation has the potential of further requests to ban specific tree species, resulting in our urban forest canopy being jeopardised and the City's brand be at risk of breaching its environmental responsibilities.

Advice to Proponent(s)/Submitters

N/A

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

Nil

Legend

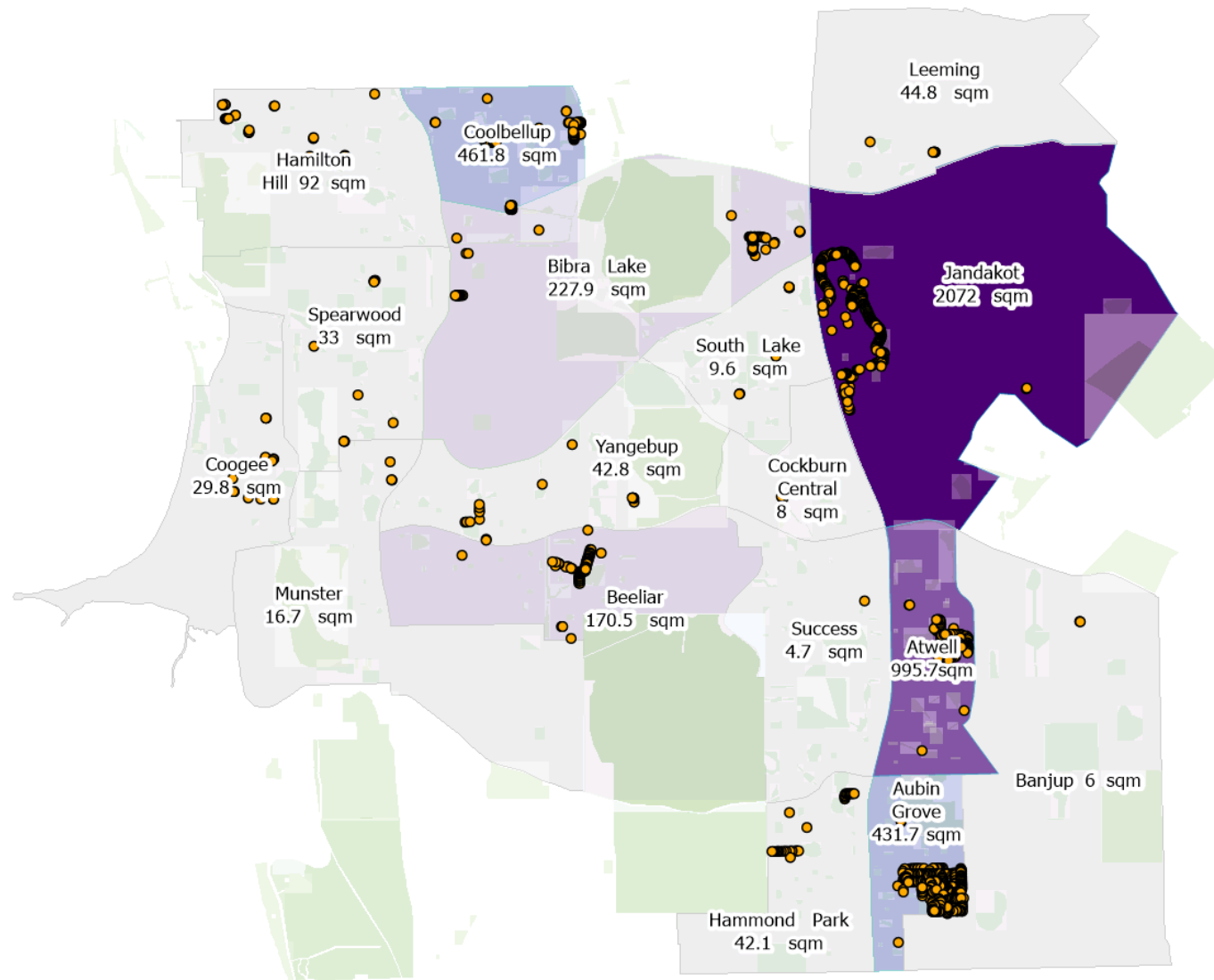
- *Platanus acerifolia*
- Suburb

Parks and Reserves

Tree Coverage

Canopy Spread (sqm)

- ≤92.0
- ≤227.9
- ≤461.8
- ≤995.7
- ≤2072





City of Cockburn **STREET TREE MASTER PLAN**

cockburn.wa.gov.au

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Version	Description	Issue date	Authorized by:
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1. INTRODUCTION

The City of Cockburn is currently undergoing both infill and green field development to accommodate the rapidly growing population. This process is resulting in the removal of large amounts of the cities Urban Forest. This equates to a loss of asset to the city and amenity to the community and environment.

In response to this, the City is implementing a planting program for our streetscapes to ensure trees are provided to benefit the community and environment, now and for the future generations to come.

Through this process, an opportunity exists to support the environment and create or increase identity and character to the suburbs within the City of Cockburn by planting species that will not only survive the changing environmental conditions, but flourish.

A survey of all the street trees within the City of Cockburn was undertaken to inform this document. This survey identified that most streets within the City of Cockburn provide no street tree theme, with residential streets trees in these areas being a random mix of native and exotics species. Newer developments have provided avenue planting themes, as the desire to create pedestrian friendly neighbourhoods gains importance.

This document will act as a resource to be used by the City of Cockburn officers, developers and the community to provide a holistic vision for the City's streetscapes in the future. The tree palette has been selected for streetscapes and verges adjacent to residential or private lots.

Strategic objectives of the street tree master plan are to:

Increased Urban Forest	Increase the numbers of trees and in turn the percent of shade within the City.
Urban character	Provide a tree palette to guide the character of future development and improvements within the City.
Species suitability	Provide a selection criteria which guides appropriate species selection which will thrive and be appropriate for its location.
Street hierarchy	Define the street hierarchy and create landmark locations to aid navigating around the city through the use of selected species
Installation	Provide information on planting location to ensure utilities and the public are protected.





2. DOCUMENT FORMAT

This Master plan is divided into seven sections.

1. Analysis of the street tree
2. Maintenance
3. Selection criteria
4. Methodology
5. Tree zones
6. Suggested species
7. Species information and gallery

3. ANALYSIS OF THE STREET TREE

3.1 Benefits

Street trees which contribute to the Urban Forest have many, economic, environmental, social, physical and mental benefits.

Economic Benefits

- Reduces home energy demand and costs.
- Reduces deterioration to infrastructure from sun damage and weather.
- Increased real estate value of properties with tree lined streets.
- Increases the asset base of the City of Cockburn as the trees grow.

Environmental Benefits

- Reduces greenhouse emissions by shading nearby buildings and paths from the sun.
- Cools the air through transpiration when the tree releases moisture in the form of vapour.
- Reduces the urban heat island effect in a time of climate change to improve liveability, safety and comfort.
- Improves air quality
- Improves water quality by filtering chemicals and nutrients stripping water runoff.
- Reduces soil erosion.
- Locks up carbon from the atmosphere to help prevent climate change.
- Increases habitat to birds and other wildlife and provide food.
- Screens objectionable views and reduce glare from street lights and car headlights.
- Supports biodiversity and ecological corridors.
- Reduces road noise to residents.
- Reduces the speed and damaging effects of strong winds.

Social Benefits

- Improves the character and visual amenity of streetscapes and neighbourhoods.
- Evokes community passion and pride, and create a sense of place.
- Reduces psychological precursors to crime.
- Street trees provide visual and physical separation between cars and pedestrian areas.
- Traffic calming

Physical / Mental Benefits

- Shaded, tree lined streets and paths are conducive to healthy activities, and therefore improve the health of residents.
- Pedestrians using shaded footpaths have reduced exposure to UV radiation.
- Improves our quality of life by providing a sense of peacefulness, restfulness, serenity and tranquillity as a result of creating a more natural and less artificial environment.
- Increases the mental health of residents by creating community cohesion and lowering stress levels.



3.2 Concerns regarding Street Trees

Street trees have the potential to create a number of problems. These main concerns include:

Infrastructure conflicts

- Tree roots lifting and breaking paths, driveways, fences, roads etc.
- Root invading utility infrastructure.
- Leaves clogging up drains and filling up building gutters.
- Potential tree or branch failure which may damage power lines, houses and harm people and animals.
- Trees may conflict sight-lines.
- Trees too large for the verge it is planted in may cause damage by growing into the house.
- Trees may shade solar panels of the adjacent house.

Concerns from Resident's

- Trees can be messy, dangerous and destructive with leaf and bark litter, branch, fruit and nut drops.
- Trees will conform to prevailing conditions and as such may not be a form and shape that the resident finds desirable.



- The tree encroaches over their boundary.
- Residents fear the tree will fall on their house, themselves or others.
- Residents fear the tree will catch on fire.
- The tree fails to grow or thrive and provides little amenity.
- Trees can be affected by disease and pests/
- Trees can be vandalised, especially when small and young.

3.3 Key Mitigating Strategies

A number of strategies can be used to reduce damage or problems created by trees. These include:

- Selection of the appropriate species for the site.
- Ensure adequate water for the first two years establishment period.
- Using root barriers when using a species with known invasive roots.
- Proper initial design to locate trees at correct distances from infrastructure or design infrastructure to fit the tree.
- Initial designs to map sight-line conflicts.
- Consider the use of unit paving where a risk of surface roots is high, as this allows for a more cost effect restoration of the path.
- Where street trees with invasive surface roots already exist: suspend walls and fences, using a pier and beam system.
- Underground power lines when possible to avoid power line conflict.
- Audit street trees on a schedule basis to check for potential limb failure and structural damage.
- Advise residents to use gutter guards to prevent leaves form clogging house gutters.
- Educate residents regarding the benefits of street trees and how to contribute to the care of their street tree

Urban heat - Surface temperatures on a 42 degree day

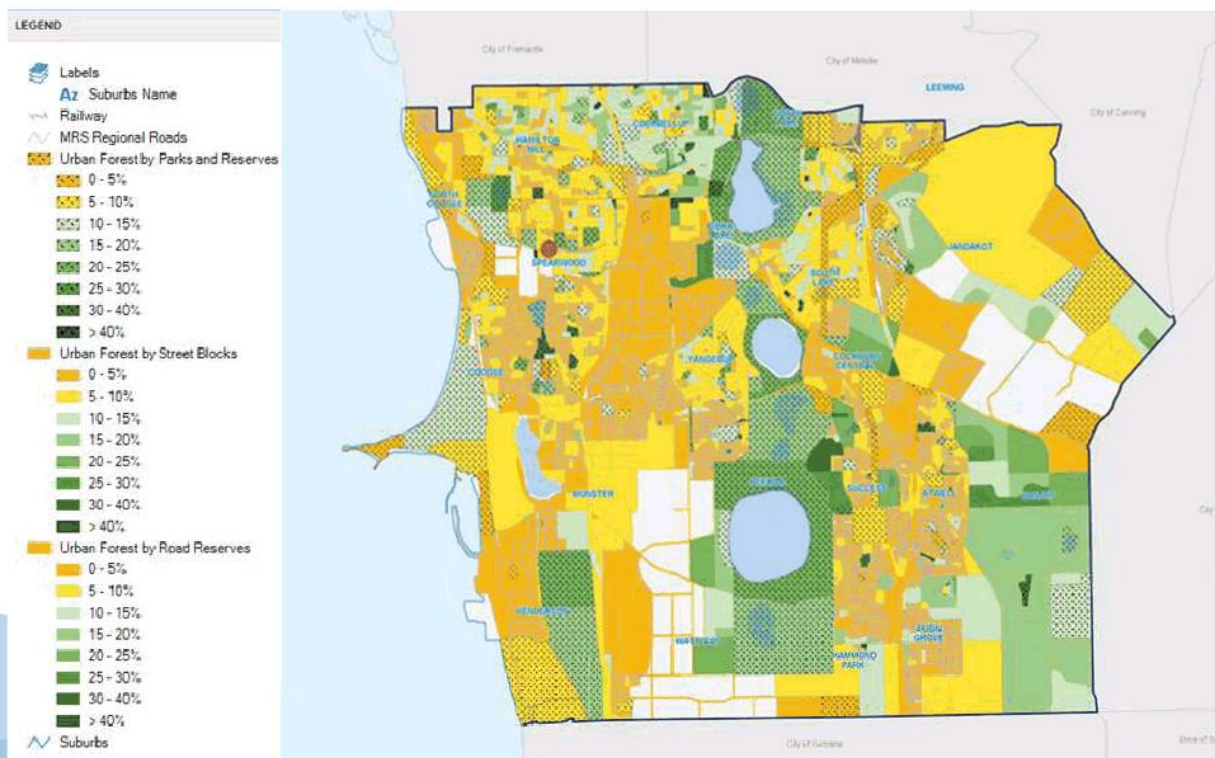


Bitumen in full sun= 65.8°C

Bitumen under tree canopy = 38.5°C

Rubber softfall around tree = 94°C

Increasing the street tree canopy is an opportunity to reduce the heat island effect across the City



Urban forest coverage in the the City of Cockburn

4. MAINTENANCE

4.1 Management - Arboriculture Inspections

The management of street trees is currently through officers in the Parks Service Unit with the engagement of a consulting arborist as required. The incorporation of a consulting arborist in the management program achieves a degree of independence in the decision making process. The assistance of a consultant is generally required when the request could be controversial, subject to the political process or escalate to involve the media in an attempt to garner community support for the removal of a tree or trees. In addition the consulting arborist can provide Quantified Tree Risk Assessments and reports to determine the potential risk of a tree.

4.2 Clearance from Power Lines

The Western Australian Office of Energy Safety sets out the regulations for the clearance of vegetation from power lines. The regulations list each power line classification and the clearance zones required to mitigate disruption to the network. In addition the regulations outline that management of naturally occurring vegetation is performed by the service provider whilst planted street trees are the responsibility of the local municipal authority.

Compliance with regulations is facilitated by the contracts issued by service providers that require inspection, issue notices of non-compliance, action works not completed and re-inspection.

Management of the clearance of vegetation from power lines will be facilitated through the street tree database. The database generates reports that list all trees under power lines orientated to each suburb, previous pruning history and a monetary value for the works. All street trees under power lines will be pruned on an annual basis, subject to growth habits and additional requirements by the regulators

4.3 Street tree and Utility Alignment

Street trees must be planted on a particular alignment within the road reserve. The location varying road reserve widths is outlined in the 'Utility Providers: Code of Practice for Western Australia'. This ensures trees are planted along

the power pole and street light alignment which will reduce the possibility of the tree being dug up in the future for repairs or amendments to the underground utilities. Generally the tree will be located between 2.4 and 3m from the front lot boundary and 1.5 to 2m from the edge of crossovers.



5. SELECTION CRITERIA

The City is a constructed cultural and urban landscape consisting of streets, buildings (residential, industrial and commercial), natural areas and POS. Trees play an important role in enriching the cultural experience of a location, therefore the aesthetic characteristics of the trees need to be an important selection consideration. The selection of species may also reinforce climatic, historical, cultural or natural associations that satisfy local requirements.

Tree selection criteria can be divided into three main categories which are listed in order of importance. These include:

1. Environmental considerations
2. Functional requirements
3. Aesthetic and design requirements.

5. 1 Environmental Considerations

The following section shall outline some environmental factors that affect tree selection

Climate

Perth has a Mediterranean climate with hot, dry summers and mild, wet winters. It is the sunniest capital city in Australia with clear blue skies an incredible 70% of the year. Summer temperatures can rise above 40 degrees Celsius, accompanied by strong easterly and south westerly winds patterns which expose the coastal plants to salt spray. The further inland the lower the wind speed and the less salt burning is experienced. Selecting trees for these areas will need to take into account the distance from the coast, and wind and salt tolerance.

Geology and Soils

Five different soil associations can be found across the City of Cockburn. The types range from white limey sands to limestone outcrops with little soil cover, to deep yellow sand to black peaty sands, to loams and clay surrounding lakes and swamps. Limestone outcrops will require mechanical assistance to enable tree planting, and the Quindalup sandy soils are typically low nutrient, alkaline soils with good drainage, but will require soil building at the time of planting and a good fertilizing regime to ensure the new plant has sufficient nutrients to establish a root system.

It is also important to consider that in many developed areas within the City, the natural soil will have been stripped off and replaced with up to several meters of construction fill sand which is devoid of organic matter. This soil will require building with organic matter before planting into and whilst trees with large tap roots will eventually reach the natural soil, trees with shallower surface roots may never come into contact with natural soils.

Hydrology

The City of Cockburn has several strings of lakes and swamps running from the North to the South. These areas naturally host a range of riparian species of plants which tolerate seasonal to year round inundation of water.

Much of the swamp system has been filled in the development process however trees with large tap roots will access this ground water once enough growth has occurred.

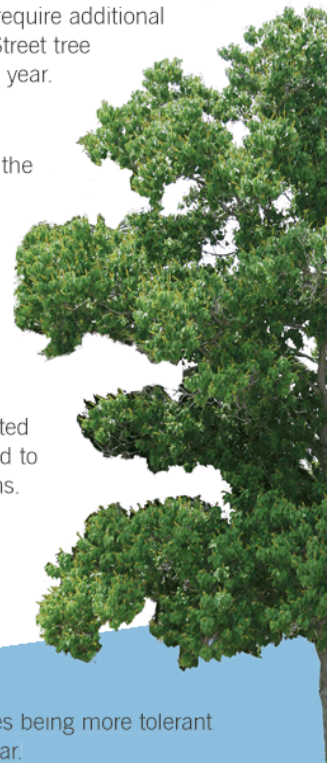
Many areas of the City will require additional water to be provided to the Street tree during the dry months of the year.

Hardscapes

Higher density of housing in the City of Cockburn means a greater percentage of the ground is covered with paving, roads and hard surfacing. This leads to lower soil permeability, greater compaction, higher heat sink temperature and smaller planting areas. Selected trees for these areas will need to be tolerant of these conditions.

Atmospheric Pollution

Dense development areas and busy roads will have high air pollution from quantity of cars. Trees will need to be tolerant of this pollution with deciduous trees being more tolerant due to the leaf drop every year.



Drought conditions

With the reduced rainfall it is expected that street trees will survive an average drought period in reasonable condition without irrigation or a reliance on scheme water after the initial two to three year establishment period.

Pest and Disease

Tree species should be resistant to pests and disease. Planting a diverse species range shall ensure that any outbreaks of pests or disease will not devastate a large area.

Wildlife Habitat

Trees provide shelter, food sources and corridors which our native fauna species can utilize. Trees along the city's ecological corridors and a 50m buffer either side, should be endemic or native tree species which benefit the ecology of those areas and help to maintain the natural biodiversity.

5. 2 Functional requirements

Proven performance

When considering a species for a location there needs to be a proven history of that species thriving in the same conditions.

Tree litter

The amount of leaf, bark, nut or fruit litter which sheds from a tree must be a consideration, especially for tree which will overhang a pedestrian path. The level of maintenance available must be equal to that which will be required of the species.

Limb failure

All trees shed branches from time to time; however some trees are more prone to other for limb shedding and limb failure or branches heavy and large enough to cause injury. Such trees must not be planted along pedestrian paths or over play grounds and areas where people are likely to frequent. It is recommended that know limb shedding varieties only be used in ecological corridors wide primary distributor reserves or in large garden beds where people are not encouraged to be.

Canopy size

The expected maximum canopy size must fit into the planting location without growing so large that it will require constant pruning. It is acceptable

for the canopy to overhand the road as long as its form will allow a height clearance underneath for the tallest vehicle to pass under.

Tempering of climate

Research has shown that trees with larger broader canopies provide the greatest benefits to the city, however whilst small trees growing in large areas do not contribute to the visual quality or canopy cover of the street, very large trees in confined spaces can become problematic with high maintenance costs.

Tree species selection should therefore provide the broadest shade canopy within the context of the available space. Scale of the street, site constraints such as verge widths, overhead powerlines, building alignments and vehicular clearances much all is considerations when selecting an appropriate tree. In some instances a tree may not be suitable for an area at all.

Root Damage

Tree selection must take into account the surrounding infrastructure. If paths, fences or building are within the potential root zone then a tree with non-invasive roots must be selected or effective root control provided. Large POS site with sufficient space surrounding the tree can afford trees with more invasive root systems.

Longevity

Trees with long life spans are preferable over species which will require more frequent replacement.

Crown pruning and leader removal

Trees to be planted under overhead power lines should have epicormic budding capabilities. This allows the crown to thicken in response to pruning such that although the crown height is continually reduced the remaining branches provide a dense sideways spreading canopy which still provides shade.

Solar passive

Tree selection will also be cognisant of solar panels on adjacent residential homes in high density settings to ensure the penetration of sunlight during winter periods.

6. METHODOLOGY

6.1 Tree Species Selection

Trees have varying lifespans with some trees living up to 150 years. It is therefore imperative that our selection objective is to plant the correct species for the correct location, according to the local environmental conditions and constraints of the intended planting location.

Incorrect selection can incur a high ongoing maintenance cost to the City, fail to thrive or in some circumstances, require the removal of the tree after it has matured and proven to be problematic.

Most of the older established suburbs within the City of Cockburn are planted with established trees. This provides us with a valuable insight as to which species thrive in different areas of our city and inform us of what growth pattern we can expect from these species. We have overlayed this information with performance criteria such as environmental contributions, amenity, aesthetic and heritage values to create a 'Street Tree List'.

It is understood that trees are living organisms which will always create a degree of negative factors that cannot be controlled. The selection process aims to provide more positive than negative factors as an outcome.

6.2 Zoned Landscape Approach

The City of Cockburn has identified three different zones which require three different approaches to the planting theme within them.

The City of Cockburn's vision is to create avenue planting to its streets, with both sides of the road being planted with a consistent pattern of preferably one variety of tree (Avenue planting). All planting to new developments will be based on an avenue planting approach where species selection and location of planting will reinforce the distinct physical character of each area and where possible be responsive to its unique environmental conditions. A number of key species will be identified suitable for the use at strategic entrances or key intersection as well as the streets throughout the various suburbs within City of Cockburn. The Street Tree Master Plan provides details regarding the methodology and tree selection.

6.3 Existing Tree Plantings

Areas with an existing pattern of planting, we will choose the most appropriate tree or trees to the existing streetscape to be used for future plantings to this area. If none of the existing trees are deemed suitable, a new species from the list will be selected based on the species in the surrounding area. No streetscapes shall be removed on mass rather be a process of natural attrition or as infill development requires the removal of trees to the verge.

7. ZONE DESCRIPTION

Coastal Zones	These are zones which will experience the direct force of the salt laden prevailing winds, with quick draining sandy soils.
Significant Verges, Median & Roundabouts	These zones include verges, medians or roundabouts that the City of Cockburn identifies as significant and therefore have a particular character predetermined for the streetscaping to create this street hierarchy. Roads such as major entrances to suburbs, significant roundabouts, median or landmarks locations.
Ecological corridors and wetlands	These zones have been identified by the 'Natural area management strategy' as being of significant ecological benefit to the City of Cockburn. These zones create ecological links within the city to help sustain our wildlife and ecological biodiversity. See Appendix A for Ecological area map
Industrial and commercial zones.	The zones are often identified by larger setbacks and car parks directly adjacent to the front lot boundary. This space allows the planting of larger street trees which will provide a greater shade to help combat the extreme heat sinks often associated with these areas.
Residential zones	This zone consists of everywhere else that does not fall into the above zones one to four. These zones aim to create a consistent avenue planting with the same plant to both sides of the road. Many existing roads will only achieve infill of a single species to gradually over the decades to come achieve this vision. New developments will achieve this from the outset.

