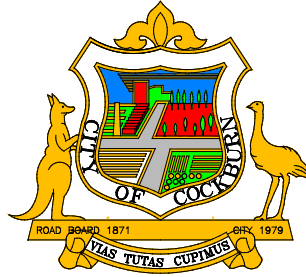


CITY OF COCKBURN



ORDINARY COUNCIL

AGENDA PAPER

FOR

THURSDAY, 12 NOVEMBER 2015

CITY OF COCKBURN

SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 12 NOVEMBER 2015 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, 12 NOVEMBER 2015 AT 7:00 PM**

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

Members of the public, who attend Council Meetings, should not act immediately on anything they hear at the Meetings, without first seeking clarification of Council's position. Persons are advised to wait for written advice from the Council prior to taking action on any matter that they may have before Council.
- 4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (by Presiding Member)**
- 5. APOLOGIES AND LEAVE OF ABSENCE**
- 6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**
- 7. PUBLIC QUESTION TIME**
- 8. CONFIRMATION OF MINUTES**
 - 8.1 (OCM 12/11/2015) - MINUTES OF THE ORDINARY COUNCIL MEETING - 8 OCTOBER 2015**

RECOMMENDATION

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday 8 October 2015, as a true and accurate record.

COUNCIL DECISION

**8.2 (OCM 12/11/2015) - MINUTES OF THE SPECIAL COUNCIL MEETING
- 19 OCTOBER 2015**

RECOMMENDATION

That Council adopt the Minutes of the Special Council Meeting held on Monday 19 October 2015, as a true and accurate record.

COUNCIL DECISION

**8.3 (OCM 12/11/2015) - MINUTES OF THE SPECIAL COUNCIL MEETING
- 27 OCTOBER 2015**

RECOMMENDATION

That Council adopt the Minutes of the Special Council Meeting held on Tuesday 27 October 2015, as a true and accurate record.

COUNCIL DECISION

9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE

10. DEPUTATIONS AND PETITIONS

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

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

13. COUNCIL MATTERS

13.1 (OCM 12/11/2015) - MINUTES OF THE GRANTS AND DONATIONS COMMITTEE MEETING - 29 OCTOBER 2015 (162/003) (R AVARD) (ATTACH)

RECOMMENDATION

That Council receive the Minutes of the Grants and Donations Committee Meeting held on 29 October 2015 and adopt the recommendations contained therein.

COUNCIL DECISION

Background

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

Submission

To receive the Minutes of the Grants and Donations Committee and adopt the recommendations of the Committee.

Report

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

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

The September 2015 round of grants, donations and sponsorship funding opportunities has now closed and the Committee, at its meeting of 29 October 2015, considered revised allocations for the grants and

donations budget, as well as the following applications for donations and sponsorship.

The donations recommended to Council are as follows:

Cockburn Toy Library	\$4,000
St Vincent de Paul Society Yangebup Conference	\$5,000
Cockburn Community and Cultural Council	\$9,000
Meerilinga Young Children's Services	\$10,000
Returned and Services League - City of Cockburn	\$10,000
Yangebup Family Centre	\$12,000
Cockburn Central YouthCARE Council	\$13,000
Coastal Motorcycle Club WA	\$20,000

The sponsorships recommended by the Committee are as follows:

Cockburn Masters Swimming Club	\$10,000
Swimming WA	Nil
Jervoise Bay Sailing Club	\$5,000
Southern Lions Rugby Union Football Club	\$12,500
Cockburn Central Town Centre Association	\$10,000
Mediterranean Cricket League (MCL)	Nil
Leukaemia Foundation of Australia	\$3,500
Point Peron Restoration Project	\$2,000

Strategic Plan/Policy Implications

Community & Lifestyle

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

Leading & Listening

- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

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

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

Committed/Contractual Donations	\$496,000
Specific Grant Programs	\$449,000
Donations	\$185,000
Sponsorship	\$70,000
Total	\$1,200,000
Total Funds Available	\$1,200,000
Less Total of Proposed Allocations	\$1,200,000
Balance	\$0

These allocated funds are available to be drawn upon in response to grants, donations and sponsorship applications from organisations and individuals.