8. STREET TREE SELECTION FOR ZONES

Zone 1:

Coastal Front Line

- Agonis Flexuosa
- Araucarcia heterophylla
- Casuarina equisetifolia
- Corymbia ficifolia
- Cupaniopsis anacardiodes
- Callistemon kings park special
- Callistemon viminalis
- Erythrina sykesii
- Eucalyptus gomphcephala
- Gleditsia tricanthos shademaster
- Hibiscus tilaceus rubra
- Melaleuca quinquenervia
- Olea europa
- Pyrus cleveland select
- Ulmus parvifolia

Beneath Power Lines

- Agonis flexuosa
- Corymbia ficifolia
- Cupaniopsis anacardiodes
- Callistemon kings park special
- Callistemon viminalis
- Gleditsia tricanthos shademaster
- Hibiscus tilaceus rubra
- Olea europa
- Melaleuca quinquenervia
- Ulmus parvifolia

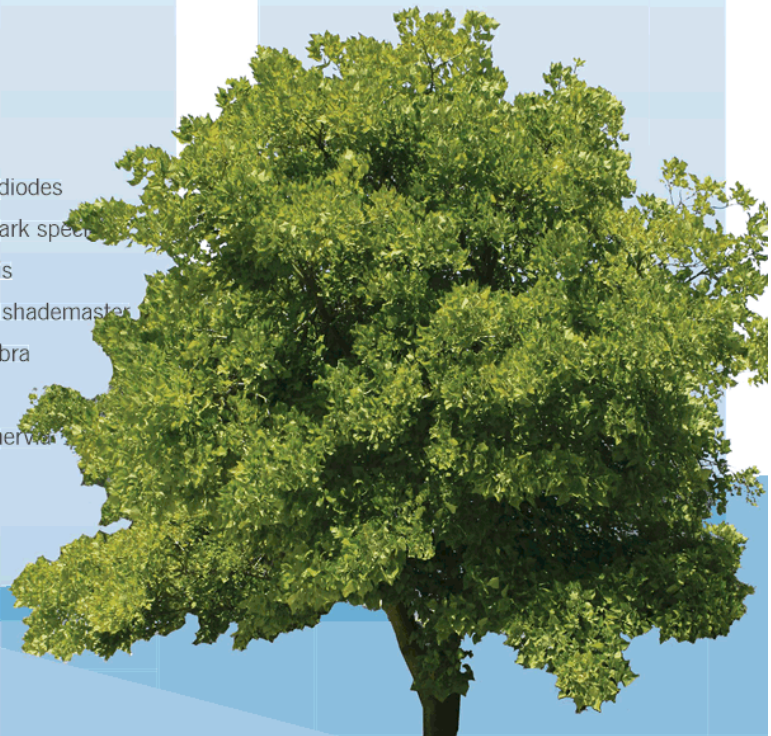
Zone 2:

Significant Verges, Median, and Roundabouts

- Araucarcia heterophylla
- Corymbia maculata
- Erythrina Sykesii
- Platanus acerfolia
- Platanus insularis
- Platanus orientalis
- Platanus digitata
- Fraxinus oxycarpa Raywood
- Liquidamber styraciflua
- Ulmus parvifolia

Beneath Power Lines

- Ulmus parvifolia
- Erythrina sykesii





Zone 3

Ecological Corridors

- Agonis flexuosa
- Angophora costata
- Araucaria heterophylla
- Brachychiton Acerfolia
- Callistemon viminalis
- Callistemon kings park special
- Corymbia ficifolia
- Corymbia maculata
- Erythrina sykesii
- Eucalyptus gomphocephala
- Eucalyptus leucoxylon 'rosea'
- Eucalyptus sideroxylon 'rosea'
- Eucalyptus torquata
- Melaleuca quinquenervia

Beneath Power Lines

- Agonis flexuosa
- Callistemon viminalis
- Callistemon kings park special
- Corymbia ficifolia
- Eucalyptus leucoxylon 'Rosea'
- Eucalyptus torquata
- Melaleuca quinquenervia

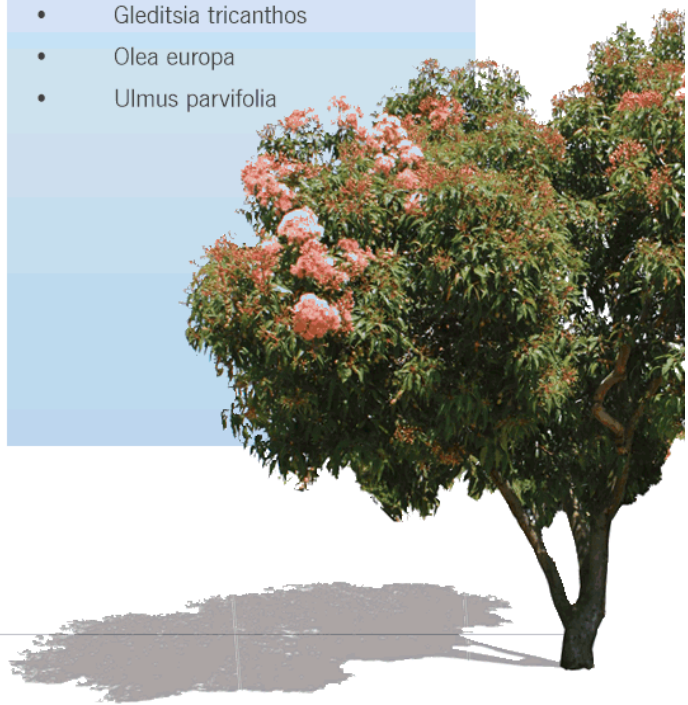
Zone 4

Industrial Commercial

- Angophora costata
- Brachychiton acerfolia
- Brachychiton populneus
- Delonix regia
- Eucalyptus gomphocephala
- Eucalyptus sideroxylon 'rosea'
- Fraxinus oxycarpa 'raywoodii'
- Gleditsia tricanthos inermis
- Liquidamber styraciflua
- Magnolia grandiflora
- Olea europaea
- Platanus acerfolia
- Platanus orientalis
- Platanus insularis
- Ulmus parvifolia

Beneath Power Lines

- Angophora costata
- Eucalyptus sideroxylon 'rosea'
- Gleditsia tricanthos
- Olea europaea
- Ulmus parvifolia



Zone 5

Residential Wide Verges

- Agonis flexuosa
- Angophora Costata
- Bauhinia sp.
- Brachychiton Acerfolia
- Eucalyptus leucoxylon 'Rosea'
- Eucalyptus sideroxylon 'rosea'
- Fraxinus oxycarpa Raywood
- Delonix regia
- Gleditsia tricanthos inermis
- Hibiscus tilaceus rubra
- Jacaranda mimosifolia
- Lagerstroemia sp.
- Liquidamber styraciflua
- Magnolia little gem
- Melaleuca quinquenervia
- Platanus orientalis
- Platanus insularis
- Paulownia tomentosa
- Prunus dulcis
- Pyrus ussuriensis
- Ulmus parvifolia

Beneath Power Lines

- Agonis Flexuosa
- Eucalyptus leucoxylon 'Rosea'
- Delonix regia
- Gleditsia tricanthos inermis
- Hibiscus tilaceus rubra
- Jacaranda mimosifolia
- Melaleuca quinquenervia
- Ulmus parvifolia



Zone 6

Residential Narrow Verges

- Callistemon 'KPS'
- Callistemon viminalis
- Corymbia ficifolia
- Eucalyptus foresterianna
- Eucalyptus spathulata
- Eucalyptus torquata
- Lagerstroemia sp.
- Pyrus calleryana Cleveland select
- Pyrus calleryana capital
- Prunus cerasifera sp.
- Olea europaea
- Sapium Sebiferum

Beneath Power Lines

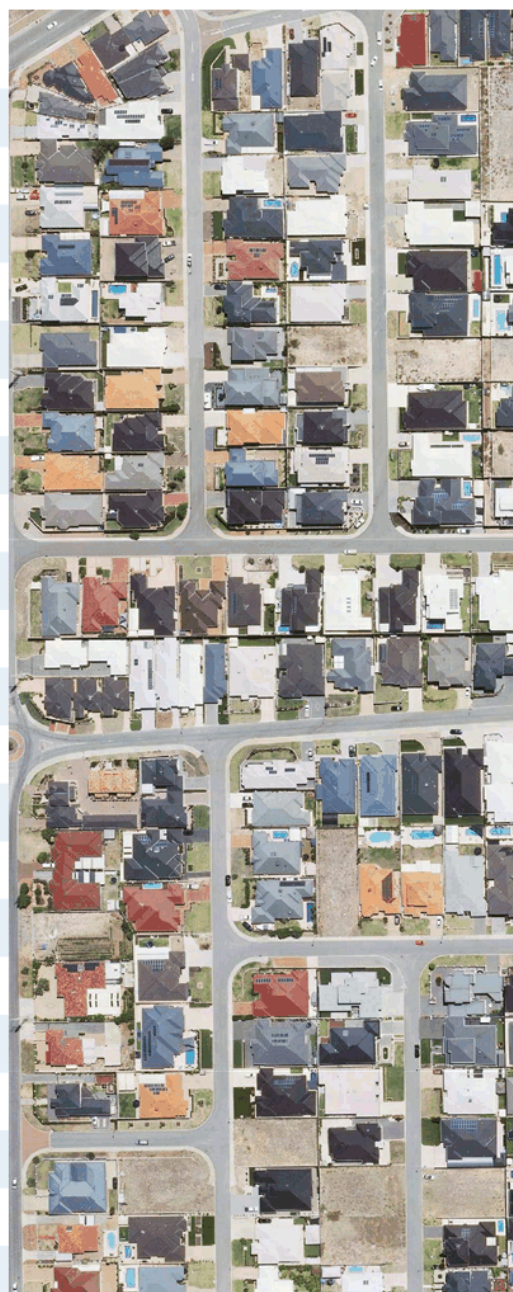
- Callistemon 'KPS'
- Callistemon viminalis
- Corymbia ficifolia
- Eucalyptus foresterianna
- Eucalyptus spathulata
- Eucalyptus Torquata
- Lagerstroemia sp.
- Pyrus calleryana Cleveland select
- Pyrus calleryana capital
- Prunus cerasifera sp.
- Olea europaea
- Sapium Sebiferum

9. FUTURE TREE PLANTING OPPORTUNITIES

In 2014 an audit of the City of Cockburn's verge trees was undertaken. The survey also recorded residential lots which had no tree present. The number of tree required to achieve an outcome of one tree per residential verge is recorded below. This information coupled with data from the urban canopy survey will be applied in our on going street tree planting program.

* Leeming and Banjup will be audited in 2016 / 2017.

Suburb	Total no. of potential tree planting opportunities
Spearwood	2504
Hamilton Hill	2443
Yangebup	2096
Success	1808
South Lake	1704
Bibra Lake	1653
Atwell	1558
Beeliar	1418
Munster	1391
Coolbellup	1351
Coogee	1127
Aubin Grove	1004
Hammond Park	937
Jandakot	822
Banjup	688
North Coogee	577
Wattleup	574
Cockburn Central	315
North Lake	237
Henderson	183
Total	24,390



10. STREET TREE DETAILS - NATIVE

Botanic name	Common name	Mature size	Flowering	Growth habit	Growth rate	Sand	Loam	Limestone	Clay	Deciduous	Evergreen	Use beneath power lines	Invasive roots	Comments
<i>Agonis flexuosa</i>	WA Peppermint	H: 10m W: 7m	✓	Weeping / round spreading form	M/S	✓	✓	✓			✓			
<i>Angophora Costata</i>	Smooth barked apple gum	H: 15m W: 7m	✓	High rounded dense canopy	M/F	✓	✓		✓	✓			✓	Moderate root damage
<i>Araucaria heterophylla</i>	Norfolk Island Pine	H: 30m W: 15m		Conical, erect standing	M/S/	✓	✓	✓	✓		✓			Land mark plant
<i>Brachychiton Acerfolia</i>	Illawarra flame tree	H: 10m W: 6m	✓	Pyramidal dense canopy	S	✓	✓			✓			✓	
<i>Callistemon viminalis</i>	Weeping bottlebrush	H: 7m W: 4m	✓	Low, weeping, dense habit	M	✓	✓				✓	✓	✓	
<i>Callistemon 'KPS'</i>	Kings Park Special	H: 5m W: 3m	✓	Large bushy habit	F		✓		✓					
<i>Corymbia ficifolia</i>	Red flowering gum	H: 12m W: 6m	✓	Compact rounded canopy	M	✓	✓	✓	✓		✓	✓		
<i>Corymbia maculata</i>	Spotted gum	H: 30m W: 6m	✓	Tall straight dense canopy	F	✓	✓	✓	✓			✓	✓	
<i>Cupaniopsis Anacardiodes</i>	Tuckeroo	H: 8m W: 8m	✓	Rounded canopy	M	✓	✓	✓	✓		✓	✓		
<i>Erythrina x Sykesii</i>	Australian Coral tree	H: 15m W: 12m	✓	Dense rounded canopy	F	✓	✓	✓	✓	✓		✓	✓	
<i>Eucalyptus Forrestiana</i>	Fuscia gum	H: 5m W: 4m	✓	Upright open form	M	✓	✓	✓	✓		✓	✓		
<i>Eucalyptus gomphocephala</i>	Tuart	H: 40m W: 15m	✓	Broad spreading, upright branches	M	✓	✓	✓	✓			✓		
<i>Eucalyptus leucoxylon 'rosea'</i>	Yellow gum	H: 6m W: 5m	✓	Open form	F	✓	✓	✓	✓		✓	✓	✓	
<i>Eucalyptus marginata</i>	Jarraah	H: 15m W: 7m	✓	Open form	S	✓	✓		✓			✓		
<i>Eucalyptus sideroxylon 'rosea'</i>	Red ironbark	H: 15m W: 7m	✓	Dense pyramidal upright	M/F	✓	✓	✓	✓			✓		
<i>Eucalyptus Spathulata</i>	Swamp mallee	H: 8m W: 5m	✓	Small round or spreading	M	✓	✓	✓	✓		✓	✓		
<i>Eucalyptus Torquata</i>	Coral gum	H: 12m W: 4m	✓	Small round or spreading	F	✓	✓	✓	✓		✓	✓		
<i>Melaleuca quinquenervia</i>	Broad leaf paper bark	H: 15m W: 7m	✓	Tall Rounded canopy	M/F	✓	✓	✓			✓	✓		

11. STREET TREE DETAILS - EXOTIC

Botanic name	Common name	Mature size	Flowering	Growth habit	Growth rate	Sand	Loam	Limestone	Clay	Deciduous	Evergreen	Use beneath powerlines	Invasive roots	Comments
Bauhinia sp.	Orchid tree	H: 8m W: 6m	<input checked="" type="checkbox"/>	Spreading irregular canopy	F		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		Semi deciduous
Fraxinus oxycarpa raywoodii	Claret ash	H: 15m W: 12m		Oval, rounded dense canopy	F	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Delonix regia	Poinciana Flame tree	H: 8m W: 6m	<input checked="" type="checkbox"/>	Wide spreading canopy	M		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	Wide spreading canopy
Gleditsia tricanthos inermis	Shademaster / Sunburst	H: 15m W: 12m	<input checked="" type="checkbox"/>	Spreading rounded canopy	F	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	Autumn colour: yellow
Hibiscus tilaceus rubra	Cottonwood	H: 9m W: 5m	<input checked="" type="checkbox"/>	Rounded canopy	F	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Surface roots.
Jacaranda mimosifolia	Jacaranda	H: 5m W: 3m	<input checked="" type="checkbox"/>	Open globed canopy	M	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Lagerstroemia sp.	Crepe myrtle	3-10m 3-6m	<input checked="" type="checkbox"/>	Rounded dense canopy	M/F	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
Liquidamber styraciflua	American sweet gum	H: 15m W: 7m		Pyramidal canopy	F		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	Autumn colour
Magnolia grandiflora	Southern magnolia	H: 10m W: 8m	<input checked="" type="checkbox"/>	Globed / pyramidal dense canopy	M	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
Magnolia	Little gem	H: 6m W: 3m		Irregular pyramid canopy		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Olea europaea	Olive	H: 7m W: 5m	<input checked="" type="checkbox"/>	Dense rounded canopy	M	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	Berries drop and self-seed.
Platanus acerfolia	London Plane	H: 20m W: 15m	<input checked="" type="checkbox"/>	Rounded pyramidal canopy	M/F	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	Autumn colour
Platanus orientalis	Oriental plane	H: 12m W: 6m		Round pyramidal canopy	F				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Platanus insularis	Autumn Glory		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Paulownia tomentosa	Pallownia	H: 12m W: 12m	<input checked="" type="checkbox"/>	Pyramidal spreading canopy	F		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Prunus cerasifera sp.	Prunus cerasifera sp.	H: 5m W: 3m	<input checked="" type="checkbox"/>	Upright growth	M	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		Several varieties.
			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		

STREET TREE DETAILS - EXOTIC

Botanic name	Common name	Mature size	Flowering	Growth habit	Growth rate	Sand	Loam	Limestone	Clay	Deciduous	Evergreen	Use beneath powerlines	Invasive roots	Comments
<i>Prunus dulcis</i>	Almond	H: 4m W: 3m	✓	Rounded canopy	S/M	✓	✓		✓	✓		✓		
<i>Pyrus calleryana</i> Cleveland select	Chanticleer	H: 9m W: 4m	✓	Small round or spreading	M/F	✓	✓		✓	✓		✓		Autumn colour: red.
<i>Pyrus calleryana</i> capital	Capital	H: 9m W: 3m	✓	Narrow upright	M		✓		✓	✓		✓		Autumn colour: red.
<i>Pyrus ussuriensis</i>	<i>Pyrus ussuriensis</i>	8-15m 8 -12m		Conical pyramid to round canopy	M	✓	✓		✓	✓		✓		Rounded canopy
<i>Sapium sebiferum</i>	Chinese tallow	H: 10m W: 5m		Rounded canopy	M	✓	✓		✓	✓				Rounded canopy
<i>Ulmus parvifolia</i>	Chinese elm	H: 10m W: 5m		Oval, rounded dense canopy	M	✓	✓		✓	✓				Suckering roots
<i>Elkova serrata</i>	Green vase	H: 14m W: 10m		Vase-shaped, upright branching	M		✓		✓	✓				Not suitable for wetlands.

*This table represents a selection of tree species which the City considers appropriate in size and form for Streetscapes. Is it accepted that there will be other species over the course of time which may become available that should be considered to be included on this list. The City will consider alternate species upon application.



12. STREET TREE GALLERY



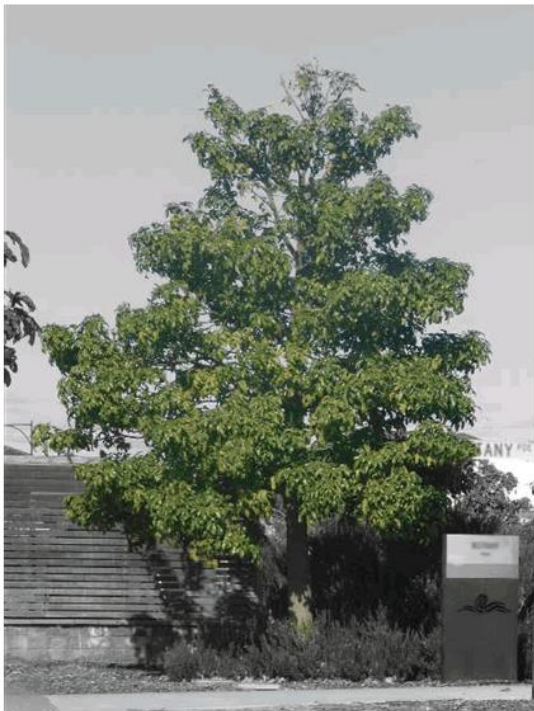
Agonis flexuosa



Araucaria heterophylla



Angophora costata



Brachychiton acerfolia



Calistemon 'kings park special'



Erythrina



Calistemon 'kings park special'



Eucalyptus maculata



Eucalyptus sideroxylon rosea



Jacarandah mimosifolia



Magnolia little gem



Melaleuca quinquenervia



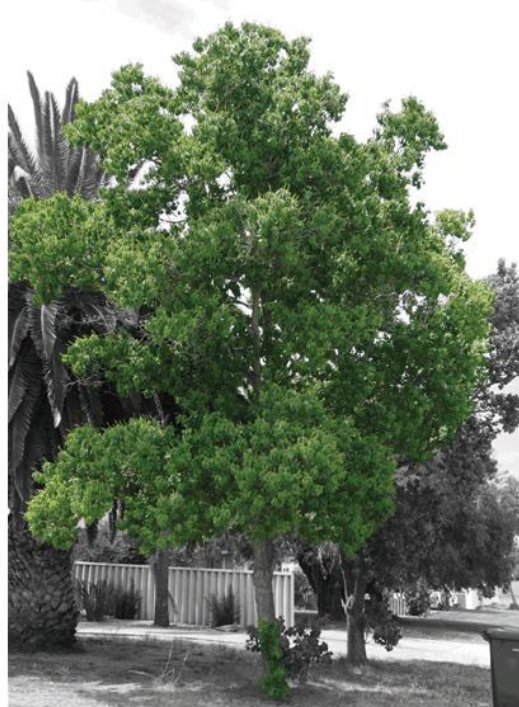
Olea europaea



Platanus 'london plane'



Pyrus calleryana 'cleveland select'



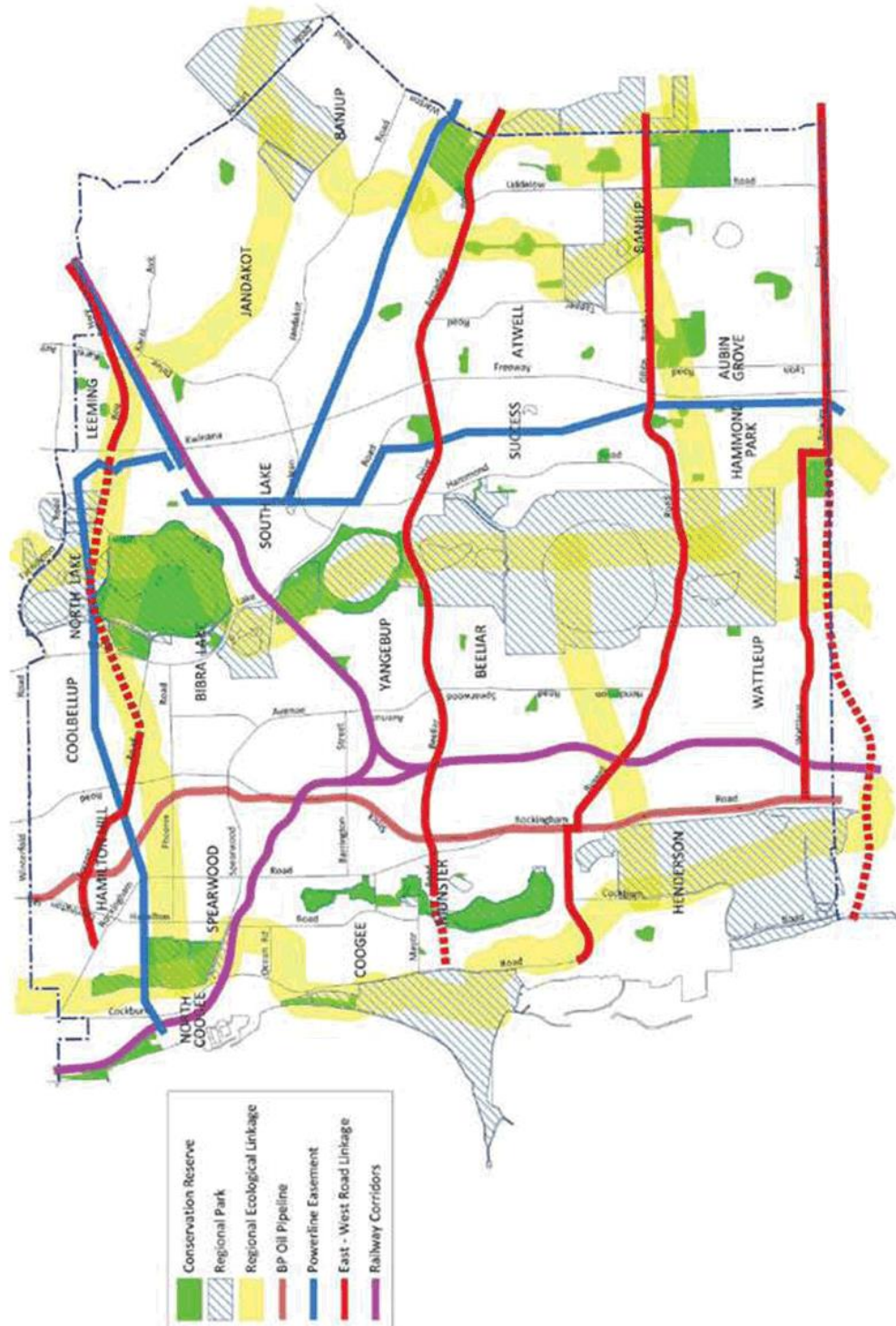
Sapium sebiferum



24 City of Cockburn

1. APPENDICES

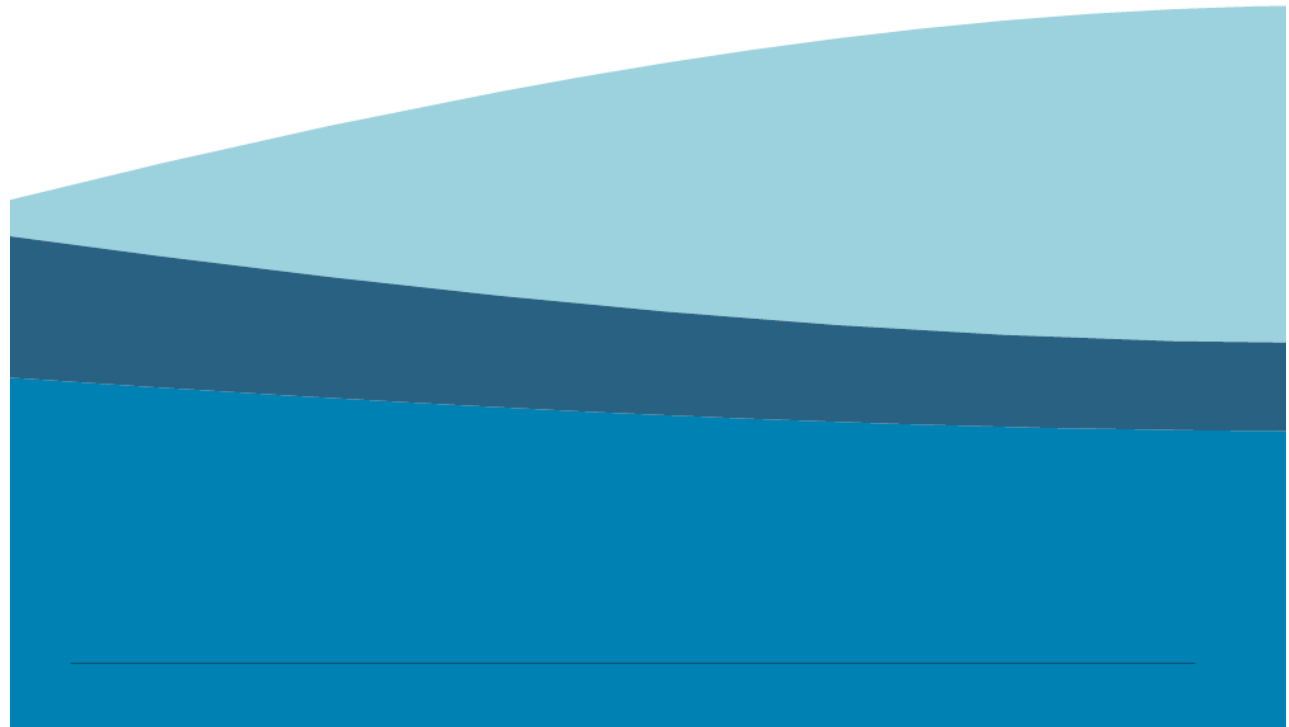
1.1 Ecological corridors within the City of Cockburn





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22.2 VERGE COLLECTION AND TRAILER PASS OPTIONS

Author(s) L Davieson

Attachments N/A

RECOMMENDATION

That Council

- (1) note the report;
- (2) conduct City wide community consultation on the options, and
- (3) receive a report to a future Council Meeting to consider the results of the community consultation.

Background

At the 11 April 2019 Ordinary Council Meeting, Cr Kirkwood raised a Matter To Be Noted For Investigation, Without Debate as shown below:

Item 22.3 Viability of Replacing Household Junk Verge Collections

Cr Kirkwood has requested that a report be prepared for a future Council Meeting to look at the viability of replacing household junk verge collections with two annual skip bins and four tip passes per year.

The City of Stirling has already successfully succeeded in this switch. By removing household junk collections, it will eliminate the ongoing issues that junk verge collections bring to the suburbs and reduce collection times.

Prior to this request, the City Waste Management team had already commenced a review into improving the bulk verge collection program as the current program has reached capacity and cannot be served by the existing single verge collection crew. The City has grown to a point where a second verge collection crew must be deployed to continue with the existing scheduled service.

The Waste Management team are also supportive of reducing the number of trailer passes in keeping with the principles outlined in the Waste Hierarchy (refer Figure 1 below):

- to encourage residents to be mindful of the waste they generate;
- to ensure residents understand the environmental and financial consequences of failing to divert waste from landfill;
- to encourage discerning consumerism; and
- to encourage reuse (sell, offer free or donate to charity).

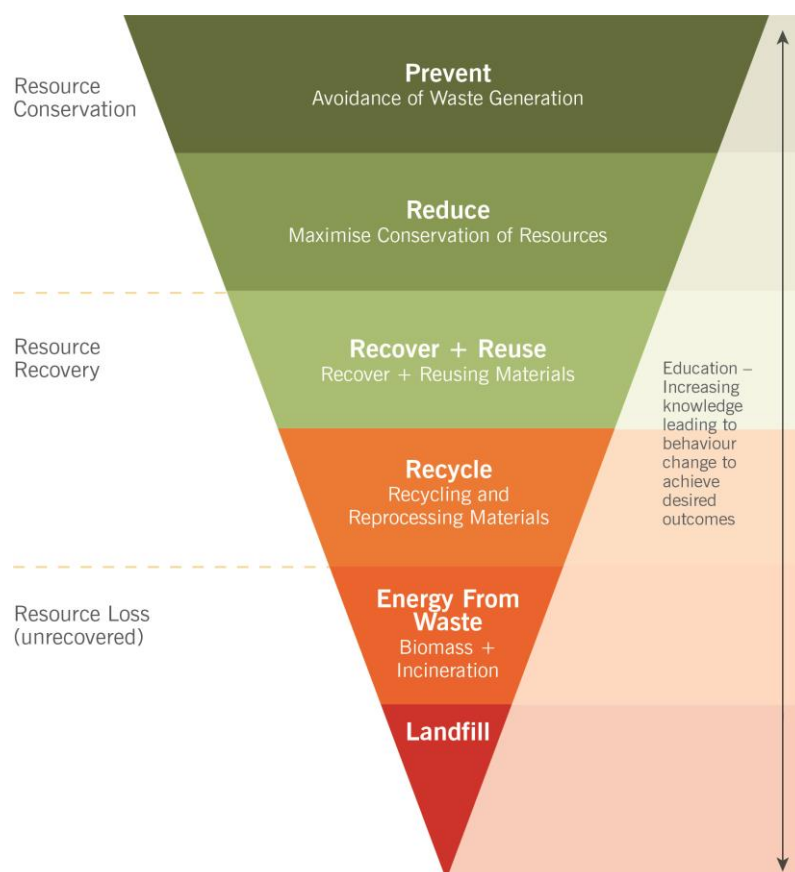


Figure 1: City of Cockburn Waste Hierarchy

For the past 20 years, the City has conducted an in-house scheduled verge collection service. The service was based around a calendar that offered two hard waste and two green waste collections annually (see below). The schedule is based on 11 zones as shown in Figure 2.

Area	Junk and Whitegoods 1 2017	Green Waste 1 2017	Junk and Whitegoods 1 2018	Green Waste 1 2018
	Week Starting			
1	3 July	2 October	8 January	9 April
2	10 July	9 October	15 January	16 April
3	24 July	23 October	29 January	30 April
4	31 July	30 October	5 February	7 May
5	7 August	6 November	12 February	14 May
6	14 August	13 November	19 February	21 May
7	21 August	20 November	26 February	28 May
8	28 August	27 November	5 March	4 June
9	11 September	4 December	19 March	18 June
10	18 September	11 December	26 March	25 June
11	Rural Collection will be week starting 25 th September 2017 and 2 nd April 2018			

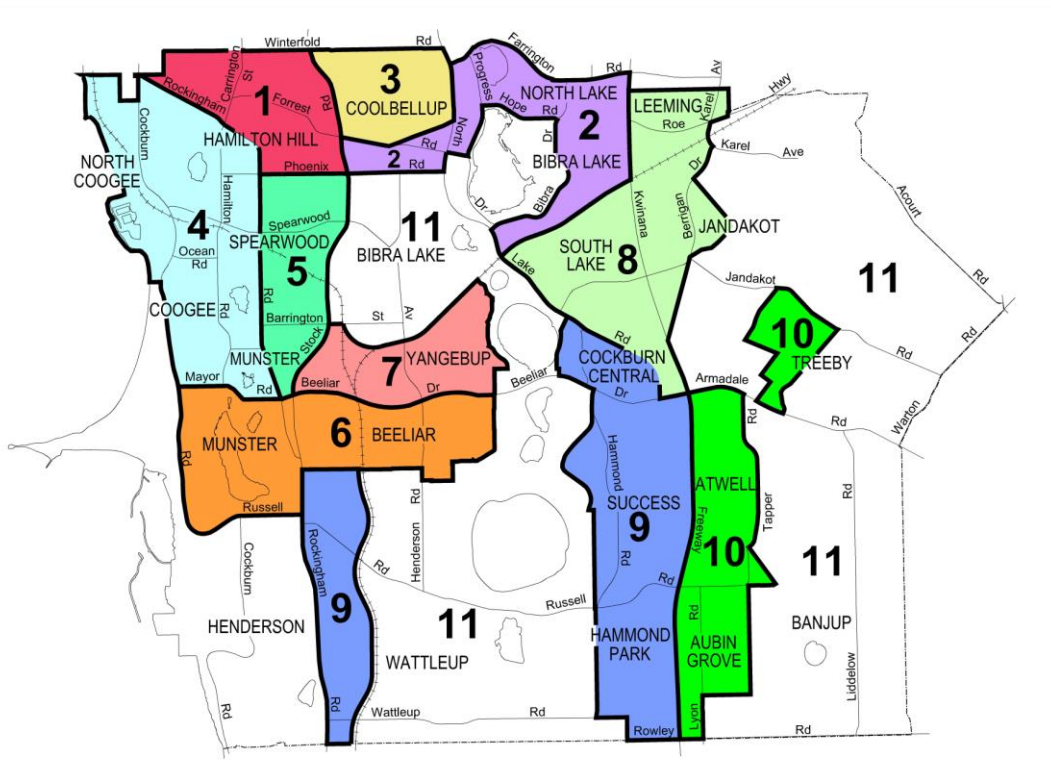


Figure 2: Verge Collection Zones and Timetable

In delivering a verge collection service, the City is seeking to address a range of criteria. These include:

- Providing effective customer service to meets community needs;
- Providing an economic service;
- Increasing resource recovery and reduce waste to landfill;
- Protecting the environment, human health and neighbourhood amenity;
- Reducing the likelihood of illegal dumping and
- Ensuring the service is undertaken in a way which meets Occupational Health and Safety outcomes.

This service has been highly valued by residents and the tonnages have increased over the years to 2,000 and 3,000 tonnes of green waste and hard waste respectively.

The service is often difficult to manage. Some residents incorrectly assume some two to four weeks before a collection is due that a collection is eminent. They place goods on the verge and the whole street or suburb copies this incorrect behaviour and present their waste as well. This leads to verge waste remaining on streets for extended periods as residents often ignore written direction from the City to remove their verge waste until three days prior to the scheduled collection.

The City runs only one Verge Collection Team (four staff - one articulated loader and two rear compactor trucks). If a machine is damaged or breaks down, the service is rendered dormant until the equipment is repaired. In addition, when there is a high participation rate (i.e. summer hard waste collection), the team cannot keep to the advertised calendar dates due to the high tonnages presented. This allows the next area more time to place additional waste on the verge and so the problem compounds. This leads to delays in collection and verge waste becoming vandalised or scattered through the streets.

The City awarded a tender to a contractor (KRS) who could assist the City in the event of equipment failure or staff shortages. For the last three years the City team has been unable to complete the program without assistance from KRS. This three year contract was awarded in January 2016 with a final 12 month option available in Jan 2020. If this is offered and accepted, the contract would terminate in January 2021.

In order to improve recovery, an additional tender was awarded to a Social Enterprise contractor to collect steel, mattresses and e-waste prior to the City in-house verge collection.

Whilst this scheduled, current program is well patronised and supported by the community, there are a number of advantages and disadvantages to the service both for the users and the City. These issues are addressed in the body of the report below.

Submission

N/A

Report

The following options have been investigated:

1. Continue with the existing scheduled service;
2. Pre-booked in-house skip bin service;
3. Pre-booked contracted skip bin service;
4. Pre-booked rear loader service; and
5. Scheduled Green waste – Pre- booked hard waste service

In addition, staff have contributed to and reviewed the WALGA Better Practice Verge Collection Guidelines which was developed with input from WA Local Governments. All reviews and analyses presented in this report incorporate the principles of the Waste Hierarchy (see Figure 1).

The City Waste team have investigated the City of Stirling Pre-booked Skip Bin Service and the City of Swan on call rear loader service. The City of Swan was chosen as their Waste Team had researched:

- skip bin providers;
- five metropolitan Local Government verge collection programs; and
- nine Local Government verge collection programs in the eastern states.

In a report prepared by an independent consultant, the City of Swan arrived at their current level of service and plant configuration.

A summary of those options is provided below;

ADVANTAGES

Scheduled Rear Loader Service (Existing)	Pre-booked Skip Bin – in house or contracted	Pre-booked Rear Loader Service	Scheduled Green waste – Pre-booked Hard waste – Both rear loaders
Less potential for illegal dumping as the service is available to all properties in the area.	Lower participation rate and volume presented.	Reduced cost from current system due to minimal capital requirements.	
Some recovery of recyclables (e-waste, mattresses, steel via contractor)	Improved neighbourhood amenity	Recovery rates increased from the current scheduled service.	Residents maintain a scheduled green waste service.
No impact on current service delivery.	Minimal street visual pollution and less potential for manual handling issues.	Service available year round.	Less disruption and confusion in changing the existing service
Rate payers like the service, but don't want the mess.	Good recovery (depending on how the service is structured and the contractor's recovery facility)	Material on street for less time (24-48 hours).	

High participation rate.	Participation rate (down to 20%) can be regulated and therefore consistent.	Lower participation rate and tonnes collected.	
Street scavenging allows reuse and reduce tonnages	Easier to ensure residents are putting out the correct amount and type of material, at the right time.	Street scavenging allows reuse and reduce tonnages	
		Participation rate can be regulated and therefore consistent (especially around holidays periods)	
		Easier to ensure residents are putting out the correct amount and type of material, at the right time.	

Table 1 Advantages

DISADVANTAGES

Schedule Rear Loader Service	Pre-booked Skip Bin (In house or contractor)	Pre-booked Rear Loader Service	Scheduled Green waste – Pre-booked Hard waste - Both in rear loaders
Current system is over capacity with 2 green and 2 hard waste collections. Service runs, increased tonnages require	High capital investment required to purchase bins (\$1,500-\$2,000 each). Contractor may have some capital equipment available	Waste presented is not contained (as in skip bins)	The green waste team that have no work for four months would be redeployed to the hard waste service enabling more pre booked dates to be offered

engagement of contractor (GW ↑12% Hard ↑8%). A second crew (4 FTEs), 2 trucks and loader are now required.			
High cost of operation (\$1.4M)	High operational cost (particularly if contracted \$50/lift not including disposal costs)	Control of the volume presented is more difficult than skip bins.	Highest cost of all options
Manual handling requirement, OH&S hazards and potential for property damage.	Some areas are difficult to service with large front loaders or swing lift trucks.	Some isolated visual pollution still exists.	Booking system cost remains the same but the system is only utilised for 50% of its capability.
Visual pollution in whole areas during collection periods.	Large items difficult to load into skips or do not fit.	Less manual handling requirement and OH&S hazards than the existing scheduled service and still potential for property damage.	Garden pruning or clean ups cannot be selected and may fall at times not suiting residents or sound horticultural practices.
Community safety and vandalism potential with large volumes presented on streets (scavenging).	Eliminates opportunities for street scavenging or reuse and increased tonnes are collected.	Will require additional verge and admin staff	
Compliance issues (both during and post) are difficult to manage.	Hazardous waste (gas bottles, chemicals, tyres of asbestos) can be hidden beneath compliant waste.	Requires the funding and purchase of online booking/scheduling software program.	

Continuing to offer cheap and easy waste disposal options will not influence residents to reduce their waste generation	Separate collections must be arranged for e-waste, mattresses and steel or remain unrecovered in the skip.	Changing 20 years of scheduled verge collection to pre-book.	
Garden pruning or clean ups cannot be selected and may fall at times not suiting residents or sound horticultural practices	The potential for neighbours to fill a skip without authority from the resident who ordered the bin.	Training residents to book on line in preference to ringing.	
	The potential for illegal dumping or over filling to occur in and around the skip.	2-5% increase in fuel consumption and associated greenhouse gas emissions.	Less than 2% increase in fuel consumption and associated greenhouse gas emissions.
	Requires the funding and purchase of online booking/scheduling software program.		
	Changing 20 years of scheduled verge collection to pre-booked		
	Training residents to book on line in preference to ringing.		
	Will require additional booking staff if in house or contracted.		

	Garden pruning or clean ups cannot be selected and may fall at times not suiting residents or sound horticultural practices		
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*Table 2 Disadvantages*Trailer Hire Service

The City has not investigated the option to operate a trailer hire service for the following reasons;

- the City would require a capital outlay of \$200,000 (200 trailers at \$1000 each);
- the trailers would require ongoing maintenance;
- additional staff would be required to manage bookings;
- trailers are currently available for hire at \$50 for 24 hrs, and
- private enterprise can hire trailers much cheaper than the City.

Communal Skip Bins

Waste Staff have not investigated communal pre-booked skip bins for the following reasons;

- would not connect a responsible resident to what was placed in the bin;
- would lower the amenity of the area in which it was placed;
- would become overfilled and a location for illegal dumping;
- could be filled with hazardous and dangerous material; and
- were trialled in Melbourne and abandoned as unsuccessful.

Hard Waste Collection

WALGA research has found that the amount of hard waste collected by Local Governments providing one collection a year is very similar to the amount generated per household from two collections a year. More material is not necessarily being collected in this second service, so a single, annual, collection may reduce costs.

Research shows that Local Governments providing one collection per year are collecting an average of 85.5kg/household, whereas Local Governments providing two collections per year are collecting 85.2kg/household in total.

Based on 2017-2018 figures, the City of Cockburn collected 40kg/household in the summer hard waste collection and 26kg/household in the winter hard waste collection. This resulted in a total of 66kg/household per year.

For future better practice, the approach suggested by WALGA is that hard waste collections move from the current approach to verge side collections, to a pre-booked service that functions in partnership with charities and business. This type of collection service would also work in conjunction with other services provided by the City, such as the Community Drop-Off Facility at HWRP and the generous number of trailer passes offered annually.

The City of Stirling reduced their hard waste collection from 8,500t to 5,500t (35%) as a result of the move to a pre-booked skip bin service. The City of Stirling reports a 20% participation rate with the pre-booked skip, hard waste service. There are no statistics available to establish the current hard waste participation rates at the City of Cockburn.

In establishing a pre-booked verge program, the City of Swan reduced their collected hard waste tonnes by 32%. Their steel recovery and resultant income increased by 46%. City of Swan does not include their rural properties in this collection service.

City of Swan Customer Surveys

Feedback received via the City of Swan's website, which relates more to the online information and booking system than the overall pre-booked verge collection service, was 75% positive for the period 1 July 2018 to 30 June 2019.

City of Swan also undertook an annual survey for all major City services and has just received the data for the latest undertaken in June 2019. The result was that 77% of residents were either satisfied or very satisfied with waste management at the City of Swan. This is compared to a result of 81% satisfaction last year, which while being a 4% decrease, is also within the survey's margin of error of 5%.

Of the people that were dissatisfied, half stated pre-booked verge collections as the reason, with people concerned about unsightly verges (due to residents not fully understanding the process and putting material out too early), the booking process (which required continued

development and refinement in the first year), and some preference for skip bins.

These results were somewhat expected by the Waste Staff at the City of Swan as part of the introduction of a new service as significant as this one was. The results were made worse as a result of some of the issues the City of Swan had to overcome to make the booking system and routing software work effectively.

City of Swan Waste Staff report that the service has settled down considerably and they anticipate that with ongoing refinement, improvements to the service, and further communication of the change to our residents, they should see greater levels of satisfaction in future.

Green Waste Collection

WALGA reports that there is a clear correlation between the number of green waste collections and the amount of material collected. As green waste collected through the verge side collection has a market and is usually recovered efficiently and with no contaminants, other factors should determine the frequency.

These factors could include budgetary constraints and other services provided. On average, 56.9kg/household of green waste is collected by Local Governments offering a single green waste per year. Local Governments that offer two green waste collections per year collect an average of 85.6kg/household in total.

Based on 2017-2018 figures, the City of Cockburn collected 33kg/household in the autumn green waste collection and 15kg/household in the spring green waste collection. This resulted in a total of 48kg/household. There are no statistics available to establish the current green waste participation rates at the City of Cockburn.

In establishing a pre-booked verge program, the City of Swan reduced their collected green waste tonnes by 54%.

Pre-Booked Program Benefits

With a pre-booked collection system, residents are required to contact their Local Government (or contracted service provider), to schedule a collection at the next available date offered by the Local Government.

Many Local Governments across Australia have established efficient pre-booked collection systems where a periodic collection run occurs (for example, a collection run could occur on the fourth Thursday of each month, with a limited number of bookings made available to the community). Residents then place material on the verge and any

material that has not been booked in for a collection is treated as illegal dumping.

Research from interstate shows that collections managed through a pre-booked service have overall lower costs and less material collected per household. This type of system can be easily transitioned to a user pays system or even a need-based system at a later date if the Local Government chooses.

The main goal for a verge collection program should be to reduce the amount of material that is disposed of through the collection system. A pre-booked system in which residents have to book in a collection via telephone or an online booking system presents local government with an opportunity at the point of contact to suggest alternative uses for material (e.g. donating quality unwanted items to charity) and ensure that only the correct type and volume of material is placed out for collection.

By registering contact details for a collection service, a local government also has an opportunity to ask residents if they would like to receive tips/news on sustainable living throughout the year. Pre-booked services provide greater flexibility for residents as they are able to schedule collections when it is convenient for them, for example when they are moving house or renovating. This system also has benefits for local government, as it allows service requirements to be spread more evenly across the year.

On Line Booking System

The pre-booked service relies heavily on a fully functional software program that is simple to use by the residents and links directly to the City's existing Technology One and GIS functions.

When a resident requires a service, they will enter their address and will be offered a number of options, subject to availability. These options are set by the administrator to ensure that, on any given day, there is numerous green waste or hard waste collection in a single area. This ensures that time and fuel is not wasted traversing opposite sides of the City.

When the maximum collections are reached in an area on a given day, that option will automatically close. This means those residents that book early have a greater chance of securing the service on the day of their choice.

The Booking Officer will still be required to manage the on line system and take calls from those residents that are uncomfortable with an online booking. These conversations will provide opportunities to speak to the residents and ensure the waste is presented correctly and that

they have explored every possible option (reuse, advertising free or a charity) to divert material from landfill.

E-Waste, Steel and Mattress Collection

The City has a current contract that expires in October 2020 with 24 months options beyond that date. This work could be undertaken by a contractor or established in-house. In the 2017-2018 financial year, 66t of mattresses, 139t of scrap steel and 16t of e-waste were collected by this contractor prior to in-house verge collection.

Trailer Passes

For at least 25 years, the City has offered trailer passes to residential properties for use at the Henderson Waste Recovery Park and more recently the South Metropolitan Regional Council (SMRC). Anecdotal reports suggest that there were more than six trailer passes when they were first introduced.

Whilst this is a highly valued benefit to a many residents, it reflects a time when disposal of waste was cheap, easy and deemed to be of little environmental consequence. The waste landscape has changed significantly since the early 1990's.

Initiatives and advice for many years from the City Waste Management Team locally, national, internationally and globally highlights the need to limit the use of raw materials, reduce consumption and avoid waste generation. This prioritisation of waste avoidance and reduction is reflected in the City's Waste Strategy and the State Waste Strategy.

The table below provides data on the percentage of trailer passes presented at the weighbridge in 2018/19.

Pass Number	No of Properties	Total of Passes Redeemed	% Based on Presented Passes	% Based on Issued Passes
1	4606	16397	33.09%	5.22%
2	3383	11791	23.79%	3.75%
3	2375	8408	16.97%	2.68%
4	1799	6033	12.17%	1.92%
5	1542	4234	8.54%	1.35%
6	2692	2692	5.43%	0.86%
Total		49555		

Table 3 Trailer Pass Usage

All of the City's rateable properties fund the 16% of residents that use their trailer passes and only a quarter of that 16% use passes 4, 5 or 6.

In 2018-2019, our residents delivered 14,602t to the HWRP using trailer passes.

In improving our waste services, we must also be cognisant of the illegal dumping potential. The City has adopted a new strategy around illegal dumping that has produced encouraging results with reduced customer requests in successive years (2016-2017: 934, 2017-2018: 832, 2018-2019 YTD 733). The goal is to have no illegal dumping in the future, though this ambition is unlikely, no matter how many waste disposal options are provided.

The table below compares the current service provision methods of the above waste streams across the Cities of Cockburn, Stirling and Swan.