The next round of grants, donations and sponsorship funding will be advertised in mid-February/March and will close on 31 March 2016.

Legal Implications

Nil

Community Consultation

In the lead up to the September 2015 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised of:

- Three advertisements running in the Cockburn Gazette on 01/09/15, 08/09/15 and 22/09/15.
- Three advertisements running fortnightly in the City of Cockburn Email Newsletter.
- Half Page advertisement in the August 2015 Soundings.
- Promotion to community groups through the Community Development Service Unit email networks and contacts.
- All members of the Cockburn Community Development Group and Regional Parents Group have been encouraged to participate in the City's grants program.
- Additional Advertising through Community Development Promotional Channels:
 - Community Development Calendar distributed to all NFP groups in Cockburn.
 - Community Development ENews September 2015 edition.
- Closing dates advertised in the 2015 City of Cockburn Calendar.
- Information available on the City of Cockburn website.
- Reminder email sent to regular applicants.

Attachment(s)

1. Minutes of the Grants and Donations Committee Meeting on 29 October 2015.
2. Grants, Donations and Sponsorship Committee Recommended Allocations Budget 2015/16.

Advice to Proponent(s)/Submissioners

Applicants have been advised that they will be notified of the outcome of their applications following the November 2015 Council Meeting.

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

Nil

14. PLANNING AND DEVELOPMENT DIVISION ISSUES

14.1 (OCM 12/11/2015) - PROPOSED STRUCTURE PLAN - LOT 95 WATSON ROAD, BEELIAR - OWNERS: JUAN LUIS DA LUZ & DIANE DA LUZ - APPLICANT: CREATIVE DESIGN & PLANNING (110/ 138) (L SANTORIELLO) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of Clause 20(2)(e) of the *Planning and Development (Local Planning Schemes) Regulations 2015* recommend to the Commission the approval of the Proposed Structure Plan for Lot 95 Watson Road, Beeliar subject to the following modification:
 1. Update Part One and the 'Approval Page' of the Proposed Structure Plan report to be consistent with Appendix 1 and 2 of the Commission's *Planning and Development (Local Planning Schemes) Regulations 2015 - Structure Plan Framework - August 2015* document.
- (2) endorse the Schedule of Submissions prepared in respect of the proposed Structure Plan; and
- (3) advise the proponent and those persons who made a submission of Council's recommendation.

COUNCIL DECISION**Background**

The Proposed Structure Plan was received by Council on 29 July 2015. It was prepared by Creative Design and Planning on behalf of the landowners Juan Luis Da Luz and Diane Da Luz. The Proposed Structure Plan relates to Lot 95 Watson Road, Beeliar ("subject site").

The subject site is 0.4047 hectares in area with frontages to the west of Watson Road and to the south of Corella Close.

The Proposed Structure Plan commenced assessment prior to the *Planning and Development (Local Planning Schemes) Regulations 2015* coming into effect ("Regulations"). This has now replaced the structure planning provisions contained within City of Cockburn Town Planning Scheme No. 3 ("Scheme").

Under the then due process, the Proposed Structure Plan was advertised for a period of 21 days in accordance with the then Scheme requirements.

The purpose of this report is for Council to consider this proposal in light of the information received during the advertising process. In total the City received eleven submissions during the advertising period which are discussed in the Report section below and elaborated on in detail under Attachment 3 of this report.

Submission

Creative Design and Planning on behalf of the land owners has lodged a Structure Plan for the subject site.

Report**Planning Background**

The subject land is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under City of Cockburn Town Planning Scheme No. 3. 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").

Residential Development

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

The Draft Outer Metropolitan Perth and Peel Sub-Regional Strategy (“Draft Strategy”) identifies the subject land as being part of the “BEE1” area with a future dwelling target of 860+. This proposal will assist in ensuring that the state residential targets are reached while providing additional housing diversity to the area.

The intent of the Proposed Structure Plan is to guide the subdivision and subsequent development of the subject site including an estimated lot yield of 12 dwellings. The proposal includes 9.76% Public Open Space, with 0.24% provided as cash-in-lieu.

The proposed density meets the State Government density targets as well as providing for additional housing diversity in the locality. The subject site is also well connected to public transport.

At its closest point the subject area is approximately 100 metres from a bus stop, located at the intersection of East Churchill Avenue and Stock Road. This is a “nominated stop” for the 920 bus service, which is a high frequency service running between Fremantle and Rockingham.

Access and Traffic

The proponent has included a Traffic Report as part of the Structure Plan Report to provide assurance that any increase in traffic can be managed safely and efficiently by the existing road network. Furthermore the report considers the location of the proposed local road in comparison to the surrounding/ existing local roads from a vehicular safety perspective. The Traffic Report was supported by the City’s traffic engineers.

Lot 94 Structure Plan - Indicative Subdivision Detail

The Lot 94 Structure Plan as adopted by Council was the first proposed structure plan within the wider residential cell. At this early stage City officers aimed to ensure that the Lot 94 Structure Plan did not prejudice the future development potential of the residential cell.

The purpose of this wider indicative subdivision was to demonstrate future subdivision could occur in a coordinated manner. The indicative subdivision concept has been applied to Lot 95. Figure 1 below provides a visual representation of the indicative wider subdivision concept of which Lot 95 forms part.



Figure 1: Indicative, without prejudice, wider concept subdivision plan

The indicative design demonstrates that the proposed Structure Plan does not 'prejudice the specific purposes and requirements of the (surrounding) Development Area'. The indicative design does not allow for development over the adjacent lots.

The Lot 95 structure plan only applies to Lot 95. Any structure plan over the surrounding land, as identified by Figure 1, will be assessed as a separate structure plan on its merits.

Any structure plan over the surrounding land will be required to have due regard to the Lot 94 and 95 structure plans. This includes, but is not limited to, consideration of the local road network, public open space and lot layouts.

Public Open Space

As discussed above, the proposed Structure Plan includes 9.76% Public Open Space of which 0.24% is proposed to be provided as cash-in-lieu.

This section aims to explore the reasons for this and to provide a review of the existing and future POS in the area.

The structure plan has a gross subdivisible area totalling 0.4047 hectares. This equates to a POS requirement of 404.7m². The minor shortfall in POS is attributed to the Structure Plan design conforming to the design expressed by the Lot 94 Structure Plan. The shortfall in POS is considered acceptable subject to appropriate cash-in-lieu funds being provided at subdivision stage.

This POS provision is expected to form part of a larger POS area of which part has been allocated by the Lot 94 Structure Plan. Under LN this equates to a 'Local Park'. Refer to Figure 1 above.

Under LN Local Parks are generally provided for local children's play and as a resting place, designed as small intimate spaces where appropriate. Local parks are generally up to 3000 square meters in area.

The future residents of Lot 95 will be located adjacent to an area of POS which will be approximately 3000 square meters as indicated by Figure 1 above.

The provision of approximately 395m² from Lot 95 for a future larger 'Local Park' will integrate with the POS provision from Lot 94 and provide opportunity for remaining residents to integrate their POS provisions with that proposed under this Structure Plan.

Under the provisions of 153 of the *Planning and Development Act 2005* ('the Act'), the WAPC may agree to cash-in-lieu of public open space in lieu of setting aside the portion of land.

Under Section 154 of the Act, all money received by the City in this way should be applied;

- a) *for the purchase of land, by the City, for parks, recreation grounds or open spaces generally, in the locality in which the land included in the plan of subdivision is situated;*
- b) *in repaying any loans raised by the City for the purchase of any such land; and*
- c) *with the approval of the Minister for Planning, for the improvement or development of land as parks, recreation grounds or open spaces.*

The expenditure of cash-in-lieu funds must be directly related to the use or development of land for public open space purposes.