Current Service Comparison

Product	City of Cockburn	City of Stirling	City of Swan
Hard Waste	2 collections annually (4m ³ pa)	1x 3m ³ skip annually (additional service \$75)	1 collection 3m ³ annually (additional service \$50)
E-Waste	2 collections annually (unlimited)	One Pre-booked service annually – 6 items maximum	Collection is included in hard waste annually
White Goods	2 collections annually (unlimited)	One pre-booked service annually – 4 items maximum	Collection is included in hard waste annually
Mattresses	2 collections annually (unlimited)	One pre-booked service annually – 6 items maximum (mattress and base=2)	3 (maximum) mattresses collected annually – not bases. 3m ³ max
Green waste	2 collections annually (4m ³ pa)	1 scheduled collection every 9 months. No limit provided all	1 collection annually (additional service \$20)

		contained on the verge.	
Hazardous Waste	20lt / 20kgs max every day - free	20lts oil max. All other unlimited-free	Take to landfill, Bullsbrook Recycling Centre, libraries or Drop Off days (product dependant) free
Trailer Passes	6 annually 6m3	1 rubbish (1t) 1 green waste (1t) 1 Inert (1t)	5 to residents that do not have access to pre-booked service (2t max)

Table 4 Service Comparisons

Strategic Plans/Policy Implications

Economic, Social and Environmental Responsibility

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

Improve water efficiency, energy efficiency and waste management within the City's buildings and facilities and more broadly in our community.

Budget/Financial Implications

In Waste Collection, currently 1 Coordinator and 1 Supervisor manage 32 staff. This has now become untenable. In all five options presented here, there is a requirement to add an additional Supervisor to manage existing and new proposed staff.

The New Annual Total Operating Cost in the Summary Table 5 below will not match the Annual Operating Cost Increase as the reduced operating costs fall within the Current Operating Cost.

The figures in Table 5 include an estimated \$10,000 for each additional employee of Activity Based Costing (ABC) costs.

The costs allocated to fuel consumption and vehicle maintenance (Plant OP) for Options 2, 3 and 4 are estimates only, whereas these vehicle costs in Options 1 and 5 are well known.

The table below compares the total cost estimates across the options.

OPTIONS	Initial Capital Outlay (\$,000)	Current Operating Cost (Inc Soft Landing)(\$,000)	New Annual Total Operating Cost (\$,000)	Annual Operating Cost Incr (\$,000)
Option 1 - Scheduled 2x2 Service- 1 additional Team	\$953	\$903	\$1,516	\$613
Option 2 - Skip Bin Pre-Booked (In House)	\$1,650	\$903	\$1,547	\$644
Option 3 - Skip Bin Pre-Booked (Contracted)	\$365	\$903	\$1,685	\$782
Option 4 - Pre-Booked Rear Loader Service	\$988	\$903	\$1,490	\$587
Option 5 - Scheduled Greenwaste - Pre-Booked Junk	\$1,373	\$903	\$1,807	\$904

Table 5: Summary of staff vehicle and capital costs for each verge collection option

Option 1 - Continue Scheduled 2 Green Waste and 2 Hard Waste Services by Council with a Second Verge Team.

The existing verge collection service costs \$903,000. The establishment of another verge crew to continue the current scheduled two hard/two green verge services will cost a minimum of \$953,000 of capital expenditure. This will result in an annual increase in operational expenditure of \$614,000.

Additional Item	Plant CW (\$,000)	Total OP (\$,000)
Supervisor		\$109
Verge Crew		\$315
2 Trucks	\$770	\$203
1 Loader	\$118	\$44
Loader Trailer	\$30	\$10
Supervisor's Ute	\$35	\$12
Soft Landing		\$80
Sundry Costs		\$73
Total	\$953	\$846

Table 6: Cost of additional verge crew

Option 2 - Skip Bin Pre-booked Service by Council for Both Green Waste and Hard Waste Assumptions and Costs (in-house):

- Residential properties 2019-2020 estimate is 43,500;
- 20% of properties could request a skip annually are 8,700. A conservative figure of 28% (12,000) of properties requesting a skip service annually is used here for analysis;
- Residents will be offered a number of collection dates no more than two weeks after date of raising the request;
- Skip bins are 3m³ and stackable when empty;
- The bin will be on the verge for a maximum of 3 days;
- Bins will be stockpiled in 4 sites throughout the City;
- 33% of bins will be available, 33% full, 33% being emptied;
- 33 bins/day will need to be delivered and collected/emptied;
- Council deliver one scheduled green waste collection per year;

- Additional Booking Officer to manage bookings, and
- Council manage mattress, E-Waste and steel collection.

Additional Item	Plant CW (\$,000)	Total OP(\$,000)
Booking Officer		\$94
Supervisor		\$109
Verge Crew		\$154
2 Trucks	\$420	\$123
1 Front Lift	\$400	\$147
Skip Bins	\$675	\$71
Marketing Plan		\$50
Supervisor's Ute	\$35	\$12
Software Program	\$120	\$29
Sundry Costs		\$59
Total	\$1,650	\$848

Table 7: Cost of establishing an in-house pre-booked skip bin

Option 3 - Skip Bin Pre-booked Service by Contractor and Pre-booked Green Waste Service by Council

- the contract skip service will cost \$50/3m³ lift,
- this does not include the cost of disposal of \$160/t,
- the contractor to empty 12,000 skips annually weighing an average of 250kgs,
- the City will run one green waste collection,
- Council manage mattress, e-waste and steel collection,

Additional Item	Plant CW (\$,000)	Total OP (\$,000)
Booking Officer		\$94
Supervisor		\$109
1 Truck	\$210	\$61
Software Program	\$120	\$29
Marketing Plan		\$50
Contractor Service		\$600
Supervisor's Ute	\$35	\$12
Sundry Costs		\$29
Total	\$365	\$984

Table 8: Cost of establishing contracted Pre-booked skip bin service

Option 4 - Pre-booked Rear Loader Service for Hard Waste and Green Waste by Council - Assumption and Costs

- Residents offered 26 booking dates per year;
- one booking for hard and 1 for green waste per year. (3m³ max for each in house service);

- two in-house mattress collections per year;
- Metal and e-waste included in the hard waste (in house);
- Waste not to be presented more than two days prior to collection;
- Waste to be removed by City within two days; and
- Scheduling assistant and booking/scheduling software required.

Additional Item	Plant CW (\$,000)	Plant OP (\$,000)
Booking Officer		\$94
Supervisor		\$109
2 Verge Staff		\$158
1 Rear Loader	\$385	\$111
1 Mattress Truck	\$210	\$61
1 Pilot Truck	\$90	\$46
Verge Loader	\$118	\$50
Loader Trailer	\$30	\$10
Software Program	\$120	\$29
Marketing Plan		\$50
Supervisor's Ute	\$35	\$12
Sundry Costs		\$59
Total	\$988	\$789

Table 9: Cost of establishing Pre-booked rear-loader service

Option 5 - Scheduled Green waste – Pre-booked Hard Waste Costs
Both by Council - Costs

- residents offered 26 booking dates per year;
- residents will receive 2 green waste collections operating over eight months of the year. (Collection areas to change - no overall reduction of service in green waste);
- one booking for hard waste only per year. (3m³ max in house service);
- two in-house mattress collections per year;
- metal and e-waste included in the hard waste (in house);
- waste not to be presented more than 2 days prior to collection;
- waste to be removed by City within 2 days; and
- scheduling assistant and booking/scheduling software required.

Additional Item	Plant CW (\$,000)	Total OP (\$,000)
Booking Officer		\$94
Supervisor		\$109
4 Verge Staff		\$315
2 Rear Loaders	\$770	\$222
1 Mattress Truck	\$210	\$61
1 Pilot Truck	\$90	\$46

Verge Loader	\$118	\$50
Loader Trailer	\$30	\$10
Software Program	\$120	\$29
Marketing Plan		\$50
Supervisor's Ute	\$35	\$12
Sundry Costs		\$88
Total	\$1,373	\$1,086

Table 10: Cost of establishing Scheduled Green waste – Pre-booked Hard Waste Costs

Trailer Passes

Removing 12,959 (4%) of trailer passes equates to a reduction of 3,888 tonnes, as each trailer averages 300kgs. The current gate rate is \$160 and equates to a saving of \$622,000 to the \$2.36M budget for trailer passes to \$1.737M. With the introduction of a pre-booked booking service, residents will find it more convenient to use this service than their trailer passes. This pre-booked service therefore complements the proposed reduction in trailer passes. Once the pre-booked system is in place, reviewed and compared to the trailer pass usage, there may be still further opportunities to reduce the number of trailer passes issued.

Summary

When comparing the tonnage reduction resulting from the Cities of Swan and Stirling conversion to a pre-booked service, it is clear that the City must move away from the scheduled two x two existing services. If a conservative reduction of 30% occurred at the City of Cockburn, our disposal costs would reduce by \$48,000 in green waste and \$144,000 in hard waste. Reports indicate that after the initial introduction, the participation rates reduce.

Waste Services Staff have considered the benefits and liabilities with all options above. The skip bin service requires a minimum of \$675,000 immediate outlay that will require constant maintenance, renewal and these bins will have no resale value. As mentioned above, the skip bin service can hide hazardous and contaminated material which will always incur additional safety risk for residents and staff. Additional penalty costs will be associated with the contractor disposing of contaminated wastes which will be borne by the City.

Legal Implications

N/A

Community Consultation

Any change to a long established service will only be successful with a significant level of public support. To gauge public opinion on the options considered, an extensive public consultation program would

need to be carried out. City wide information bulletins, random sampling, advertising and educating on the options by electronic and hard copy means would be necessary to get a wide range of opinions and an extensive survey participation rate across the City.

Council would then need to consider the responses before making any decision on future service provision.

Risk Management Implications

The current scheduled verge collection program has reached its capacity. Failure to adopt changes to the system will require the deployment of a second verge collection.

Failure to adopt changes in the verge program will leave the City behind in sustainability/waste reduction initiatives.

Failure to adopt the changes will lock in ongoing high costs and increased waste generation rates leading to potential reputational loss as a local government leader.

Landfill levy cost is unknown into the future. The high cost of disposal will further impact rates.

Provision of excessive free waste disposal options gives residents the impression it is morally and socially acceptable to be wasteful.

Advice to Proponent(s)/Submitters

N/A

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

Nil

22.3 PROTECTION OF TURTLE POPULATION AT BIBRA LAKE

Author(s) C Beaton

Attachments N/A

RECOMMENDATION

That Council note the report.

Background

At the Ordinary Meeting of Council on 13 June 2019, Cr Smith raised a Matter to be Noted for Investigation, Without Debate as shown below:

Item 22.7 Protection of Tortoise Population at Bibra Lake

Cr Smith requested a report be presented to a future Council Meeting on what the City can do to protect the tortoise population at Bibra Lake.

Reason

The additional development forces the turtles to cross the road in search of sand to lay their eggs. They are impacted by car parks, clearing, and large open areas of grass. With the addition of projects such as the skate park, ice arena, aboriginal cultural centre and car bays we need to do as much as we can to protect this threatened species.

Commencing in August through to as late as February, female Southwestern snake-necked turtles (*Chelodina colliei*) leave our wetlands and seek suitable sites to lay their eggs. Specific weather events associated with low barometric pressure is generally the trigger that makes the turtles leave the wetland.

The majority of turtle movements seem to occur in August through to October each year. Many turtles generally move at the same time. The sites they seek are usually some distance from the wetland, above the high water mark and in areas devoid of vegetation. In many instances turtles seeking suitable nesting sites have no option but to cross roads that have been constructed adjacent to many wetlands.

Many turtles are killed by vehicles and many are also predated upon by foxes, feral cats and crows or attacked by off lead dogs and domestic cats. Eggs within nest sites are also predated upon by foxes, crows and feral cats.

Because it is female turtles leaving the wetland to nest, it is predominantly female turtles that are being killed. Male turtles tend to move between wetlands at different times of the year in migration occurrences as part of their normal behaviour. Murdoch University PhD

student, Anthony Santoro, sampled the Bibra Lake turtle population for his Honours project in 2017 and 80 turtles were caught at Bibra Lake, half of which were female. During his current PhD research, 220 turtles were caught but only 40 of these were females.

The large numbers of females being killed means that male turtles far outnumber female turtles in the population. If we continue to lose female turtles, it will translate to less young being born with the long term prospect of the species becoming locally extinct in many wetlands. This is not a phenomenon specific to the City but it is something that is occurring throughout the metropolitan area where clearing has taken place and roads have been constructed in close proximity to wetlands.

Submission

N/A

Report

The turtle nesting season generally occurs between August and early October, however it may extend later in the season through to the end of January. Generally the number of turtles seeking nesting sites falls away after the end of September as weather conditions become less favourable.

In October 2018, in a single weather event, 15 turtles were killed on Progress Drive adjacent to Bibra Lake Reserve. 135 nests were also predated upon at Bibra Lake by feral animals and crows. In an effort to reduce turtle fatalities and protect turtle nests the City has undertaken a number of actions designed to protect nesting turtles from being killed on Progress Drive and turtles and their eggs being predated upon by feral animals, crows and unrestrained pets, as described below.

Bibra Lake Reserve Actions

1. Kerbing was removed near the corner of Progress Drive and Hope Road. Due to the retaining wall that runs along the edge of Bibra Lake parallel to Progress Drive from Gwilliam Drive to Hope Road, turtles are generally funnelled to this point to exit the wetland and were not able to mount the kerb thus they were trapped on the road.
2. Funding of \$12,000 was provided to PhD student, Anthony Santoro who is studying the turtle population, to purchase six GPS trackers which will be used to monitor turtle movements and provide a better understanding of when turtles are moving. A further \$10,000 will be provided by the City in this financial year for additional trackers.

3. Three variable message boards (VMBs) have been hired to warn motorists that turtles may be crossing the roads. These VMBs were installed from early August 2019 until 14 October 2019. They were also installed in 2018 immediately after the 15 turtle deaths. The VMBs were located at the corner of Gwilliam Drive and Progress Drive, the corner of Progress Drive and Hope Road and on Progress Drive close to the Ice Arena. These VMBs supplement the existing fauna crossing signs that are permanently installed on Progress Drive.
4. The retaining wall at Bibra Lake has been re-engineered and cages installed. It was identified that because turtles were unable to climb the retaining wall many were laying their eggs in the thin strip of sandy foreshore at the base of the retaining wall along the western edge of Bibra Lake. Unfortunately the eggs were then being eaten by feral animals and crows. Additional sand has been brought in and deposited at the base of the retaining wall to allow 11 turtle nesting cages to be installed. These cages have been purpose built and installed based on advice from PhD student, Anthony Santoro, and approved by the Department of Biodiversity, Conservation and Attractions (DBCA). They are made from steel mesh and anchored into the sand. The cages allow turtles to enter and depart the cages to lay eggs without themselves or their eggs being predated upon. Temporary fencing and signage has also been erected around these cages to reduce the likelihood of visitors to Bibra Lake disturbing both the nesting turtles or their nests.
5. Intensive feral animal control has been undertaken at Bibra Lake and other adjacent lakes, North Lake, and South Lake by the City and DBCA. Control measures commenced a week before and for a week during the turtle nesting season. This joint control was designed to remove feral animals and reduce the number of turtles and nests being predated upon.
6. Mowing of the large grass areas along the north and eastern sides of Bibra Lake has been delayed until the end of October to offer additional protection from predators for nesting turtles and the hatchlings that generally emerge in August. This also reduces the likelihood of turtles and other emerging spring fauna from being killed by machinery. Mowing only takes place adjacent to paths during this time.
7. A citizen science Turtle Tracker Volunteer Program has been established in partnership with Murdoch University, Native ARC, the Wetlands Centre and DBCA. Volunteers are provided training in relation to turtles and their habits and are insured through the DBCA. They are also provided with a turtle monitoring kit which includes: a high visibility vest to identify them as turtle trackers,

gloves, bag, nesting markers, tracking guide and data recording sheets. Volunteers walk around Bibra Lake and monitor and track turtles. When the turtles nest the volunteers notify Native ARC, who place specially designed and ethically approved nesting cages on the nests to help protect them from predation. Turtles that have finished nesting are then picked up and returned to the wetland. Trackers are not requested to stop traffic to protect turtles only to follow turtles until they nest. The trackers presence however has the benefit of drawing the attention of motorists to the turtles crossing the road. During September and October 2019, 60 volunteers joined the program resulting in over 25 nests (with up to 13 eggs in each) having been protected. Three local high schools are also involved in the tracking program and they will commence their tracking in November 2019, with this component being managed by Murdoch University Outreach Program.

8. The City's Environmental Services staff patrol wetlands, including Bibra Lake, during weather events when turtles are expected to leave the wetlands to nest. The total time spent in 2019 patrolling so far equates to 102 staff hours.
9. Native Arc have committed to being on call to attend to turtles and place cages on identified nesting sites.
10. An action to paint and lighten the colour of the road paving to make turtles more visible on sections of Progress Drive at night was discussed with the City's Transport and Traffic section however was not supported because it was thought the proposed treatment could distract drivers or make it harder for them to distinguish the surrounding road environment.

Bibra Lake Future Proposed Actions

1. Install purpose built fauna crossings on Progress Drive when any future upgrade occurs.
2. Install permanent turtle crossing signs similar to school zones that can be activated as required

General Citywide Actions

1. Temporary turtle crossing signs are installed on roads at various sites around the City adjacent to wetlands during turtle season.
2. Three fauna underpasses have been modified and fences installed to guide turtles to these crossing points. The underpasses are located on Osprey Drive in Yangebup, and two on North Lake Road opposite Boorn and Djidi Djidi Reserves.

3. The City actively promotes and supports the work being undertaken by Murdoch PhD student, Anthony Santoro. With many of his recommendations being implemented at a number of wetland sites.
4. The City's feral animal control program is timed to coincide with the turtle nesting season. DBCA are contacted and requested to undertake fox control at the same time, where possible, to improve outcomes.
5. The City website hosts information designed to raise awareness of the plight of the turtles.
6. Social media is used to warn the public and motorists of turtle nesting events.

Strategic Plans/Policy Implications

Economic, Social and Environmental Responsibility

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

Further develop adaptation actions including planning; infrastructure and ecological management to reduce adverse outcomes arising from climate change.

Budget/Financial Implications

There are currently no new financial implications as the actions implemented are sourced through annual municipal funding for Bibra Lake reserve or through the Roe 8 Rehabilitation Management Plan activities which are fully funded by Main Roads WA.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

Without an ongoing commitment to actions to reduce turtle fatalities around City wetlands there is a risk that the turtle population of some wetlands could become locally extinct. There may also be damage to the City's environmental and sustainable reputation should actions not be undertaken to ensure viable populations of turtles are maintained within wetlands managed by the City.

Advice to Proponent(s)/Submitters

N/A

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

Nil

22.4 PROPOSED MODIFICATION AT THE INTERSECTION OF PILATUS STREET AND BERRIGAN DRIVE, JANDAKOT

Author(s) J Kiurski

Attachments

1. Berrigan Drive, Jandakot Road and Pilatus Street Approved Drawing [↓](#)
2. Berrigan Drive, Jandakot Road RSA [↓](#)
3. Berrigan Drive and Pilates Street Road Hierarchy and Speed Limits [↓](#)
4. Berrigan Drive and Pilates Street Crash Data [↓](#)
5. Berrigan Drive, Pilates Street, Jandakot Road, Dean Road Crash Data [↓](#)
6. Transcore Study Intersection Performance by 2013 [↓](#)

RECOMMENDATION

That Council

- (1) note the report,
- (2) submit a proposal to Main Roads WA for approval of the existing left-turn from Jandakot Road into Berrigan Drive being modified to a double left-turn under traffic signal control, and
- (3) list the project for consideration in the 2020-2021 financial year budget.

Background

At the 11 July 2019 Ordinary Meeting of Council, Cr Smith raised a Matter to be Noted for Investigation, Without Debate as shown below:

ITEM 22.2 DESIGN AND SAFETY AT THE INTERSECTON OF PILATUS STREET AND BERRIGAN DRIVE, JANDAKOT

A report into the design, safety and number of accidents on these adjoining roads.

Reason:

This is a relatively new piece of infrastructure that is being reported by residents as dangerous.

The intersection of Pilatus Street and Berrigan Drive and the intersection of Jandakot Road, Berrigan Drive and Dean Road were constructed as a part of the City and Main Roads WA (MRWA) Road Improvement program in the 2016-2017 financial year.

Figure 1 and Figure 2 show the location of the study area before and after reconstruction.



Figure 1 – Location Map before November 2016



Figure 2 – Location Map after May 2017

Submission

N/A

ReportRoad Network Before November 2016

In March 2010, the Federal Minister for Infrastructure, Transport, Regional Development and Local Government approved the Jandakot Airport Master Plan 2009 (the Master Plan) developed by Jandakot Airport Holdings (JAH). In Section 9.0 Road Access System of the Master Plan a suite of road improvements to address the impacts of the traffic generated by the airport development onto the surrounding road network were identified.

Construction of a new southern link road into the airport precinct by extending Pilatus Street to Berrigan Drive/Jandakot Road and installing suitable traffic control (multi-lane roundabout or traffic signals) was proposed.

This included realigning a section of Berrigan Drive just north of Jandakot Road so that a T-intersection is formed, with Pilatus Street being the road extension to the border of the JAH land.

Maintaining accessibility with Berrigan Drive to improve permeability in the precinct gave the City greater flexibility to manage traffic flow in the future.

In June 2015 the City submitted a proposal for Berrigan Drive/Jandakot Road/Dean Road Intersection Upgrade to MRWA, and it was approved for funding in 2016-2017 under the MRRG Road Improvement Program.

The proposed option was to change the intersection from a four leg roundabout to operate under traffic signal control on all approaches with new approach configurations. The northern leg of Berrigan Drive was removed and replaced with Pilatus Street (that was an unsealed road adjacent to the roundabout).

Berrigan Drive north was connected to Pilatus Street (T-junction) within 100m east of the proposed intersection. The two lane approaches along Berrigan Drive (south) and Pilatus Street (north) with right turn lanes and left turn slip lanes and single lane approaches along Dean Road and Jandakot Road were implemented.

Table 1 below shows the traffic data that was supported the City submission and introduce the tasks for improvement.

Traffic Data Inputs	
Project Strategic Alignment	The intersection is clearly identified as being within the City's Road Works Program with the upgrade shown as being planned for construction in 2014-2015.
Road Hierarchy and Speed Limit	The speed limits are 70 km/hr along Berrigan Drive and 80 Km/hr along Jandakot Road. These speeds, along with a lack of residential/commercial development fronting onto each road plus the limited number of accesses have resulted in a need for an improvement.
Traffic Growth	Daily traffic flow 2016 of 22050 vehicles/day and 5% annual traffic growth was obtained from MRWA Regional Operations Model (ROM)
Crash Data	MRWA Crash Statistic 2010-2014 reported 24 roundabout intersection crashes of which 22 involved vehicles from the same direction and some rear-end collisions
Pedestrians and an on-road cycle path	There is no safe pedestrian crossing or footpath within the intersection and there is none on the road cycle path

Table 1 Traffic Data Inputs

Attachment 1 shows the design approved by MRWA. The Road Safety Audit (RSA) on the proposed design was completed (Attachment 2) prior to the construction commencing so all works were constructed in accordance to the report recommendations.

Road network after May 2017

Traffic Volume

Construction was completed in May 2017 and standard practice is to carry out post construction traffic survey and monitoring. The traffic data was compared to data collected previously in the same locations and is presented in Table 2 below.

Road	Location	Date	Average Weekday Traffic	Posted Speed	85 th %ile speed *	Heavy vehicles **
Berrigan Drive	100m south of Glendale Cr	Nov 2005	13,138	70km/h	88km/h	12.6%
Berrigan Drive	MRWA ROM Data	Jun 2016	22,050	70km/h	80km/h	12.6%
Berrigan Drive	220m north of Glendale Cr	Mar 2018	18,018	70km/h	76km/h	11.1%
Pilates Street	350m north of Jandakot Rd	Aug 2018	5,120	70km/h	70km/h	12.6%

*- 85th percentile speed = the speed that 85% of vehicles are travelling at, or slower, under free-flow conditions (i.e. with >4 seconds headway)

** - Heavy vehicles = Austroads Vehicle Class 3 or greater, including buses.

Table 2 – Traffic Data Comparison

The volume of traffic above indicates a reduction on Berrigan Drive since the connection to the airport precinct on Pilatus Street was completed in 2017. It is consistent with a District Distributor A road function, which is linking significant destinations and designed for efficient movement of people and goods between and within regions.

Pilatus Street provides a movement of traffic within local areas and connects access roads to higher order distributors, and it needs to be classified as a Local Distributor Road under Main Roads WA road hierarchy criteria. The recorded traffic volume is consistent with these criteria.

The 85th percentile speed was recorded at 76 km/h along Berrigan Drive on March 2018 and it is up to 6km/h over the speed limit. A request for increased enforcement of the speed limit for this section of road was not made because, under the WA Local Government Speed Enforcement Program, a partnership program between WALGA and the WA Police, WA Police will only intervene when the 85th percentile speed is 10 km/h or more above the speed limit.

The 85th percentile speed was recorded at 70 km/h along Pilatus Street in August 2018 which is the same as the posted speed. No further action is recommended for speed control. Attachment 3 shows the MRWA Road Hierarchy and Speed Limits for Berrigan Drive and Pilatus Street/

Crash Data

Based on the MRWA Crash Analysis Reporting System (CARS) data there was one reported crash at the Berrigan Drive and Pilatus Street intersection in January 2018 (refer to Attachment 4).