The contemplation of an equivalent POS cash-in-lieu contribution, by the developer to the City, at subdivision stage is considered appropriate in the context of the planning system and the merits and specifics of this proposal.

It should be noted that cash-in-lieu is not an 'as of right' option available to developers as specified above in this section. Each application is assessed on its own merits.

Lot 94 cul-de-sac

During the advertising period the City received an objection from the Planning consultant for Lot 94. The objection requested the Lot 95 proposal to be amended to include a cul-de-sac head at the end of the road.

The existing cul-de-sac on Lot 94 was deemed necessary for the following reason, as extracted from the Lot 94 Structure Plan report;

"As a condition of subdivision approval a temporary 18 metre diameter cul-de-sac head shall be constructed at the end of the road on Lot 94 in order to provide a turnaround area for the City's bin truck. This cul-de-sac shall be constructed entirely within Lot 94 and no part shall encroach the public open space. A portion of the cul-de-sac, which shall be partially constructed over the balance of the residential lots, shall be the subject of an easement in gross in favour of the City. The residential lot incorporating the easement shall remain as a balance of title and suitably maintained by the developer/ landowner."

The basis for the objectors' objection is that the Lot 94 developer was required to provide a turning area at the end of Corella Close (refer to Attachment 1 for details). The objector seeks the relocation of the existing cul-de-sac on Lot 94 to enable the subdivision of Lot 9000 (a balance parcel of land), which contains the existing cul-de-sac.

The above mentioned extract from the approved Structure Plan report for Lot 94 does not make mention of the requirement of an additional cul-de-sac over Lot 95.

City's waste services will collect bins along Corella Close (for the now subdivided Lot 94 and Lot 95) and utilise the existing cul-de-sac to turn around and exit Corella Close in a forward motion.

Lot 9000 (balance lot on Lot 94) will be recommended for residential subdivision, by the City, following the extension of the 'wider' local road network in an appropriate manner which negates the need for the cul-

de-sac. This will require additional land owners to subdivide in a coordinated manner as outlined indicatively by Figure 1 above.

It is not considered necessary, or within 'proper and orderly planning' to have two cul-de-sacs when the existing cul-de-sac should suffice for the purposes of waste collection. On this basis, City officers do not recommend that Council supports the inclusion of a cul-de-sac on the Proposed Lot 95 Structure Plan as requested by the objector.

Conclusion

The proposed Structure Plan yields a density of approximately 29 dwellings per gross urban zone as per Directions 2031 and Beyond. This equates to 32 people with an estimated 2.7 people per household.

The proposed Structure Plan provides for public open space land which integrates with the Council adopted Structure Plan for Lot 94. Whilst there is a negligible area of POS shortfall the shortfall is proposed to be compensated for as cash-in-lieu at subdivision stage. Section 154 of the Planning and Development Act 2005 outlines the manner in which the cash-in-lieu money is to be applied.

It is recommended that Council recommend the Commission approve the Structure Plan, for Lot 95 Watson Road, Beeliar, subject to modification. This modification is to account for the updated format required of Structure Plans by the State Government.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Development that is soundly balanced between new and existing areas.
- Diversity of housing to respond to changing needs and expectations.

Community & Lifestyle

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

Budget/Financial Implications

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

Legal Implications

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

Community Consultation

Public consultation was undertaken for a period of 21 days. The advertising period commenced on 8 September 2015 and concluded on 29 September 2015.

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

In total Council received 11 submissions from a Planning Consultant, government agencies and service providers. No submissions were received directly from local residents. One submission was in objection to the proposal with the remaining 10 in support of the proposal.

Analysis of the submissions has been undertaken within the 'Report' section above, as well as the attached Schedule of Submissions. See Attachment 3 for details.

Attachment(s)

1. Location Plan.
2. Structure Plan Map.
3. Schedule of Submissions

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 November 2015 Council Meeting.

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

Nil.

14.2 (OCM 12/11/2015) - PROPOSED VARIATION TO PORT COOGEE STRUCTURE PLAN (RECOMMENDATION FOR FINAL APPROVAL): VARIOUS LOTS, NORTH COOGEE APPLICANT: FRASERS PROPERTY (110/023) (D DI RENZO / D ARNDT) (ATTACH)

RECOMMENDATION

That Council

- (1) adopts the Schedule of Submissions prepared in respect to the proposed structure plan.
- (2) pursuant to Schedule 2, Part 4, clause 20 of the deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, recommend to the Western Australian Planning Commission the proposed Port Coogee structure plan amendment be approved, subject to the following modifications:
 1. Reduction in proposed maximum building heights on the northern portion and eastern portions of 'The Island' to 13.6m to ensure an appropriate interface with development on Othello Quays, and to protect visual amenity of the town beach by minimising building bulk, and overshadowing.
 2. Widening of the northern most proposed L-shaped laneway to 8.5m to enable safe waste vehicle access.
 3. Inclusion of a concept plan for The Island that demonstrates the location of public parking, with convenient access to boat pens, including a manoeuvring and turnaround area.
 4. Extension of the missing section of PAW on south east corner of The Island so that it connects to the western section to ensure this area cannot be developed for residential development.
- (3) advise the proponent, landowners within the structure plan area and those who made a submission of Council's recommendation accordingly.

COUNCIL DECISION

Background

The Port Coogee Structure Plan was originally adopted by Council in March 2004 in conjunction with the Scheme Amendment introducing Development Area 22 ("DA 22"). The Amendment was gazetted in June 2005.

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

The Port Coogee Structure Plan area is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The subject land is also located within Development Area 22 ("DA 22") and Development Contribution Area No. 13 ("DCA 13").

At the Ordinary Meeting of Council 9 July 2015 Council resolved to advertise the proposed variation in accordance with section 6.2.8 of City of Cockburn Town Planning Scheme No. 3 ("Scheme"), subject to minor modifications.

The proposal was subsequently advertised for a period of 21 days.

In the meantime, the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) were gazetted on 25 August 2015 and took effect on 19 October 2015, replacing the *Town Planning Regulations 1967*.

Pursuant to the *Planning and Development (Local Planning Schemes) Regulations 2015*, it is now the responsibility of the Western Australian Planning Commission ("WAPC") to approve or refuse a structure plan.

It is the local government's role now to make a recommendation on whether the proposed structure plan should be approved by the Commission, including a recommendation on any proposed modifications.

Submission

The variation to the Port Coogee Structure Plan has been submitted by Taylor Burrell Barnett on behalf of Frasers Property (formerly Australand).

Report

The purpose of this report is for Council to consider the submissions received during the advertising period of the proposed Structure Plan amendment, and make a recommendation to the Western Australian Planning Commission pursuant to Schedule 2, Part 4, clause 20 of the

deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Proposed Structure Plan Amendment

The Structure Plan amendment comprises the following elements (shown in Attachment 1):

1. *Redesign of the undeveloped north-eastern area of the Structure Plan*
 - * Increase to residential codings from R35 and R25 to R60 and R80 to facilitate small lots which are primarily rear-loaded lots (estimated to be an additional potential 28 dwellings in this area).
 - * Modification to the road network and public open space.
 - * No changes proposed to building heights.
2. *Increased density of land bounded by Medina Parade and Scout Turn*
 - * Increase in residential density from R50 and R25 to R80;
 - * Deletion of rear laneway.
 - * Facilitate relatively small scale multiple dwellings on Medina Parade in this area.
 - * Vehicular access to be in a similar configuration as the existing Structure Plan, with an accessway from Scout Turn incorporated within the development site or the land may be developed for small lots (similar to the intended subdivision of the R80 land to the north) whereby a public laneway would be provided at subdivision stage.
 - * Potential lot/dwelling yield potential depends on configuration and size of multiple dwellings on Medina Parade. Potentially could currently accommodate 55 apartments and 3 dwellings, under proposed coding of R80 could accommodate 137 apartments (assuming average apartments of 70sqm).
3. *Increase to residential density of 'The Island'*
 - * Increase in residential density from R60 to R80;
 - * Increase in maximum building heights from 13.3m to 17.3m.
 - * It is difficult to estimate the potential dwelling yield because this depends on apartment size, land requirements for parking, access etc. Plot ratio for R60 (current coding) is 0.8, and for R80 it is 1. Eg. If 1.1 ha of 'The Island' is developable (dependent on detailed

design), a coding of R60 may yield approximately 120 apartments and R80 could yield 160 apartments (assuming average apartment sizes of 70sqm).