The Crash Patterns Report and the comparison of crash patterns at this intersection with network average values have been used as an indicator of problems at this location. Attachment 4 shows that the crash which occurred in 2018 was a 'right-turn thru' incident, which refers to a crash involving a vehicle turning right from Berrigan Drive in front of an oncoming vehicle heading southbound on Pilatus Street.

The intersection of Berrigan Drive and Pilatus Street is a channelised 'T' junction with the same posted speed limits on the approach roads, which are 70km/hr.

Provision of pavement marking, raised traffic islands, right-turn line on Pilates Street and separated left-turn and right-turn treatment on Berrigan Drive were implemented to define vehicle paths into and through the intersections.

In addition, the provision of a refuge for pedestrians crossing on Berrigan Drive and Pilatus Street was constructed to improve the pedestrian and cyclist safety.

Crash data of the Pilatus Street, Jandakot Road, Berrigan Drive and Dean Road intersection has been reviewed. Based on MRWA CARS data there were 10 reported crashes at the intersection in 2017 and six reported crashes at the intersection in 2018 (refer Attachment 5).

Attachment 5 shows that crashes which occurred during the construction period in 2017 included:

- 2 right-turn thru,
- 1 thru-right, and
- 7 rear end incidents.

Data for 2018 shows a reduction in the total number of crashes, ie: a total of six incidents which all involved rear end crashes resulting in property damage only.

The 24 roundabout intersection crashes reported in the period 2010-2014 was reduced to the six crashes. The six crashes that occurred in 2018 were located within the left-turn from Jandakot Road into Berrigan Drive, suggesting a capacity increase for this movement is required.

Also as noted previously, the six crashes which occurred in 2018 all resulted in property damage only which represents further evidence that the severity of incidents occurring at the intersection have been reduced.

Attachment 1 shows the left-turn pocket as a single lane controlled by a give-way MRWA regulatory sign.

In June 2015, the City engaged Transcore to undertake SIDRA intersection analysis for the critical AM peak, PM peak and interpeak period of the intersection, and the assessment showed that in 2031 and assuming the signalisation of the intersection and having only one give way controlled left turn lane, queue length forming on Jandakot Road will reach about 170m which further confirms the need for increased capacity on this movement (refer Attachment 6).

In response to the above, a proposal of the left-turn movement from Jandakot Road into Berrigan Drive being modified to be a double left-turn under traffic signal control was considered during the design stage of the intersection, and it was recommended to have it completed in parallel with the construction of the Jandakot Road Widening project, depending on the future timing of that project. Otherwise, the modification would be carried out as a stand-alone project.

The intersections were observed during the morning (7am to 9am) and evening peak periods (4pm to 6pm) in November 2018 by video camera. The results showed that the intersection was performing at a satisfactory level of service, including all turning movements.

The Glen Iris Centre is located at the west-north corner of Pilatus Street, Jandakot Road, Berrigan Drive and Dean Road intersection. The traders have varying working hours from 8am to 10pm. Any pedestrian or vehicular traffic generated by the centre at the intersection is not expected to have a significant impact on the intersection operation.

The analysis from the District Traffic Study completed in 2018 has also shown that the Pilatus Street, Jandakot Road, Berrigan Drive and Dean Road intersection operates acceptably at Level of Service D or better through the study horizon year up to 2031. This result was consistent with the video survey of the intersection at peak times.

The City and MRWA should monitor the intersection performance over time to ensure that it operates acceptably and/or identify if any changes are required to either the traffic signal phasing or intersection layout.

The City plans to continue to periodically review the intersection for changes that may affect the intersection operation that may lead to further modifications in the future.

Strategic Plans/Policy Implications

Moving Around

Reduce traffic congestion, particularly around Cockburn Central and other activity centres.

Improve connectivity of transport infrastructure.

Economic, Social and Environmental Responsibility

Create opportunities for community, business and industry to establish and thrive.

Leading and Listening

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

The installation of the double left-turn under traffic signal control from Jandakot Road into Berrigan Drive needs to be approved by MRWA.

City Officers have estimated this modification could cost in the order of \$400,000 and is proposed to be listed for consideration by Council in the 2020-2021 budget.

Legal Implications

N/A

Community Consultation

Public consultation with the adjacent and impacted property owners will be carried out when detailed design for the double left-turn under traffic signal control from Jandakot Road into Berrigan Drive is completed and approved by MRWA, should Council approve the project to be included in the 2020-2021 budget.

Risk Management Implications

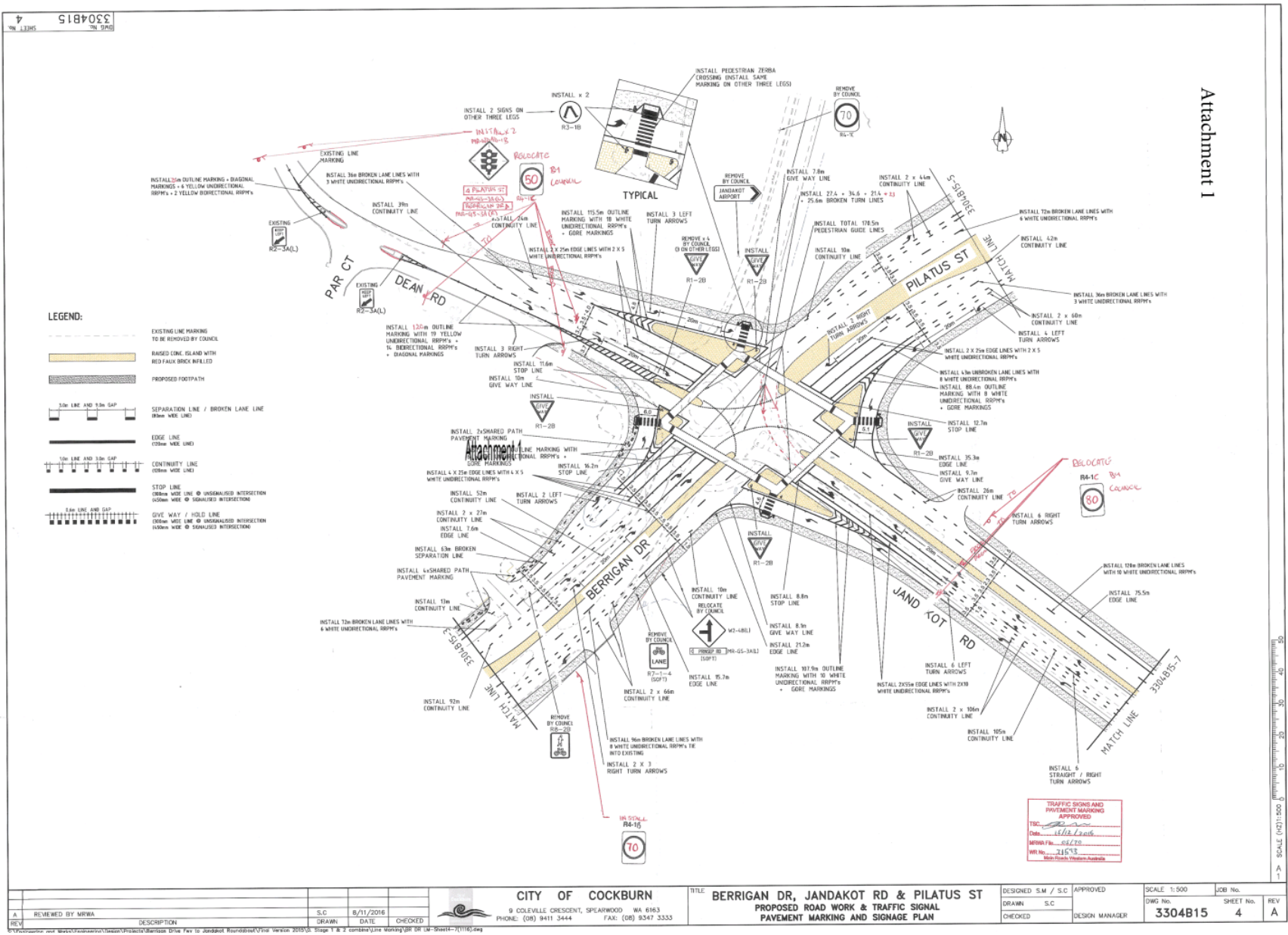
The proposed modification will improve road user safety and capacity at the intersection. Should Council not adopt the recommendation, the intersection modification will still need to be completed at a future time prior to the 2031 horizon, as originally envisaged.

Advice to Proponent(s)/Submitters

N/A

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

Nil

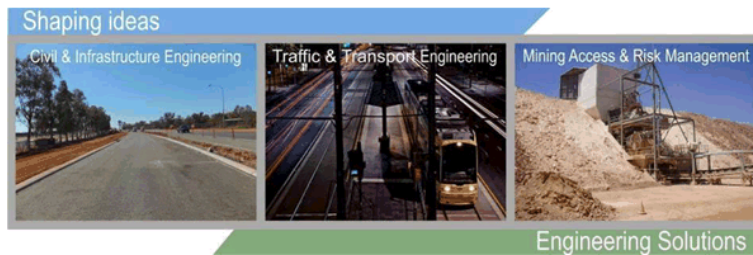




Attachment 2



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Project: Road Safety Audit
Detailed Design Stage
Berrigan Drive and Jandakot Road.

Client: City of Cockburn

Author: Shaun Millen

Signature: 


Date: 8 October 2015

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1	S Millen	B Garton	13/10/15	Review		13/10/15

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1 Project and Site Details

1.1 Scope of Project

The audit represents a Detailed Design Stage Audit as defined in the Austroads document "Guide to Road Safety – Part 6 Road Safety Audit" (2009) AGRS06/09.

The project involves road widening, civil and signal works associated with the upgrade of the intersection of Berrigan Drive and Jandakot Road.

The audit considered the detailed design (50% design drawings) for the construction works and is intended to comment on road safety in relation to constructed form, sight distances and general road safety in an objective manner.

The area is in the local government district of the City of Cockburn, Western Australia.

The audit was commissioned by the City of Cockburn and a site visit to assess the existing site was carried out on Tuesday the 6th October 2015 in fine conditions.

1.2 Road Safety Audit

Road safety auditing is a formalised procedure which can be applied to form comments on all phases of road project development and to identify unsafe features of an existing road system.

In reviewing the safety aspects of a proposed road, the reporting procedure is not intended as a redesign process but seeks to outline potential road safety issues with each road configuration and establish a basis upon which design could produce an acceptable solution to any identified safety problem where acceptance of a risk is assessed as being inappropriate. The assessment of the options is intended to provide a basis for comparison between the relative merits of each option in terms of the inherent risks associated with each. The recommendations contained in this report indicate the nature or direction of a solution, rather than specifying the details of how to solve any problem.

The objectives of a road safety audit are –

- To examine the road in context with the road environment and form conclusions about the likely safety performance and potential hazard level of the proposed infrastructure;
- To identify potential safety problems in the design for the section of road audited;
- To qualify the level of risk associated with potential hazards identified;
- To evaluate the road section in terms of interaction with its surrounds and nearby roads, and to visualise potential impediments and conflicts for road users;
- To report on the conclusions drawn and to make recommendations regarding aspects which involve unnecessary or unreasonable hazards;
- To provide a comparative basis for assessing the desirability of each option in terms of safety.



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1.3 Study Area

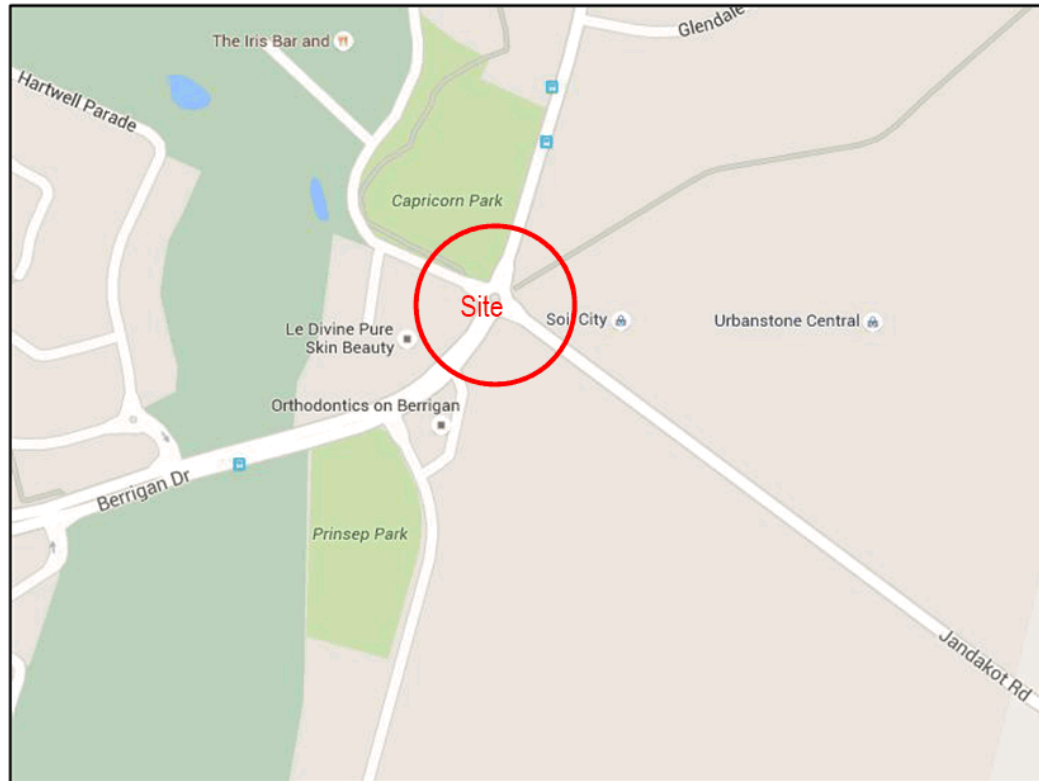


Figure 1: Site Location



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2 Existing Road Environment

Berrigan Drive

Berrigan Drive is classified a Distributor B road under the MRWA functional hierarchy and is described as a sealed and kerbed single carriageway road with 4 to 5 m wide traffic lanes that are separated via a hard median that varies between 1 and 6 meters in width.

Berrigan Drive is controlled and maintained by the City of Cockburn and at the site has a posted speed limit of 70km/hr and a Restricted Access Vehicle (RAV) classification of 4.

A traffic counts supplied by the City of Cockburn indicates that 7280 vpd use Jandakot Road, (count site 200m south of Karel Ave, 1 August 2014).

Jandakot Road

Jandakot Road is classified a Regional Distributor road under the MRWA functional hierarchy and is described as a sealed single carriageway road with 3.5m wide traffic lanes and 1.0m wide sealed shoulders.

Jandakot Road is controlled and maintained by the City of Cockburn and at the site has a posted speed limit of 80km/hr and a Restricted Access Vehicle (RAV) classification of 4.

A traffic count supplied by the City of Cockburn indicates that 11,987 vpd use Jandakot Road, (count site 500m east of Berrigan Drive, 9 August 2013).

Dean Road

Dean Road is classified an Access Road under the MRWA functional hierarchy and is described as seal and kerbed single carriageway road with 3.0m wide traffic lanes.

Dean Road is controlled and maintained by the City of Cockburn and at the site has an urban speed limit of 50km/hr.

A traffic count supplied by the City of Cockburn indicates that 2,131 vpd use Dean Road, (count site west of Berrigan Drive, 19 June 2014).

Prinsep Road

Prinsep Road is classified an Access road under the MRWA functional hierarchy and is described as a sealed and kerbed single carriageway road with 3.0m wide traffic lanes.

Dean Road is controlled and maintained by the City of Cockburn and at the site has an urban speed limit of 50km/hr.



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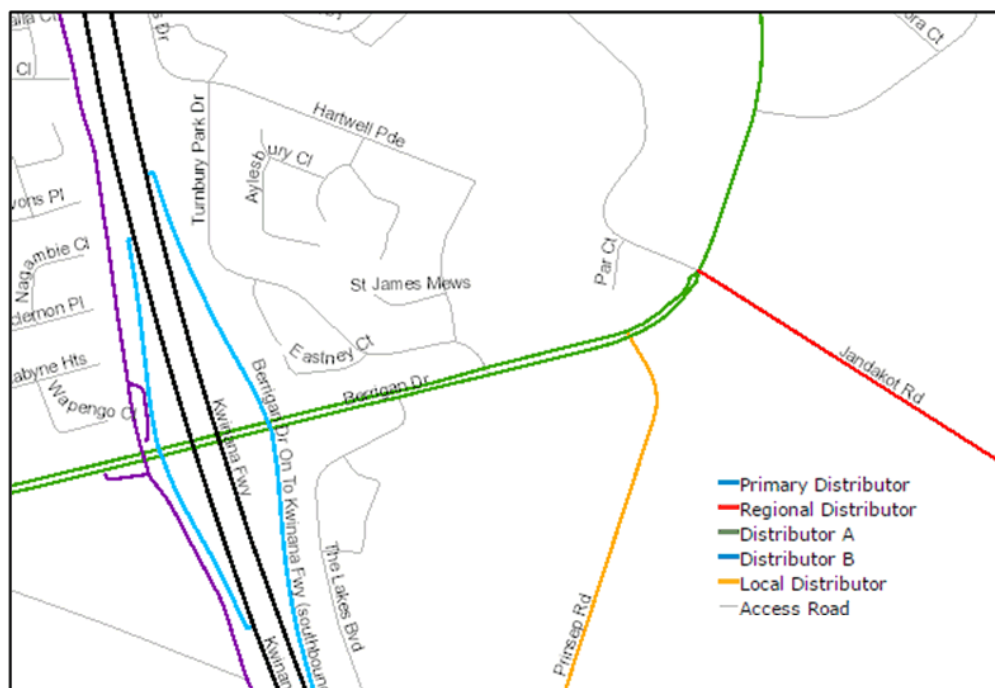


Figure 2: Road Classification

A fundamental of Road Safety Auditing is that the auditor(s) should be independent, have a sound understanding and knowledge of road safety principles and traffic and road design standards and have been trained to undertake safety audits. As such, the auditors appointed to review this site were:

- Shaun Millen (Senior Road Safety Auditor: Shawmac Pty. Ltd.)
- Bob Garton (Senior Road Safety Auditor: Shawmac Pty. Ltd.)

MRWA (Colin Ward, Con Magripilis) were invited to nominate participants to attend as part of the audit, no nominations were received.

This Road Safety Audit has been carried out in accordance with the Austroads publication Guide to Road Safety – Part 6 Road Safety Audit (2009).

The audit relied on a desktop and site audit of design drawings provided by City of Cockburn.

Pavement Markings and Signage Plans - 3304B15 Sheet 3 to 6

Supporting information includes:

Corrective Action List Appendix 1

Photographs Appendix 2



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3 Findings and Recommendations

3.1 General topics

3.1.1

The drawings currently provide no detail relating to drainage. The lack of adequate drainage may increase the possibility of sheet flow across the intersection causing vehicles to aquaplane increasing the risk that an errant vehicle may crash into pedestrians, opposing traffic or property.

Recommendation.

Review design to ensure that the drainage design is adequate to prevent sheet flow across pavements.

3.1.2

The design drawings do not provide any detail relating to the upgrade of the drainage basin located on the corner of Dean Road and Berrigan Drive. The widening works to accommodate the new design will increase stormwater runoff to the drainage basin and if this is undersize it may result in an increased risk to road users should errant vehicles or pedestrians particularly young children end up in the basin.

Recommendation

The designer is to confirm that the drainage basin satisfies design requirements for the increased impervious catchment area and batter slopes

3.1.3

The drawings currently provide no detail relating to drainage structures, side entry pits and/or gully grates. Incorrect design may result in the creation of hazards for on road cyclists.

Recommendation.

Designer to confirm drainage structures are bicycle friendly and conform to Austroads Guidelines.

3.1.4

There are no pedestrian ramps or tactiles shown at vehicle crossovers increasing the risk that pedestrians may trip at vehicle crossovers and that the visually impaired may not stop at appropriate locations.

Recommendation.

Show tactiles and pedestrian ramps that interface level with crossovers.

3.1.5

The length and width of the vehicle crossover along Berrigan Drive at the shopping centre on the corner of Berrigans Drive and Dean Road may not accommodate larger vehicles increasing the possibility that larger vehicles may mount the kerb and adjoining footpath increasing the risk to pedestrians.



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Recommendation.

Review swept path for all likely classes of vehicle that may use the crossover to ensure adequate width and length in Accordance with AS 2890 section 3.2 Table 3.1. If non-compliance is identified then the crossover geometry should be modified to comply with the standards and guidelines.

3.1.6

The length and width of the vehicle crossover along Dean Road at the shopping centre located on the corner of Berrigan Drive and Dean Road may not accommodate larger vehicles increasing the possibility that larger vehicles may mount the kerb and adjoining footpath increasing the risk to pedestrians.

Recommendation.

Review swept path for all likely classes of vehicle that may use the crossover to ensure adequate width and length in Accordance with AS 2890 section 3.2 Table 3.1. If non-compliance is identified then the crossover geometry should be modified to comply with the standards and guidelines.

3.1.7

The provision of pram ramps reduces the available footpath width which may result in some path users being required to use the adjoining unpaved verge increasing the risk of injury to path users.

Recommendation.

Provide localised widening at pram ramp locations to maintain compliant path width.

3.1.8

Widening along Berrigan Drive has reduced the length of the vehicle crossover to the shopping centre located on the corner of Berrigan Drive and Dean Road increasing the possibility of queuing from the crossover along Berrigan Drive and the possibly of a sideswipe and rear end crashes.

Recommendation.

Review the number of turning movements at the vehicle crossover and if warrants are met in accordance with Austroads Guide to Road Design Part 4A section 5 then consider modifying the access to provide for a left turn Pocket.

3.2 Design issues (general)

3.2.1

A Single Unit Truck may not be able to make the right turn lane compliant from Berrigan Drive into Jandakot Road.

Recommendation.

Review right turn movement in accordance with Austroads Guide to Road Design Part 4 Table 5.1 and adjust pavement markings as required and if found not to comply with the standard then the geometry and pavement



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markings should be modified to comply with the standards and guidelines.

3.2.2

A Semi Trailer Truck may not be able to make the left turn from Berrigan Drive into Dean Road.

Recommendation.

Review left turn movement in accordance with Austroads Guide to Road Design Part 4 Table 5.1 and adjust kerbing and island as required and if found not to comply with the standard then the geometry and pavement markings should be modified to comply with the standards and guidelines.

3.2.3

A Semi Trailer Truck may not be able to make the right turn lane compliant from Pilatus Street into Dean Road.

Recommendation.

Review right turn movement in accordance with Austroads Guide to Road Design Part 4 Table 5.1 and adjust pavement makings kerbing and islands as required and if found not to comply with the standard then the geometry and pavement markings should be modified to comply with the standards and guidelines.

3.2.4

A Single Unit Truck may not be able to make the left turn from Berrigan Drive into Turnbury Park Drive.

Recommendation.

Review left turn movement in accordance with Austroads Guide to Road Design Part 4 Table 5.1 and adjust kerbing and island as required and if found not to comply with the standard then the geometry and pavement markings should be modified to comply with the standards and guidelines.

3.3 Alignment details

3.3.2

No vertical geometry is shown on the plans.

Recommendation.

Ensure that vertical Geometry complies with Austroads Part 4 Guide to Road Design Part 3.

3.4 Lighting, signs and delineation

3.4.1

No lighting has been shown on the drawings.

Recommendation.

Provide lighting in accordance with Australian Standard AS 1158.

3.4.2

The cycleway signage has not been reinstated.



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Recommendation.

Reinstate Cycleway signage.

3.4.3

Width of traffic lanes not shown on the Dean Road approach.

Recommendation.

Ensure that all line marking, delineation and road widths are designed and installed in accordance with relevant Australian Standards and guidelines.

3.5 Construction

3.5.1

The construction of the works has the potential to place road users in conflict with plant and equipment.

Recommendation

A detailed traffic Management Plan should be developed and implemented during construction to manage construction impacts.



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4 Audit Statement

The audit identified a number of potential issues with regard to road safety and these are detailed in Section 3 of the report; most issues identified are likely to be addressed as a matter of course at the detailed design stage.

This audit has been carried out for the sole purpose of identifying any features of the project or design package that could be altered or removed to improve safety. The identified problems have been noted in Section 3 and in the corrective action report in Appendix 2. The associated recommendations are forwarded for consideration and implementation.

A handwritten signature in black ink, appearing to read "Shaun Millen".

Shaun Millen

Date 10 October 2015.



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5 Appendix A – Corrective Action Report



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Ref	Finding	Recommendation	Agree / Disagree	Comment
3.1.1	The drawings currently provide no detail relating to drainage. The lack of adequate drainage may increase the possibility of sheet flow across the intersection causing vehicles to aquaplane increasing the risk that an errant vehicle may crash into pedestrians, opposing traffic or property.	Review design to ensure that the drainage design is adequate to prevent sheet flow across pavements.		
3.1.2	The design drawings do not provide any detail relating to the upgrade of the drainage basin located on the corner of Dean Road and Berrigan Drive. The widening works to accommodate the new design will increase stormwater runoff to the drainage basin and if this is undersize it may result in an increased risk to road users should errant vehicles or pedestrians particularly young children end up in the basin.	The designer is to confirm that the drainage basin satisfies design requirements for the increased impervious catchment area and batter slopes		
3.1.3	The drawings currently provide no detail relating to drainage structures, side entry pits and/or gully grates. Incorrect design may result in the creation of hazards for on road cyclists.	Designer to confirm drainage structures are bicycle friendly and conform to Austroads Guidelines		
3.1.4	There are no pedestrian ramps or tactiles shown at vehicle crossovers increasing the risk that pedestrians may trip at vehicle crossovers and that the visually impaired may not stop at appropriate locations.	Show tactiles and pedestrian ramps that interface level with crossovers.		
3.1.5	The length and width of the vehicle crossover along Berrigan Drive at the shopping centre on the corner of Berrigans Drive and Dean Road may not accommodate larger vehicles increasing the possibility that larger vehicles may mount the kerb and adjoining footpath increasing the risk to pedestrians.	Review swept path for all likely classes of vehicle that may use the crossover to ensure adequate width and length in Accordance with AS 2890 section 3.2 Table 3.1. If non-compliance is identified then the crossover geometry should be modified to comply with the standards and guidelines.		



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Ref	Finding	Recommendation	Agree / Disagree	Comment
3.1.6	The length and width of the vehicle crossover along Dean Road at the shopping centre located on the corner of Berrigan Drive and Dean Road may not accommodate larger vehicles increasing the possibility that larger vehicles may mount the kerb and adjoining footpath increasing the risk to pedestrians.	Review swept path for all likely classes of vehicle that may use the crossover to ensure adequate width and length in Accordance with AS 2890 section 3.2 Table 3.1. If non-compliance is identified then the crossover geometry should be modified to comply with the standards and guidelines		
3.1.7	The provision of pram ramps reduces the available footpath width which may result in some path users being required to use the adjoining unpaved verge increasing the risk of injury to path users.	Provide localised widening at pram ramp locations to maintain compliant path width.		
3.1.8	Widening along Berrigan Drive has reduced the length of the vehicle crossover to the shopping centre located on the corner of Berrigan Drive and Dean Road increasing the possibility of queuing from the crossover along Berrigan Drive and the possibly of a sideswipe and rear end crashes.	Review the number of turning movements at the vehicle crossover and if warrants are met in accordance with Austroads Guide to Road Design Part 4A section 5 then consider modifying the access to provide for a left turn Pocket.		
3.2.1	A Single Unit Truck may not be able to make the right turn lane compliant from Berrigan Drive into Jandakot Road.	Review right turn movement in accordance with Austroads Guide to Road Design Part 4 Table 5.1 and adjust pavement markings as required and if found not to comply with the standard then the geometry and pavement markings should be modified to comply with the standards and guidelines.		
3.2.2	A Semi Trailer Truck may not be able to make the left turn from Berrigan Drive into Dean Road.	Review left turn movement in accordance with Austroads Guide to Road Design Part 4 Table 5.1 and adjust kerbing and island as required and if found not to comply with the standard then the geometry and pavement markings should be modified to comply with the standards and guidelines.		



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Ref	Finding	Recommendation	Agree / Disagree	Comment
3.2.3	A Semi Trailer Truck may not be able to make the right turn lane compliant from Pilatus Street into Dean Road.	Review right turn movement in accordance with Austroads Guide to Road Design Part 4 Table 5.1 and adjust pavement makings kerbing and islands as required and if found not to comply with the standard then the geometry and pavement markings should be modified to comply with the standards and guidelines		
3.2.4	A Single Unit Truck may not be able to make the left turn from Berrigan Drive into Turnbury Park Drive.	Review left turn movement in accordance with Austroads Guide to Road Design Part 4 Table 5.1 and adjust kerbing and island as required and if found not to comply with the standard then the geometry and pavement markings should be modified to comply with the standards and guidelines.		
3.3.2	No vertical geometry is shown on the plans.	Ensure that vertical Geometry complies with Austroads Part 4 Guide to Road Design Part 3.		
3.4.1	No lighting has been shown on the drawings.	Provide lighting in accordance with Australian Standard AS 1158.		
3.4.2	The cycleway signage has not been reinstated.	Reinstate Cycleway signage.		
3.4.3	Width of traffic lanes not shown on the Dean Road approach.	Ensure that all line marking, delineation and road widths are designed and installed in accordance with relevant Australian Standards and guidelines.		
3.5.1	The construction of the works has the potential to place road users in conflict with plant and equipment.	A detailed traffic Management Plan should be developed and implemented during construction to manage construction impacts		



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6 Appendix B – Photographs



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	Berrigan Drive Looking northeast towards the existing roundabout.
	Berrigan Drive looking southwest along Berrigan Drive
	Drainage Basin at the corner of Berrigan Drive and Dean Road



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Looking west from the roundabout along Dean Road



Looking from the roundabout east along Jandakot Road.



Looking north from the intersection of Dean road and Berrigan Drive.



Consulting Civil & Traffic Engineers, Risk Managers.

	Looking from the roundabout east along Jandakot Road.
	Looking from the roundabout south along Berrigan Drive.
	Looking from the roundabout south along Berrigan Drive.



Consulting Civil & Traffic Engineers, Risk Managers.



View of shopping centre, south side of Berrigan Drive.



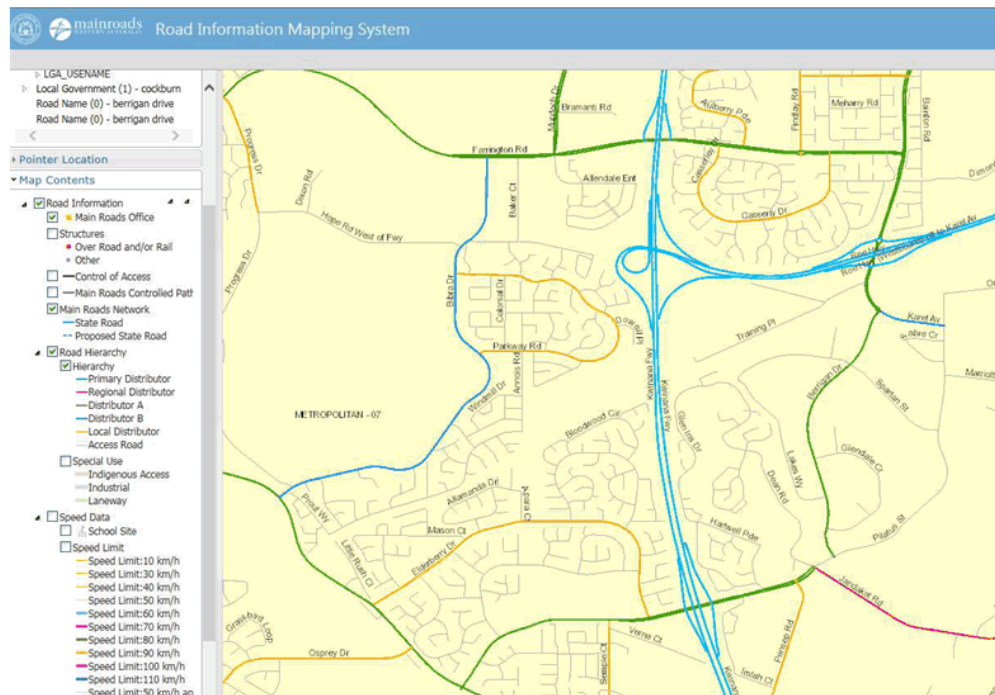
Looking south from Berrigan Drive to Prinsep Street.



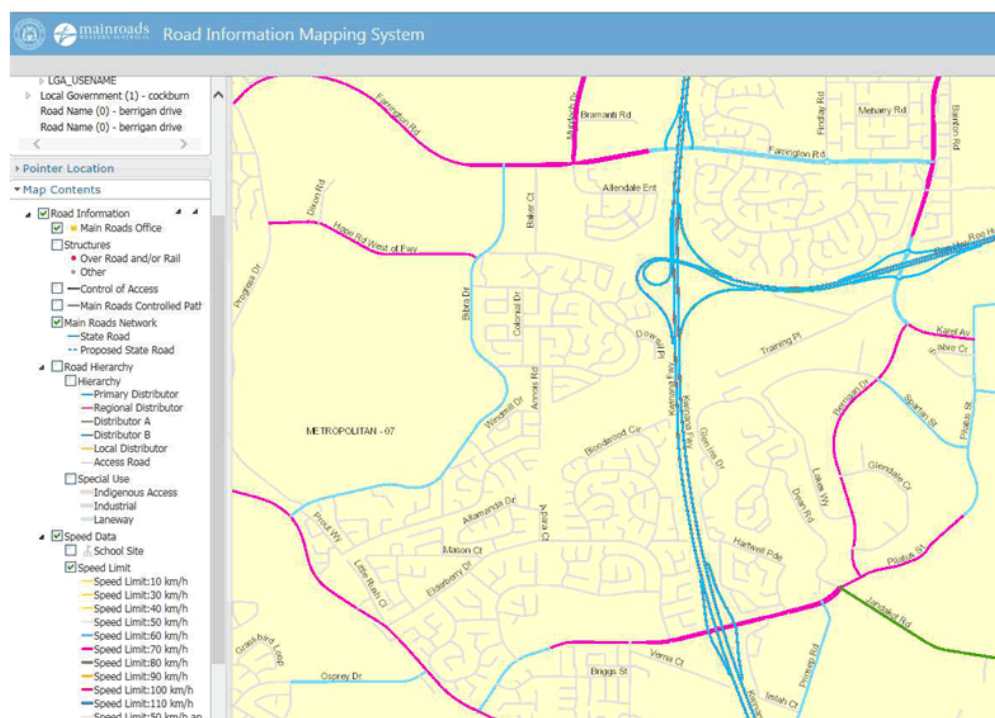
Looking southwest along Berrigan Drive Opposite Prinsep Road.

Attachment 3

Berrigan Dr and Pilates St - Main Roads WA Road Hierarchy



Berrigan Dr and Pilates St - Main Roads WA Speed Limits



Crash Factor Matrix

Parameter	Value
Job Id	236086257
Intersection	227864 - BERRIGAN DR & PILATUS ST
From Date	2014
To Date	2018
Accident Type	All
Severity	All
Atmospheric Conditions	All
Horizontal Geometry	All
Vertical Geometry	All
Surface Type	All
Gender Of Driver	All
Road User Type	All
Crash Type	All
Rum Series	All
Crash Location	All
Traffic Control	All
Day of Week	All
Time of Day	All
Light Conditions	All
Hit Object Crashes	All
Approach Leg	All

Crash Factor Matrix

ROAD USE MOVEMENT (RUM) CODES

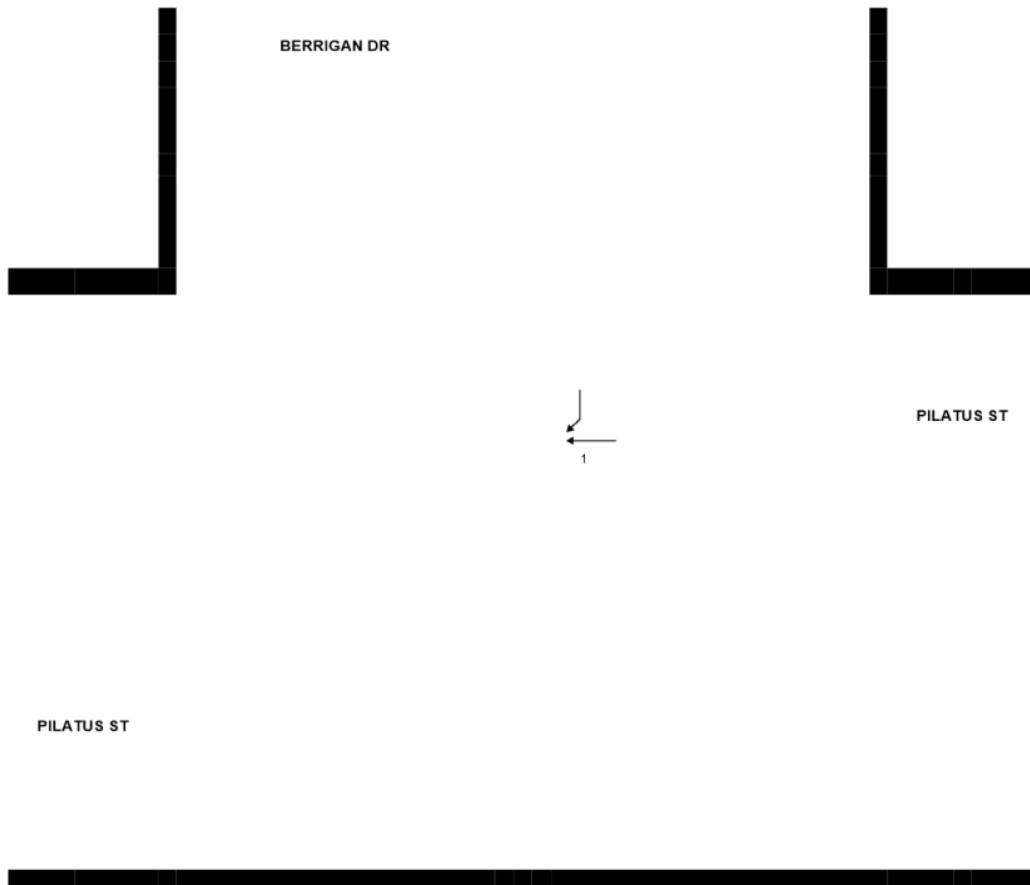
	0	1	2	3	4	5	6	7	8	9
	PEDESTRIAN on foot in footpath 1 NEAR SIDE 2 EMERGING 3 FAR SIDE 4 PLAYING, WORKING LYING, STANDING ON CARRIAGEWAY 5 WALKING WITH TRAFFIC 6 FACING TRAFFIC 7 DRIVEWAY 8 ON FOOTWAY 9 STRUCK WHILE BOARDING OR ALIGHTING OTHER 98	INTERSECTION vehicles from adjacent approaches 11 THRU-THRU 12 RIGHT-THRU 13 LEFT-THRU 14 THRU-RIGHT 15 RIGHT-RIGHT 16 LEFT-RIGHT 17 THRU-LEFT 18 RIGHT-LEFT 19 LEFT-LEFT OTHER 10	VEHICLES FROM OPPOSING DIRECTIONS 21 SIDE SWIPE HEAD ON 22 THRU-RIGHT 23 RIGHT-LEFT 24 RIGHT-RIGHT 25 THRU-LEFT 26 LEFT-LEFT 27 U-TURN OTHER 20	VEHICLES FROM ONE DIRECTION Vehicles in same lanes 31 REAR END 32 LEFT REAR 33 RIGHT REAR 34 U-TURN 35 LANE SIDE SWIPE 36 LANE CHANGE RIGHT 37 LANE CHANGE LEFT 38 RIGHT TURN S/S 39 LEFT TURN S/S OTHER 30	MANOEUVRING 42 LEAVING PARKING 43 PARKING 44 PARKING VEHICLES ONLY 45 REVERSING 46 REVERSING INTO FIXED OBJECT 47 LEAVING DRIVEWAY 48 LOADING BAY 49 FROM FOOTWAY OTHER 40	OVERTAKING 51 HEAD ON 52 OUT OF CONTROL 53 PULLING OUT 54 CUTTING IN 55 PULLING OUT REAR END 56 O.T-RT OTHER 50	ON PATH 61 PARKED 62 DOUBLE PARKED 63 ACCIDENT OR BROKEN DOWN 64 CAR DOOR 65 PERMANENT OBSTRUCTION 66 TEMPORARY ROADWORKS 67 TEMPORARY OBJECT ON CARRIAGEWAY 69 ON CARRIAGEWAY (MISSILE/ FLYING OBJECT) OTHER 60	OFF STRAIGHT, ON STRAIGHT 71 OFF CARRIAGEWAY TO LEFT 72 LEFT OFF CARRIAGEWAY INTO OBJECT/VEHICLE 73 OFF CARRIAGEWAY TO RIGHT 74 RIGHT OFF CARRIAGEWAY INTO OBJECT/VEHICLE 75 OUT OF CONTROL ON CARRIAGEWAY 76 LEFT TURN 77 RIGHT TURN OTHER 70	OFF PATH, ON CURVE 81 OFF CARRIAGEWAY RIGHT BEND 82 OFF RIGHT BEND INTO OBJECT/VEHICLE 83 OFF CARRIAGEWAY LEFT BEND 84 OFF LEFT BEND INTO OBJECT/VEHICLE 85 OUT OF CONTROL ON CARRIAGEWAY OTHER 80	PASSENGERS AND MISCELLANEOUS 91 FELL IN/FROM VEHICLE 92 LOAD STRUCK VEHICLE 93 STRUCK TRAIN 94 STRUCK RAILWAY XING FURNITURE 95 ANIMAL OFF CARRIAGEWAY 96 PARKED CAR RAN AWAY 97 VEHICLE MOVEMENTS NOT KNOWN OTHER 90

Crash Factor Matrix																																				
Intersection: 227864 - BERRIGAN DR & PILATUS ST																																				
ROAD USER MOVEMENT CODE	Number of Crashes by Year						Severity					Surface		Light Condition					Day of Week							Time of Day										
	2014	2015	2016	2017	2018	Total	Fatal	Hospital	Medical	PDO Major	PDO Minor	Dry	Wet	Not Specified	Day	Dusk/Dawn	Dark lights On	Dark lights off	Dark no lights	Not Specified	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	00:00 - 02:59	03:00 - 05:59	06:00 - 08:59	09:00 - 11:59	12:00 - 14:59	15:00 - 17:59	18:00 - 20:59	21:00 - 23:59	Not Specified
10 Series : INTERSECTION																																				
12 - Right - Thru					1	1				1		1			1									1									1			
10 Series Total					1	1				1		1			1									1									1			
All RUM Codes	0	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0

Crash Behaviour Matrix																																		
Intersection: 227864 - BERRIGAN DR & PILATUS ST																																		
ROAD USER MOVEMENT CODE	CRASH FACTORS																																	
	MONTH												DAY							TIME							SEVERITY					Crash Total		
	January	February	March	April	May	June	July	August	September	October	November	December	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	0000 - 0259	0300 - 0559	0600 - 0859	0900 - 1159	1200 - 1459	1500 - 1759	1800 - 2059	2100 - 2359	Not Specified	Fatal	Hospital	Medical		PDO Major	PDO Minor
10 Series : INTERSECTION																																		
12 - Right - Thru	1														1									1								1		1
10 Series Total	1														1									1							1		1	
All RUM Codes	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1

Collision Diagram Report

Intersection: 227864 - BERRIGAN DR & PILATUS ST



Note

Collision Diagrams are indicative only. A stick diagram should be created using a Detailed Crash History report to ensure proper understanding of crashes.

The crashes depicted above are placed figuratively, the exact location of the crashes is not indicated in this diagram.

Only RUM codes 11-19, 22, 31, 32, 33, 76 & 77 display within the collision diagram

Crash Factor Matrix

Parameter	Value
Job Id	236124797
Intersection	78538 - JANDAKOT RD & BERRIGAN DR & DEAN RD & PILATUS ST
From Date	2014
To Date	2018
Accident Type	All
Severity	All
Atmospheric Conditions	All
Horizontal Geometry	All
Vertical Geometry	All
Surface Type	All
Gender Of Driver	All
Road User Type	All
Crash Type	All
Rum Series	All
Crash Location	All
Traffic Control	All
Day of Week	All
Time of Day	All
Light Conditions	All
Hit Object Crashes	All
Approach Leg	All

Crash Factor Matrix

ROAD USE MOVEMENT (RUM) CODES

	0	1	2	3	4	5	6	7	8	9
	PEDESTRIAN on foot in footpath	INTERSECTION vehicles from adjacent approaches	VEHICLES FROM OPPOSING DIRECTIONS	VEHICLES FROM ONE DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF STRAIGHT, ON STRAIGHT	OFF PATH, ON CURVE	PASSENGERS AND MISCELLANEOUS
1	 NEAR SIDE 1	 THRU-THRU 11	 SIDE SWIPE HEAD ON 21	 REAR END 31		 HEAD ON 51	 PARKED 61	 OFF CARRIAGEWAY TO LEFT 71	 OFF CARRIAGEWAY RIGHT BEND 81	 FELL IN/FROM VEHICLE 91
2	 EMERGING 2	 RIGHT-THRU 12	 THRU-RIGHT 22	 LEFT REAR 32	 LEAVING PARKING 42	 OUT OF CONTROL 52	 DOUBLE PARKED 62	 LEFT OFF CARRIAGEWAY INTO OBJECT/VEHICLE 72	 OFF RIGHT BEND INTO OBJECT/VEHICLE 82	 LOAD STRUCK VEHICLE 92
3	 FAR SIDE 3	 LEFT-THRU 13	 RIGHT-LEFT 23	 RIGHT REAR 33	 PARKING 43	 PULLING OUT 53	 ACCIDENT OR BROKEN DOWN 63	 OFF CARRIAGEWAY TO RIGHT 73	 OFF CARRIAGEWAY LEFT BEND 83	 STRUCK TRAIN 93
4	 PLAYING, WORKING LYING, STANDING ON CARRIAGEWAY 4	 THRU-RIGHT 14	 RIGHT-RIGHT 24	 U-TURN 34	 PARKING VEHICLES ONLY 44	 CUTTING IN 54	 CAR DOOR 64	 RIGHT OFF CARRIAGEWAY INTO OBJECT/VEHICLE 74	 OFF LEFT BEND INTO OBJECT/VEHICLE 84	 STRUCK RAILWAY XING FURNITURE 94
5	 WALKING WITH TRAFFIC 5	 RIGHT-RIGHT 15	 THRU-LEFT 25	 LANE SIDE SWIPE 35	 REVERSING 45	 PULLING OUT REAR END 55	 PERMANENT OBSTRUCTION 65	 OUT OF CONTROL ON CARRIAGEWAY 75	 OUT OF CONTROL ON CARRIAGEWAY 85	 ANIMAL OFF CARRIAGEWAY 95
6	 FACING TRAFFIC 6	 LEFT-RIGHT 16	 LEFT-LEFT 26	 LANE CHANGE RIGHT 36	 REVERSING INTO FIXED OBJECT 46	 O.T-RT 56	 TEMPORARY ROADWORKS 66	 LEFT TURN 76		 PARKED CAR RAN AWAY 96
7	 DRIVEWAY 7	 THRU-LEFT 17	 U-TURN 27	 LANE CHANGE LEFT 37	 LEAVING DRIVEWAY 47		 TEMPORARY OBJECT ON CARRIAGEWAY 67	 RIGHT TURN 77		 VEHICLE MOVEMENTS NOT KNOWN 97
8	 ON FOOTWAY 8	 RIGHT-LEFT 18		 RIGHT TURN S/S 38	 LOADING BAY 48					
9	 STRUCK WHILE BOARDING OR ALIGHTING 9	 LEFT-LEFT 19		 LEFT TURN S/S 39	 FROM FOOTWAY 49		 ON CARRIAGEWAY 69			
	OTHER 98	OTHER 10	OTHER 20	OTHER 30	OTHER 40	OTHER 50	OTHER 60 (MISSILE/ FLYING OBJECT)	OTHER 70	OTHER 80	OTHER 90

Crash Factor Matrix																																					
Intersection: 78538 - JANDAKOT RD & BERRIGAN DR & DEAN RD & PILATUS ST																																					
ROAD USER MOVEMENT CODE	Number of Crashes by Year						Severity					Surface			Light Condition						Day of Week							Time of Day									
	2014	2015	2016	2017	2018	Total	Fatal	Hospital	Medical	PDO Major	PDO Minor	Dry	Wet	Not Specified	Day	Dusk/Dawn	Dark lights On	Dark lights off	Dark no lights	Not Specified	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	00:00 - 02:59	03:00 - 05:59	06:00 - 08:59	09:00 - 11:59	12:00 - 14:59	15:00 - 17:59	18:00 - 20:59	21:00 - 23:59	Not Specified	
00 Series : PEDESTRIAN																																					
1 - Near Side	1					1					1			1	1								1							1							
00 Series Total	1					1					1			1	1							1							1								
10 Series : INTERSECTION																																					
12 - Right - Thru				2		2				1	1	1		1	2							1	1										2				
10 Series Total				2		2				1	1	1		1	2						1	1											2				
20 Series : VEHICLES FROM OPPOSING DIRECTIONS																																					
22 - Thru - Right				1		1			1				1				1					1														1	
20 Series Total				1		1			1				1				1					1														1	
30 Series : VEHICLES FROM ONE DIRECTION																																					
31 - Same Lane Rear End	5	4	4	2		15			1	10	4	12	2	1	10	1	2		1	1	2	1	2	4	4	2		1		4	2		5	2		1	
32 - Same Lane Left Rear	1	1		5	6	13			1	7	5	11	2		13							4	1	1	1	3	2	1		2	2	6	3				
33 - Same Lane Right Rear			3			3				1	2	3			2				1		1				1								2	1			
30 Series Total	6	5	7	7	6	31			2	18	11	26	4	1	25	1	2		2	1	7	2	4	5	7	5	1	1		6	4	6	10	3		1	
All RUM Codes	7	5	7	10	6	35	0	0	3	19	13	27	5	3	28	1	3	0	2	1	8	5	4	5	7	5	1	1	0	7	4	6	12	3	1	1	