Community Consultation

The proposed Structure Plan variation was advertised for a period of 21 days, including letters and copies of the plan to all landowners in Port Coogee (744 letters), and letters sent to government agencies.

A total of 108 submissions were received, with two submissions of support (one from Main Roads WA), one submission of partial support, and 105 submissions of objection. All submissions are outlined in (Attachment 6).

The City also received a petition with 70 signatures objecting to the proposed Structure Plan variation, with some comments attached to the petition (Attachment 5).

All submissions and comments are outlined and addressed in the Schedule of Submissions. The table below demonstrates the key issues raised in the submissions (and comments attached to the petition received), and the frequency they were mentioned.

Issue raised	Frequency mentioned
Negative impact on character and amenity	40
Unacceptable increase in traffic	38
Insufficient parking to support higher densities	35
Decrease in property values	22
Loss/negative impact on views/viewlines	24
Inadequate POS/public amenities	18
Overshadowing of town beach through increased building heights	19
Negative environmental impacts	9
Increase in crime/antisocial behaviour	7
Inadequate infrastructure to support changes	5

Parking

A total of 35 people expressed concern that there was insufficient parking in the area to support the increase in residential densities that are proposed.

In response, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.

Public Open Space

23 people were concerned that there was inadequate public open space and infrastructure to support increases to the population, given that these facilities are already under pressure. It was noted in a number of the submissions that the proposal has not demonstrated that the current provision of POS would be adequate.

In response the developer states that public open space is being provided in accordance with the quantities originally agreed upon in the Structure Plan. They have advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents.

Impact on character

Significant objection was expressed to the idea of 'high rise' on the coast being inconsistent with the character of coastal development in Western Australia. A total of 40 people were concerned about the impact of the changes (primarily greater building heights and increases to residential density) on the general character and amenity of the area.

The Island has always been identified for higher density development. Even the 2004 plan identified the Island as R60. The Marina Village (including residential component) has always been envisaged to have medium to high density. Building heights are up to 32m in the Marina Village. Therefore the area is not considered to have a 'low-density', suburban character.

However, it is noted that Othello Quays, to the north of The Island has a density of R25 and a maximum height of 13.6m. Therefore the proposed heights of 18.3m and density of R80 will provide an incompatible interface with development at Othello Quays.

In response to concerns regarding the increase of building heights on the Island, it is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays.

In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, which is a key public area, and to prevent any potential

additional overshadowing in the late afternoon that may result from additional building height.

Beach Overshadowing

Overshadowing of the town beach as a result of proposed increased building heights on The Island was also a key concern, raised by 19 people.

As outlined above, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.3m to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.

Impact on viewlines

The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5 (Attachment 4).

Also included are two plans showing a comparison of lots that currently have a potential for views past Stage 5 versus lots that have a potential for views with the proposed increased height on Stage 5.

These plans note that the maximum height of land on Medina Parade obscures potential views from most of the land to the east already under the current height plan.

There are a total of 8 lots on the eastern boundary of the estate may be potentially affected if these lots were to build to their 10m maximum building height. According to Frasers Group only one of these lots is sold, two have sales pending and the remaining five are still available for sale and still in the ownership of Frasers Group.

In response to concerns regarding the increase of building heights on the Island, it is recommended that the height plan be modified to reduce building heights on the northern and eastern sides of the Island to the current maximum of 13.3m. This ensures that there is an appropriate interface with Othello Quays, which is coded R25, and the town beach.