Crash Behaviour Matrix																																				
Intersection: 78538 - JANDAKOT RD & BERRIGAN DR & DEAN RD & PILATUS ST																																				
ROAD USER MOVEMENT CODE	CRASH FACTORS																																			
	MONTH												DAY							TIME								SEVERITY					Crash Total			
	January	February	March	April	May	June	July	August	September	October	November	December	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	0000 - 0259	0300 - 0559	0600 - 0859	0900 - 1159	1200 - 1459	1500 - 1759	1800 - 2059	2100 - 2359	Not Specified	Fatal	Hospital	Medical	PDO Major		PDO Minor		
00 Series : PEDESTRIAN																																				
1 - Near Side	1													1							1													1	1	
10 Series : INTERSECTION																																				
12 - Right - Thru			1		1								1	1											2								1	1	2	
10 Series Total			1		1								1	1											2								1	1	2	
20 Series : VEHICLES FROM OPPOSING DIRECTIONS																																				
22 - Thru - Right						1								1														1					1			1
20 Series Total						1								1													1						1			1
30 Series : VEHICLES FROM ONE DIRECTION																																				
31 - Same Lane Rear End		1	2	3	3	3					2	1	2	1	2	4	4	2		1		4	2		5	2			1				1	10	4	15
32 - Same Lane Left Rear			2				3	4	1	2		1	4	1	1	1	3	2	1		2	2	6	3								1	7	5	13	
33 - Same Lane Right Rear							1				1	1	1		1			1						2	1								1	2	3	
30 Series Total		1	4	3	3	3	4	4	1	2	3	3	7	2	4	5	7	5	1	1		6	4	6	10	3		1				2	18	11	31	
All RUM Codes	1	1	5	3	4	4	4	4	1	2	3	3	8	5	4	5	7	5	1	1	0	7	4	6	12	3	1	1	0	0	3	19	13	35		

Crash Patterns Report

Intersection: 78538 - JANDAKOT RD & BERRIGAN DR & DEAN RD & PILATUS ST					
Crash Grouping		RUM Codes	This Study Area (%)	Network Average	Flag
Crash Nature	Rear End	30,31,32,33,53,55,61,62	89	24	Significantly over-represented
	Head On	21,51	0	0	
	Sideswipe Opposite Dirn	23,24,25,26,34,43,50,54	0	0	
	Sideswipe Same Dirn	35,36,37,38,39,42,56,64	0	8	
	Right Angle	10,11,12,13,14,15,16,17,18,19,47,48,49	6	41	Significantly under-represented
	Right Turn Thru	22,27	3	8	
	Hit Pedestrian	01,02,03,04,05,06,07,08,09,98	3	1	
	Hit Animal	69,95	0	0	
	Hit Object	46,60,63,65,66,67,70,72,74,80,82,84,93,94	0	13	Under-represented
	Non Collision	52,71,73,75,76,77,81,83,85	0	1	
Lighting	Not Known		0	4	
	Daylight		80	71	
	Dawn Or Dusk		3	5	
	Dark - Street Lights On		9	1	
	Dark - Street Lights Off		0	19	Under-represented
	Dark - Street Lights Not Provided		6	1	
Grade	Not Known		3	3	
	Level		66	71	
	Crest Of Hill		0	18	Under-represented
	Slope		26	3	Significantly over-represented
Road Condition	Not Known		9	8	
	Wet		14	18	
	Dry		77	79	
Crash Severity	Not Known		9	3	
	Fatal		0	0	
	Hospital		0	5	
	Medical		9	14	
	PDO Major		54	62	
Alignment	PDO Minor		37	19	Over-represented
	Curve		31	14	Over-represented
	Straight		60	72	Under-represented
	Not Known		9	14	

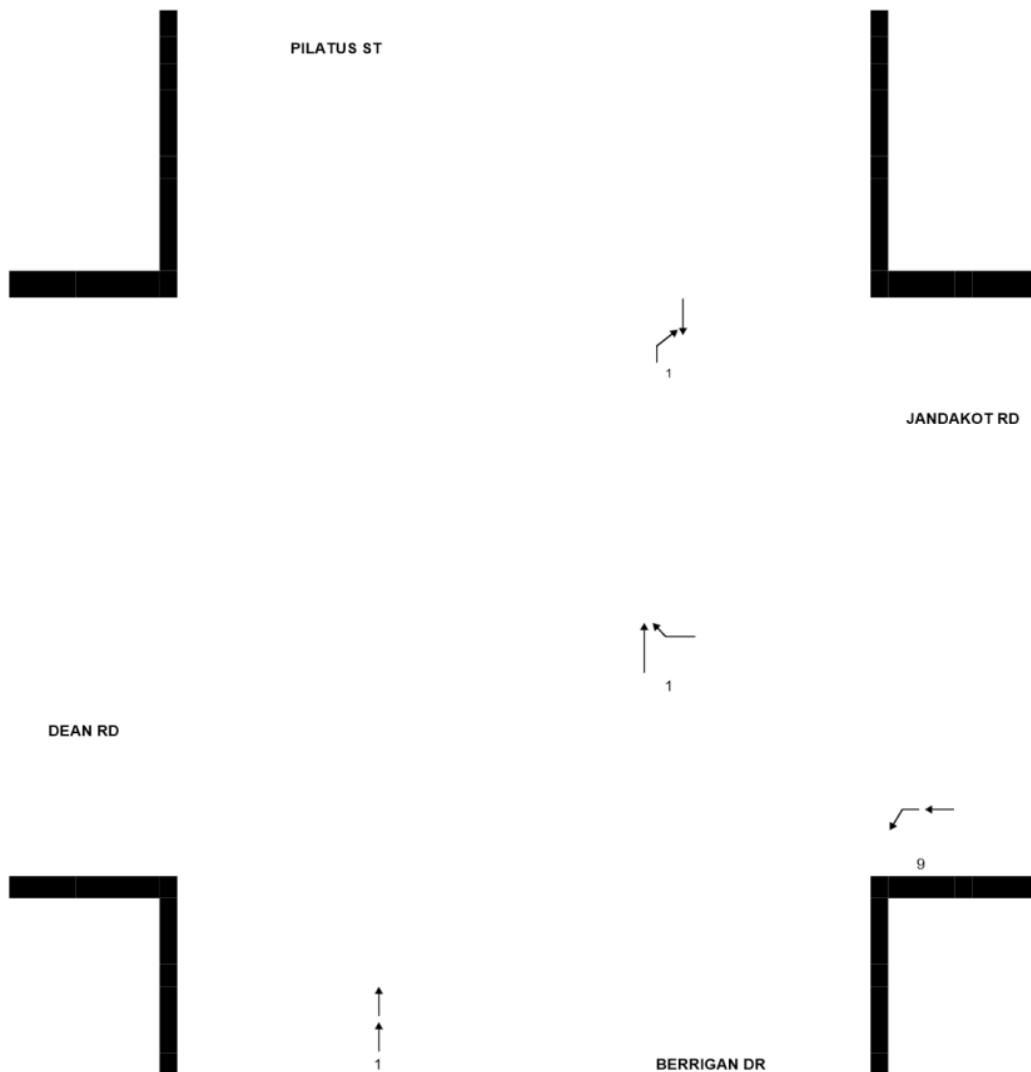
Note: Use the comparison of crash patterns at a selected site with network average values as a rough indicator of problems at a location. Moderate variances between the figures should not be given undue weight, as the crash population is generally very small for intersections or small roads.

In Crash Tool, a variance of less 10 is not flagged. A variance between 10 and 19 is flagged as "Under-represented" or "Over-represented". A variance of 20 or more is flagged as "Significantly under-represented" or "Significantly over-represented"

For selections of fewer than 6 crashes, Crash Tool will not provide a flag.

Collision Diagram Report

Intersection: 78538 - JANDAKOT RD & BERRIGAN DR & DEAN RD & PILATUS ST



Note

Collision Diagrams are indicative only. A stick diagram should be created using a Detailed Crash History report to ensure proper understanding of crashes.

The crashes depicted above are placed figuratively, the exact location of the crashes is not indicated in this diagram.

Only RUM codes 11-19, 22, 31, 32, 33, 76 & 77 display within the collision diagram



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Technical Note: No. 1	Date: 17/06/2015
Project No: t15.139	
Project: Berrigan Drive / Jandakot Road Intersection Analysis	
Subject: Traffic Flows and Intersection Analysis	

1. Introduction

In May 2014 Transcore submitted SIDRA intersection analysis (2031 AM and PM peaks) to Main Roads WA on behalf of Jandakot Airport and City of Cockburn seeking in principle approval of future signalisation of Karel Ave / Berrigan Dr, Jandakot Rd / Berrigan Dr / Dean Rd / Orion Rd and Orion Rd / Berrigan Dr intersections.

The City of Cockburn is now seeking funding for construction of the proposed Berrigan Dr / Jandakot Rd / Dean Rd / Orion Rd signalised intersection to replace the existing roundabout at this location in conjunction with construction of the Orion Rd (Pilatus St) southern link from Jandakot Airport.

The City has engaged Transcore to undertake SIDRA intersection analysis (AM peak, PM peak and interpeak period) of the existing roundabout and the BG&E intersection design for Berrigan Dr / Jandakot Rd / Dean Rd / Orion Rd signalised intersection for the construction year (2016) and 2, 8 and 15 years after upgrade.

2. Traffic Flows

Existing traffic counts on all four roads connecting to the existing roundabout have been supplied by the City of Cockburn. These existing traffic counts are summarised in Table 1.

Table 1: Existing traffic counts

Road	Date	Average Weekday Traffic
Berrigan Dr north	August 2014	14,365vpd
Jandakot Rd east	August 2013	11,987vpd
Berrigan Dr south	August 2014	18,939vpd
Dean Rd west	June 2014	2,131vpd

Available traffic count information was also obtained from Main Roads WA. There were fewer sites available from MRWA in this vicinity but the available traffic counts indicate traffic growth at a rate of approximately 750vpd per year from 2004 to 2013 on Jandakot Road. On Berrigan Drive north the traffic growth

has been approximately 700vpd per year from 2006 to 2014, which is approximately 5% of the existing traffic flows in 2014.

These growth rates have been applied to factor up the Jandakot Rd traffic count from 2013 to 2014 and then to factor up all four approach roads from 2014 to 2016 traffic levels.

The existing traffic counts indicate that AM and PM peak hours occur during 7-8am and 4-5pm at this intersection.

Existing turn traffic flows (AM peak, PM peak and interpeak period) at the Berrigan Dr / Jandakot Rd / Dean Rd roundabout have been calculated from the existing road link counts on each approach road using the Furness matrix estimation technique. Interpeak traffic flows are calculated as the average hourly traffic flows during the period 10am to 2pm on weekdays. The resultant turn traffic flows in 2016 are tabulated in Appendix A.

The 2031 AM and PM peak turn traffic flows for Jandakot Rd / Berrigan Dr / Dean Rd / Orion Rd previously calculated by Transcore in 2014 for work on the Jandakot Airport Master Plan and for MRWA approval in principle of the signalised intersection represent the appropriate traffic flows for '15 years after construction'. 2031 interpeak period traffic flows have been calculated by applying factors derived from existing traffic counts.

2018 and 2024 turn traffic flows have been calculated by interpolation between these 2016 and 2031 turn traffic flows. The resultant turn traffic flows are tabulated in Appendix A.

3. Intersection Analysis

Intersection analysis has been undertaken for the existing Jandakot Rd / Berrigan Dr / Dean Rd roundabout and the proposed Jandakot Rd / Berrigan Dr / Dean Rd / Orion Rd signalised intersection.

Capacity analysis of these intersections has been undertaken using the SIDRA computer software package. SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- Degree of Saturation is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for infrequent traffic flow up to one for saturated flow or capacity.
- Level of Service is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).

- Average Delay is the average of all travel time delays for vehicles through the intersection.
- 95% Queue is the queue length below which 95% of all observed queue lengths fall.

The SIDRA results are presented at Appendices B to E for the existing roundabout and Appendices F to I for the signalised intersection for years 2016, 2018, 2024 and 2031 AM peak, PM peak and interpeak periods.

The existing roundabout is illustrated in Appendix J and the proposed signalised intersection layout is shown in Appendix K.

Appendix A

Future traffic flows

Berrigan Dr / Jandakot Rd / Dean Rd traffic flows**Interpolation of intermediate year traffic flows****AM Peak (7-8am)**

Year	Berrigan Dr N			Jandakot Rd E			Berrigan Dr S			Dean Rd W		
	L	T	R	L	T	R	L	T	R	L	T	R
2016	110	326	5	576	8	520	9	571	218	55	23	72
2018	121	317	6	637	8	568	12	641	280	55	23	75
2024	154	292	9	818	8	711	22	853	468	55	24	85
2031	193	262	13	1030	8	878	34	1099	686	55	24	97

PM Peak (4-5pm)

Year	Berrigan Dr N			Jandakot Rd E			Berrigan Dr S			Dean Rd W		
	L	T	R	L	T	R	L	T	R	L	T	R
2016	239	578	31	409	22	102	74	343	582	13	11	37
2018	298	633	33	435	22	137	77	354	653	14	11	38
2024	477	797	38	511	23	243	85	388	866	19	11	42
2031	685	989	45	601	23	366	95	427	1030	24	11	46

Interpeak (average of 10am-2pm)

Year	Berrigan Dr N			Jandakot Rd E			Berrigan Dr S			Dean Rd W		
	L	T	R	L	T	R	L	T	R	L	T	R
2016	104	295	17	214	13	103	32	261	190	17	13	36
2018	115	326	19	236	14	114	35	288	210	19	14	40
2024	148	419	24	303	18	147	45	370	269	24	18	51
2031	186	528	31	381	22	185	57	466	339	31	23	64

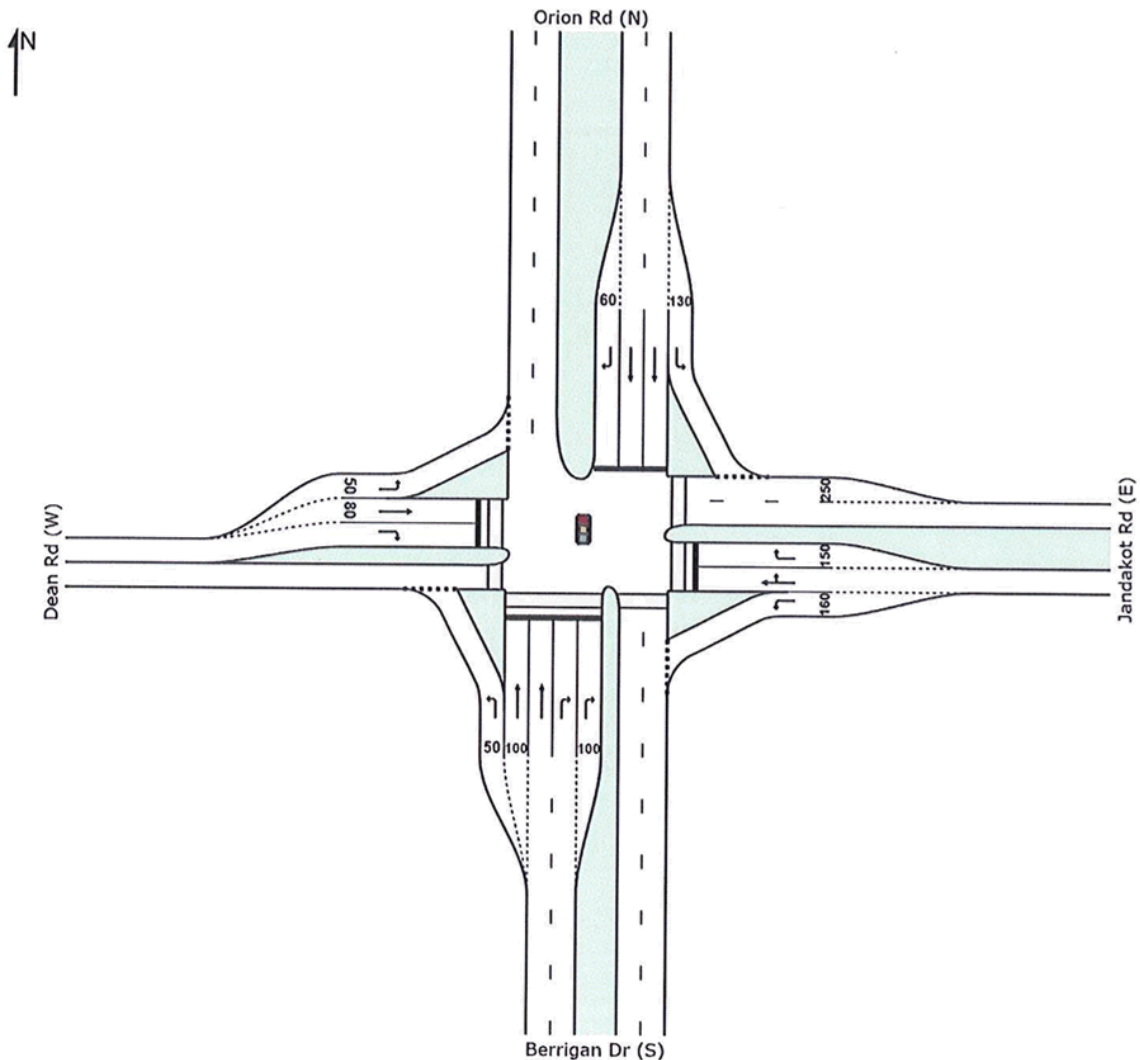
Appendix I

2031 SIDRA Intersection Analysis for Proposed Signalised Intersection

SITE LAYOUT

 Site: Berrigan-Jandakot-Dean-Orion 2031AM signalised2

Berrigan Dr / Jandakot Rd / Dean Rd
Signalised intersection with 2-stage ped crossing
2031 AM peak (7-8am)
Signals - Fixed Time



Created: Tuesday, 16 June 2015 2:06:55 PM
SIDRA INTERSECTION 6.0.24.4877

Project: F:\TRANSCORE 2015\Charge Files\115.139 - Berrigan Drive-Jandakot Road Intersection Analysis\SIDRA
Berrigan-Jandakot.slp6
8000196, 6020599, TRANSCORE PTY LTD, NETWORK / 1PC

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**SIDRA
INTERSECTION 6**

INTERSECTION SUMMARY

 Site: Berrigan-Jandakot-Dean-Orion 2031AM signalised2

Berrigan Dr / Jandakot Rd / Dean Rd
Signalised intersection with 2-stage ped crossing
2031 AM peak (7-8am)
Signals - Fixed Time Cycle Time = 100 seconds (User-Given Cycle Time)

Intersection Performance - Hourly Values			
Performance Measure	Vehicles	Pedestrians	Persons
Travel Speed (Average)	39.5 km/h	2.8 km/h	38.7 km/h
Travel Distance (Total)	4475.0 veh-km/h	7.7 ped-km/h	5377.7 pers-km/h
Travel Time (Total)	113.4 veh-h/h	2.8 ped-h/h	138.8 pers-h/h
Demand Flows (Total)	4379 veh/h	250 ped/h	5255 pers/h
Percent Heavy Vehicles (Demand)	8.6 %		
Degree of Saturation	0.896	0.016	
Practical Spare Capacity	0.4 %		
Effective Intersection Capacity	4885 veh/h		
Control Delay (Total)	47.58 veh-h/h	1.15 ped-h/h	58.26 pers-h/h
Control Delay (Average)	39.1 sec	16.6 sec	39.9 sec
Control Delay (Worst Lane)	64.7 sec		
Control Delay (Worst Movement)	64.7 sec	27.4 sec	64.7 sec
Geometric Delay (Average)	4.8 sec		
Stop-Line Delay (Average)	34.3 sec		
Idling Time (Average)	29.3 sec		
Intersection Level of Service (LOS)	LOS D	LOS B	
95% Back of Queue - Vehicles (Worst Lane)	29.0 veh		
95% Back of Queue - Distance (Worst Lane)	219.0 m		
Queue Storage Ratio (Worst Lane)	0.27		
Total Effective Stops	3954 veh/h	148 ped/h	4893 pers/h
Effective Stop Rate	0.90 per veh	0.59 per ped	0.93 per pers
Proportion Queued	0.85	0.59	0.88
Performance Index	299.5	3.6	303.1
Cost (Total)	3849.96 \$/h	63.84 \$/h	3913.80 \$/h
Fuel Consumption (Total)	661.5 L/h		
Carbon Dioxide (Total)	1581.8 kg/h		
Hydrocarbons (Total)	0.476 kg/h		
Carbon Monoxide (Total)	5.940 kg/h		
NOx (Total)	5.414 kg/h		

Level of Service (LOS) Method: Delay (HCM 2000).

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

Intersection Performance - Annual Values			
Performance Measure	Vehicles	Pedestrians	Persons
Demand Flows (Total)	2,101,920 veh/y	120,000 ped/y	2,522,304 pers/y
Delay	22,841 veh-h/y	554 ped-h/y	27,963 pers-h/y
Effective Stops	1,897,837 veh/y	71,188 ped/y	2,348,592 pers/y
Travel Distance	2,147,995 veh-km/y	3,696 ped-km/y	2,581,290 pers-km/y
Travel Time	54,416 veh-h/y	1,344 ped-h/y	66,643 pers-h/y
Cost	1,847,981 \$/y	30,642 \$/y	1,878,624 \$/y
Fuel Consumption	317,536 L/y		
Carbon Dioxide	759,264 kg/y		
Hydrocarbons	228 kg/y		
Carbon Monoxide	2,851 kg/y		
NOx	2,599 kg/y		

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INTERSECTION 6

MOVEMENT SUMMARY

Site: Berrigan-Jandakot-Dean-Orion 2031AM signalised2

Berrigan Dr / Jandakot Rd / Dean Rd

Signalised intersection with 2-stage ped crossing

2031 AM peak (7-8am)

Signals - Fixed Time Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Berrigan Dr (S)											
7	L2	34	1.0	0.022	7.0	LOS A	0.1	0.8	0.14	0.61	52.7
8	T1	1099	9.0	0.879	42.4	LOS D	29.0	219.0	0.97	1.01	38.7
9	R2	686	9.0	0.884	59.4	LOS E	19.3	145.5	1.00	0.98	32.2
Approach		1819	8.9	0.884	48.1	LOS D	29.0	219.0	0.97	0.99	36.1
East: Jandakot Rd (E)											
10	L2	1030	9.0	0.806	12.0	LOS B	23.6	177.8	0.66	0.82	56.0
11	T1	8	1.0	0.896	54.8	LOS D	25.4	191.0	1.00	0.98	31.2
12	R2	878	9.0	0.896	58.7	LOS E	25.4	191.0	1.00	0.98	32.8
Approach		1916	9.0	0.896	33.5	LOS C	25.4	191.0	0.82	0.89	42.2
North: Orion Rd (N)											
1	L2	193	9.0	0.162	8.2	LOS A	0.9	6.6	0.12	0.61	58.7
2	T1	262	9.0	0.352	31.4	LOS C	4.9	37.0	0.79	0.64	43.8
3	R2	13	1.0	0.116	57.1	LOS E	0.6	4.4	0.96	0.68	30.6
Approach		468	8.8	0.352	22.6	LOS C	4.9	37.0	0.52	0.63	48.3
West: Dean Rd (W)											
4	L2	55	1.0	0.101	23.3	LOS C	1.7	11.7	0.68	0.69	41.4
5	T1	24	1.0	0.204	55.9	LOS E	1.2	8.4	0.98	0.72	33.3
6	R2	97	1.0	0.868	64.7	LOS E	5.4	38.4	1.00	0.98	28.3
Approach		176	1.0	0.868	50.5	LOS D	5.4	38.4	0.90	0.86	32.2
All Vehicles		4379	8.6	0.896	39.1	LOS D	29.0	219.0	0.85	0.90	39.5

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P31	South Stage 1	50	24.6	LOS C	0.1	0.1	0.70	0.70	
P32	South Stage 2	50	8.9	LOS A	0.1	0.1	0.58	0.58	
P41	East Stage 1	50	9.7	LOS A	0.1	0.1	0.44	0.44	
P42	East Stage 2	50	12.5	LOS B	0.1	0.1	0.50	0.50	
P2	West Full Crossing	50	27.4	LOS C	0.1	0.1	0.74	0.74	
All Pedestrians		250	16.6	LOS B			0.59	0.59	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

 Site: Berrigan-Jandakot-Dean-Orion 2031AM signalised2

Berrigan Dr / Jandakot Rd / Dean Rd
Signalised intersection with 2-stage ped crossing
2031 AM peak (7-8am)
Signals - Fixed Time Cycle Time = 100 seconds (User-Given Cycle Time)

Phase times determined by the program

Sequence: Half diamond phasing

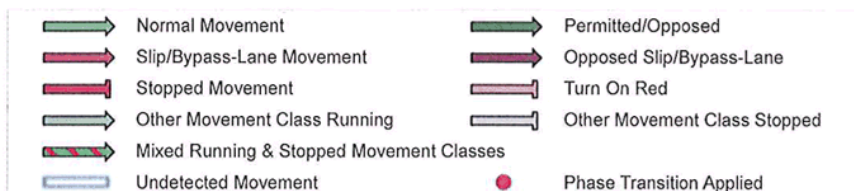
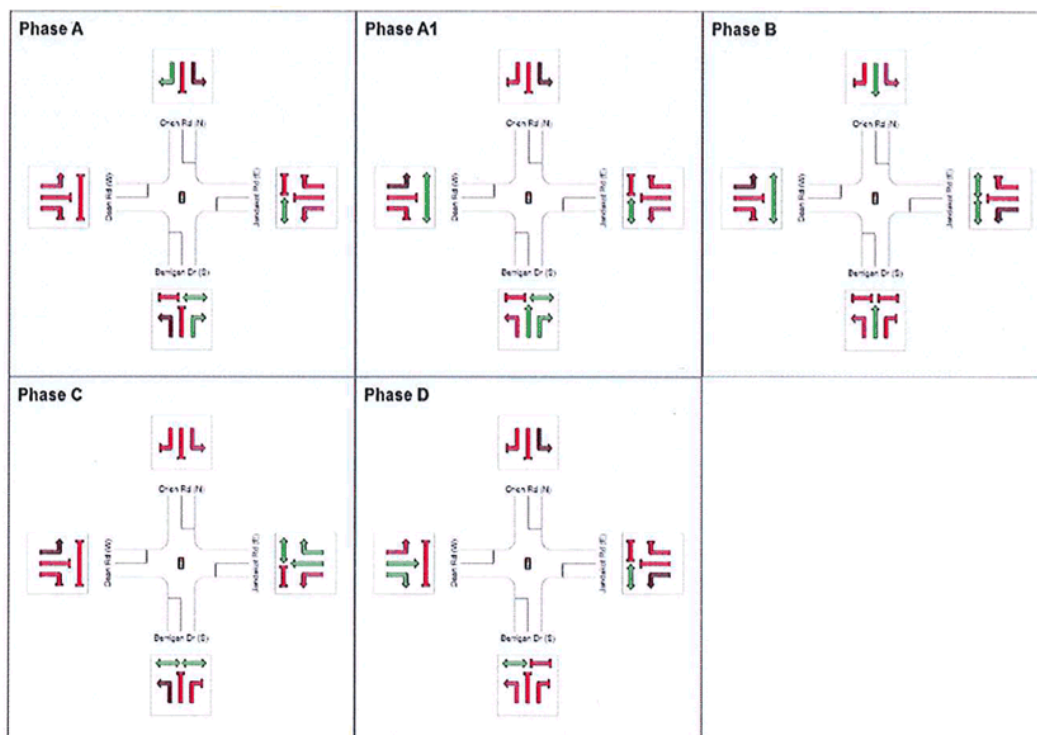
Movement Class: All Movement Classes

Input Sequence: A, A1, B, C, D

Output Sequence: A, A1, B, C, D

Phase Timing Results

Phase	A	A1	B	C	D
Reference Phase	Yes	No	No	No	No
Phase Change Time (sec)	0	12	28	54	88
Green Time (sec)	6	10	20	28	6
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	16	26	34	12
Phase Split	12 %	16 %	26 %	34 %	12 %



The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

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INTERSECTION 6

INTERSECTION SUMMARY

Site: Berrigan-Jandakot-Dean-Orion 2031PM signalised2

Berrigan Dr / Jandakot Rd / Dean Rd

Signalised intersection with 2-stage ped crossing

2031 PM peak (4-5pm)

Signals - Fixed Time Cycle Time = 135 seconds (Optimum Cycle Time - Minimum Delay)

Intersection Performance - Hourly Values			
Performance Measure	Vehicles	Pedestrians	Persons
Travel Speed (Average)	39.3 km/h	2.5 km/h	38.5 km/h
Travel Distance (Total)	4435.8 veh-km/h	7.7 ped-km/h	5330.7 pers-km/h
Travel Time (Total)	112.8 veh-h/h	3.1 ped-h/h	138.5 pers-h/h
Demand Flows (Total)	4342 veh/h	250 ped/h	5210 pers/h
Percent Heavy Vehicles (Demand)	8.6 %		
Degree of Saturation	0.939	0.031	
Practical Spare Capacity	-4.1 %		
Effective Intersection Capacity	4625 veh/h		
Control Delay (Total)	47.45 veh-h/h	1.44 ped-h/h	58.38 pers-h/h
Control Delay (Average)	39.3 sec	20.8 sec	40.3 sec
Control Delay (Worst Lane)	89.8 sec		
Control Delay (Worst Movement)	89.8 sec	50.8 sec	89.8 sec
Geometric Delay (Average)	4.6 sec		
Stop-Line Delay (Average)	34.7 sec		
Idling Time (Average)	30.3 sec		
Intersection Level of Service (LOS)	LOS D	LOS C	
95% Back of Queue - Vehicles (Worst Lane)	33.0 veh		
95% Back of Queue - Distance (Worst Lane)	248.7 m		
Queue Storage Ratio (Worst Lane)	0.30		
Total Effective Stops	3642 veh/h	145 ped/h	4515 pers/h
Effective Stop Rate	0.84 per veh	0.58 per ped	0.87 per pers
Proportion Queued	0.77	0.58	0.80
Performance Index	299.8	3.9	303.7
Cost (Total)	3801.19 \$/h	70.39 \$/h	3871.58 \$/h
Fuel Consumption (Total)	653.0 L/h		
Carbon Dioxide (Total)	1561.5 kg/h		
Hydrocarbons (Total)	0.471 kg/h		
Carbon Monoxide (Total)	5.938 kg/h		
NOx (Total)	5.264 kg/h		

Level of Service (LOS) Method: Delay (HCM 2000).

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

Intersection Performance - Annual Values			
Performance Measure	Vehicles	Pedestrians	Persons
Demand Flows (Total)	2,084,160 veh/y	120,000 ped/y	2,500,992 pers/y
Delay	22,776 veh-h/y	692 ped-h/y	28,023 pers-h/y
Effective Stops	1,748,044 veh/y	69,478 ped/y	2,167,132 pers/y
Travel Distance	2,129,200 veh-km/y	3,696 ped-km/y	2,558,736 pers-km/y
Travel Time	54,160 veh-h/y	1,482 ped-h/y	66,474 pers-h/y
Cost	1,824,573 \$/y	33,785 \$/y	1,858,358 \$/y
Fuel Consumption	313,459 L/y		
Carbon Dioxide	749,528 kg/y		
Hydrocarbons	226 kg/y		
Carbon Monoxide	2,850 kg/y		
NOx	2,527 kg/y		

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INTERSECTION 6

MOVEMENT SUMMARY

Site: Berrigan-Jandakot-Dean-Orion 2031PM signalised2

Berrigan Dr / Jandakot Rd / Dean Rd

Signalised intersection with 2-stage ped crossing

2031 PM peak (4-5pm)

Signals - Fixed Time Cycle Time = 135 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Berrigan Dr (S)											
7	L2	95	1.0	0.061	7.1	LOS A	0.5	3.4	0.13	0.62	52.7
8	T1	427	9.0	0.224	19.2	LOS B	7.6	57.3	0.59	0.50	51.3
9	R2	1030	9.0	0.939	56.1	LOS E	27.7	208.9	1.00	0.99	33.1
Approach		1552	8.5	0.939	43.0	LOS D	27.7	208.9	0.83	0.83	37.6
East: Jandakot Rd (E)											
10	L2	601	9.0	0.529	18.2	LOS B	18.4	138.9	0.58	0.78	51.2
11	T1	23	1.0	0.925	85.8	LOS F	15.3	114.2	1.00	1.00	24.8
12	R2	366	9.0	0.925	89.8	LOS F	15.3	114.2	1.00	0.99	25.7
Approach		990	8.8	0.925	46.2	LOS D	18.4	138.9	0.75	0.86	36.8
North: Orion Rd (N)											
1	L2	685	9.0	0.657	14.2	LOS B	15.6	117.7	0.42	0.72	53.5
2	T1	989	9.0	0.903	41.7	LOS D	33.0	248.7	0.95	0.93	39.0
3	R2	45	1.0	0.163	61.0	LOS E	2.5	17.5	0.86	0.73	29.6
Approach		1719	8.8	0.903	31.3	LOS C	33.0	248.7	0.74	0.84	43.3
West: Dean Rd (W)											
4	L2	24	1.0	0.027	8.1	LOS A	0.3	2.4	0.28	0.57	50.0
5	T1	11	1.0	0.126	75.0	LOS E	0.7	5.2	0.99	0.68	28.5
6	R2	46	1.0	0.556	77.8	LOS E	3.2	22.6	1.00	0.75	25.7
Approach		81	1.0	0.556	56.7	LOS E	3.2	22.6	0.78	0.69	30.5
All Vehicles		4342	8.6	0.939	39.3	LOS D	33.0	248.7	0.77	0.84	39.3

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay,

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P31	South Stage 1	50	50.8	LOS E	0.2	0.2	0.87	0.87
P32	South Stage 2	50	13.9	LOS B	0.1	0.1	0.59	0.59
P41	East Stage 1	50	3.8	LOS A	0.0	0.0	0.24	0.24
P42	East Stage 2	50	13.9	LOS B	0.1	0.1	0.64	0.64
P2	West Full Crossing	50	21.4	LOS C	0.1	0.1	0.56	0.56
All Pedestrians		250	20.8	LOS C			0.58	0.58

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: Berrigan-Jandakot-Dean-Orion 2031PM signalised2

Berrigan Dr / Jandakot Rd / Dean Rd

Signalised intersection with 2-stage ped crossing

2031 PM peak (4-5pm)

Signals - Fixed Time Cycle Time = 135 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program

Sequence: Half diamond double phasing (phase reduction applied)

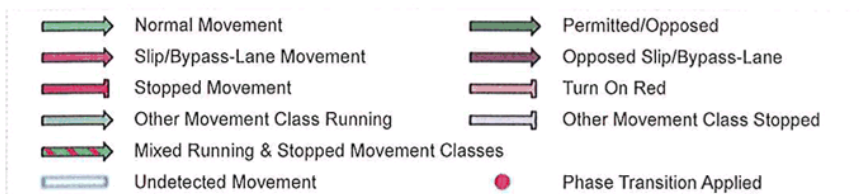
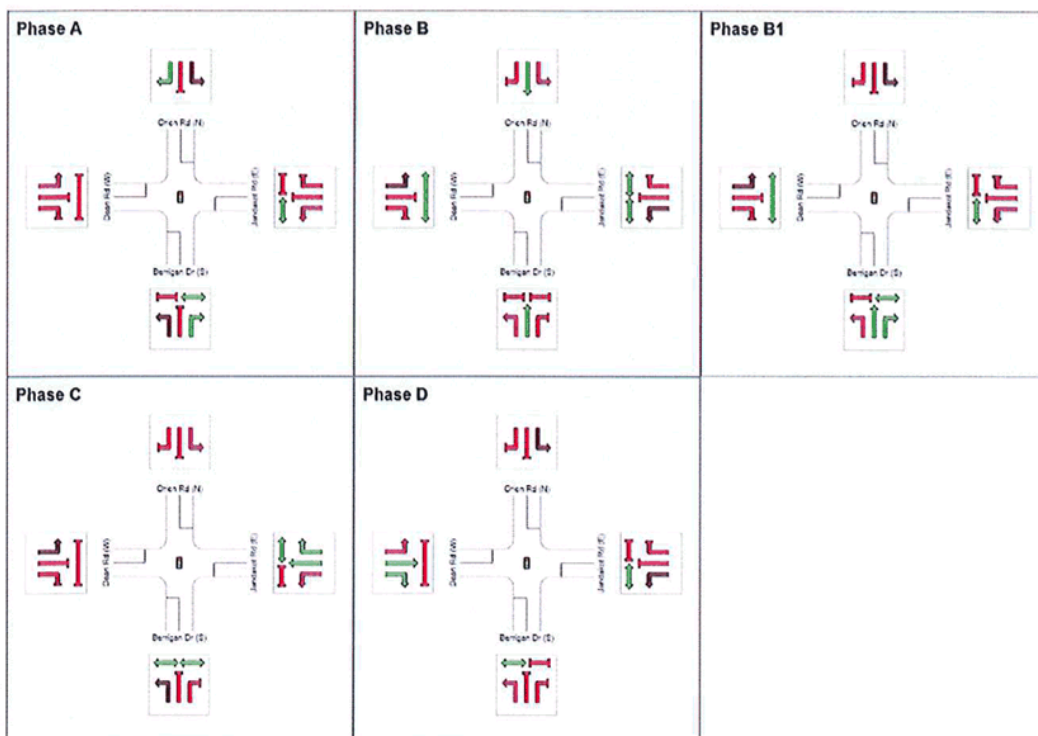
Movement Class: All Movement Classes

Input Sequence: A, A1, B, B1, C, D

Output Sequence: A, B, B1, C, D

Phase Timing Results

Phase	A	B	B1	C	D
Reference Phase	Yes	No	No	No	No
Phase Change Time (sec)	0	26	73	101	123
Green Time (sec)	20	41	22	16	6
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	26	47	28	22	12
Phase Split	19 %	35 %	21 %	16 %	9 %



The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

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INTERSECTION 6

INTERSECTION SUMMARY

 Site: Berrigan-Jandakot-Dean-Orion 2031 interpeak signalised2

Berrigan Dr / Jandakot Rd / Dean Rd

Signalised intersection with 2-stage ped crossing

2031 interpeak (average of 10am-2pm)

Signals - Fixed Time Cycle Time = 62 seconds (Optimum Cycle Time - Minimum Delay)

Intersection Performance - Hourly Values			
Performance Measure	Vehicles	Pedestrians	Persons
Travel Speed (Average)	48.2 km/h	2.9 km/h	46.2 km/h
Travel Distance (Total)	2363.3 veh-km/h	7.7 ped-km/h	2843.7 pers-km/h
Travel Time (Total)	49.1 veh-h/h	2.7 ped-h/h	61.5 pers-h/h
Demand Flows (Total)	2313 veh/h	250 ped/h	2776 pers/h
Percent Heavy Vehicles (Demand)	8.2 %		
Degree of Saturation	0.733	0.043	
Practical Spare Capacity	22.8 %		
Effective Intersection Capacity	3156 veh/h		
Control Delay (Total)	14.16 veh-h/h	1.01 ped-h/h	18.00 pers-h/h
Control Delay (Average)	22.0 sec	14.6 sec	23.3 sec
Control Delay (Worst Lane)	36.1 sec		
Control Delay (Worst Movement)	36.1 sec	25.3 sec	36.1 sec
Geometric Delay (Average)	3.8 sec		
Stop-Line Delay (Average)	18.2 sec		
Idling Time (Average)	14.4 sec		
Intersection Level of Service (LOS)	LOS C	LOS B	
95% Back of Queue - Vehicles (Worst Lane)	7.6 veh		
95% Back of Queue - Distance (Worst Lane)	57.6 m		
Queue Storage Ratio (Worst Lane)	0.07		
Total Effective Stops	1740 veh/h	178 ped/h	2266 pers/h
Effective Stop Rate	0.75 per veh	0.71 per ped	0.82 per pers
Proportion Queued	0.76	0.71	0.82
Performance Index	97.1	3.6	100.7
Cost (Total)	1658.84 \$/h	60.61 \$/h	1719.44 \$/h
Fuel Consumption (Total)	323.5 L/h		
Carbon Dioxide (Total)	773.5 kg/h		
Hydrocarbons (Total)	0.218 kg/h		
Carbon Monoxide (Total)	2.964 kg/h		
NOx (Total)	2.634 kg/h		

Level of Service (LOS) Method: Delay (HCM 2000).

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Intersection Performance - Annual Values			
Performance Measure	Vehicles	Pedestrians	Persons
Demand Flows (Total)	1,110,240 veh/y	120,000 ped/y	1,332,288 pers/y
Delay	6,795 veh-h/y	486 ped-h/y	8,640 pers-h/y
Effective Stops	835,199 veh/y	85,339 ped/y	1,087,578 pers/y
Travel Distance	1,134,396 veh-km/y	3,696 ped-km/y	1,364,972 pers-km/y
Travel Time	23,548 veh-h/y	1,276 ped-h/y	29,533 pers-h/y
Cost	796,242 \$/y	29,091 \$/y	825,333 \$/y
Fuel Consumption	155,283 L/y		
Carbon Dioxide	371,276 kg/y		
Hydrocarbons	105 kg/y		
Carbon Monoxide	1,423 kg/y		
NOx	1,264 kg/y		

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INTERSECTION 6

MOVEMENT SUMMARY

Site: Berrigan-Jandakot-Dean-Orion 2031 interpeak signalised2

Berrigan Dr / Jandakot Rd / Dean Rd

Signalised intersection with 2-stage ped crossing

2031 interpeak (average of 10am-2pm)

Signals - Fixed Time Cycle Time = 62 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand/Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Berrigan Dr (S)											
7	L2	57	1.0	0.040	7.3	LOS A	0.2	1.4	0.23	0.63	52.4
8	T1	466	9.0	0.485	21.7	LOS C	6.2	46.6	0.90	0.74	49.5
9	R2	339	9.0	0.596	34.4	LOS C	5.1	38.4	0.98	0.82	41.2
Approach		862	8.5	0.596	25.8	LOS C	6.2	46.6	0.88	0.76	46.0
East: Jandakot Rd (E)											
10	L2	381	9.0	0.327	10.4	LOS B	3.6	27.1	0.46	0.73	57.4
11	T1	22	1.0	0.360	29.8	LOS C	3.0	22.1	0.93	0.77	39.9
12	R2	185	9.0	0.360	33.7	LOS C	3.0	22.1	0.93	0.77	42.3
Approach		588	8.7	0.360	18.5	LOS B	3.6	27.1	0.63	0.74	50.9
North: Orion Rd (N)											
1	L2	186	9.0	0.145	6.9	LOS A	0.1	1.1	0.04	0.59	59.9
2	T1	528	9.0	0.733	23.2	LOS C	7.6	57.6	0.94	0.81	48.5
3	R2	31	1.0	0.172	36.1	LOS D	0.9	6.3	0.92	0.71	37.0
Approach		745	8.7	0.733	19.7	LOS B	7.6	57.6	0.71	0.75	50.3
West: Dean Rd (W)											
4	L2	31	1.0	0.029	6.9	LOS A	0.2	1.7	0.36	0.58	50.8
5	T1	23	1.0	0.121	34.0	LOS C	0.7	4.8	0.94	0.74	41.4
6	R2	64	1.0	0.355	34.9	LOS C	2.0	13.8	0.97	0.74	36.7
Approach		118	1.0	0.355	27.4	LOS C	2.0	13.8	0.81	0.70	40.6
All Vehicles		2313	8.2	0.733	22.0	LOS C	7.6	57.6	0.76	0.75	48.2

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P31	South Stage 1	50	20.2	LOS C	0.1	0.1	0.81	0.81	
P32	South Stage 2	50	10.2	LOS B	0.0	0.0	0.81	0.81	
P41	East Stage 1	50	5.5	LOS A	0.0	0.0	0.42	0.42	
P42	East Stage 2	50	11.7	LOS B	0.1	0.1	0.61	0.61	
P2	West Full Crossing	50	25.3	LOS C	0.1	0.1	0.91	0.91	
All Pedestrians		250	14.6	LOS B			0.71	0.71	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Processed: Tuesday, 16 June 2015 10:10:32 AM

SIDRA INTERSECTION 6.0.24.4877

Project: F:\TRANSCORE 2015\Charge Files\15.139 - Berrigan Drive-Jandakot Road Intersection Analysis\SIDRA

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**SIDRA
INTERSECTION 6**

PHASING SUMMARY

 **Site: Berrigan-Jandakot-Dean-Orion 2031 interpeak signalised2**

Berrigan Dr / Jandakot Rd / Dean Rd

Signalised intersection with 2-stage ped crossing

2031 interpeak (average of 10am-2pm)

Signals - Fixed Time Cycle Time = 62 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program

Sequence: Half diamond phasing

Movement Class: All Movement Classes

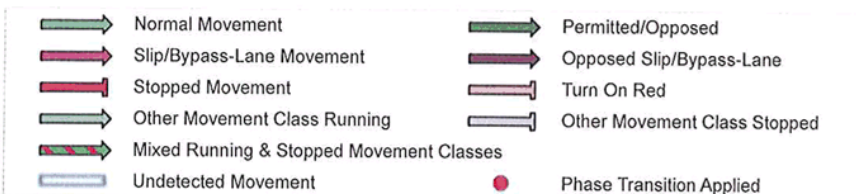
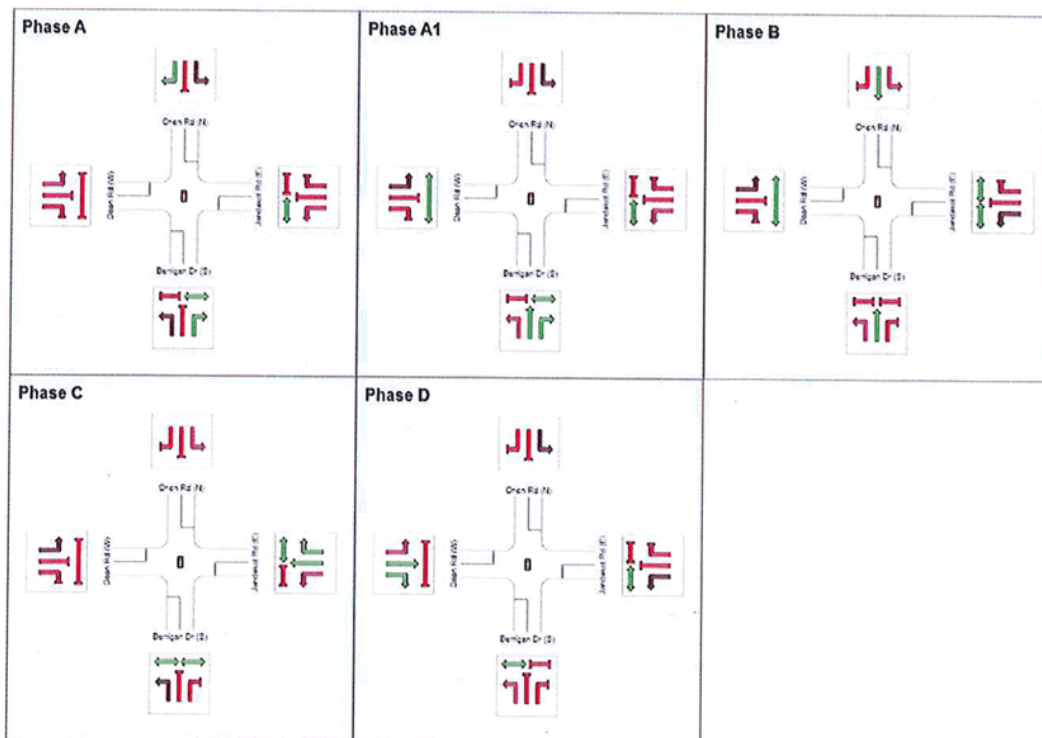
Input Sequence: A, A1, B, C, D

Output Sequence: A, A1, B, C, D

Phase Timing Results

Phase	A	A1	B	C	D
Reference Phase	Yes	No	No	No	No
Phase Change Time (sec)	0	12	16	34	50
Green Time (sec)	6	***	12	10	6
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	12	4	18	16	12
Phase Split	19 %	6 %	29 %	26 %	19 %

*** No green time has been calculated for this phase because the next phase starts during its intergreen time. This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified. If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.



Appendix J

Existing Roundabout Berrigan Dr / Jandakot Rd / Dean Rd



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Appendix K

Proposed Signalised Intersection Berrigan Dr / Jandakot Rd / Dean Rd / Orion Rd



23. CONFIDENTIAL BUSINESS

Nil

24. 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.

25. CLOSURE OF MEETING