Other Issues

Nine submissions were concerned about increase environmental impacts, however these are considered to be minimal as the current densities are such that there is very little vegetation. Increasing densities of existing residential zoned land also provides greater opportunities for housing infill, and can contribute to the minimisation

urban sprawl. This is in line with Directions 2031, the high level spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel region. Directions 2031 recognises the benefits of a more consolidated city while working from historic patterns of urban growth.

Concern has been expressed that the proposal would result in an increase in crime and anti-social behaviour. There is no evidence to support the notion that higher densities lead to greater levels of crime. Good urban design plays an important role in ensuring that higher densities provide good passive surveillance (thereby reducing crime and fear of crime); and good amenity for residents.

It is important that Crime Prevention through Environmental Design ("CPTED") principles are incorporated into the design of streets and dwellings to facilitate good passive surveillance. In particular this would be addressed at the local development plan ("LDP") stage.

Stage 5 Public Access, Boat Pens and Parking

The current endorsed Structure Plan (Attachment 2) shows The Island being accessible by a public road with a central parking area for visitors and boat pen lessees. There are 8.0m wide pedestrian access ways included on the south, east and western sides, which are connected by a public road.

The proposed Structure Plan amendment does not show the PAW connecting in the south western corner of The Island. It is recommended that this be shown as connected to ensure this area cannot be developed for residential development.

The Port Coogee Transport Strategy required parking bays to be provided at a rate of 0.3 bays per public boat pen, based on AS3962 Guidelines for Design of Marinas which requires 0.3 parking bays per public boat pen; and surveys at Mandurah Marina, where a demand of up to 0.22 parking bays per boat pen was surveyed.

The Port Coogee Waterways Agreement set out the requirement for a total of 300 public boat pens to be provided in Port Coogee, and 150 of these are being provided by Frasers Property (formerly Australand) in the area adjacent to the Marina Village. This leaves the remaining 150 boat pens to be provided adjacent to Stage 5.

It is therefore critical that any planning for Stage 5 takes into consideration provision of these boat pens, and public accessibility to ensure that the City can operate a commercially viable marina.

The current Structure Plan includes a loop road on The Island (Attachment 2), which would provide the opportunity for vehicles accessing the public parking to circulate. The proposed Structure Plan amendment does not include this element, given that public roads are proposed to be deleted in this area. It is therefore recommended that the Structure Plan include a concept plan demonstrating the location of public parking on The Island, with adequate manoeuvring and turnaround area. This can be used to inform any subdivision or development of The Island.

Road design

The redesigned north-eastern section includes an L-shaped laneway that does not provide for safe waste vehicle access. Laneways of this design create a situation where if a car is parked in the laneway a waste vehicle is forced to reverse down the laneway and back around a corner. This creates the increased likelihood of damage to property, and is unsafe for pedestrians in the laneway.

It is therefore recommended that this L-shaped laneway be increased to a width of 8.5m to enable safe waste vehicle access.

Conclusion

It is recommended that Council recommend to the WAPC that the amendment to Structure Plan be approved subject to modifications as follows:

1. Reduction in proposed maximum building heights on the northern portion and eastern portion of 'The Island' to 13.6m to address incompatible bulk and scale of buildings adjacent to Othello Quays and the town beach, and to minimise negative visual impacts and potential overshadowing of the town beach.
2. Widening of the northern most proposed laneway to 8.5m to enable safe waste vehicle access.
3. Inclusion of a concept plan for The Island that demonstrates the location of public parking, with convenient access to boat pens, including a manoeuvring and turnaround area.
4. The broken section of PAW on south east corner of The Island shown as connecting to the western section ensure this area cannot be developed for residential development.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Development that is soundly balanced between new and existing areas.

Leading & Listening

- A culture of risk management and compliance with relevant legislation, policy and guidelines.

Environment & Sustainability

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

Budget/Financial Implications

N/A.

Legal Implications

N/A.

Community Consultation

The proposed structure plan variation was advertised as per Section 6.2.8 of the Scheme (not less than 21 days), which included an advertisement in the newspaper, and letters to all landowners in Port Coogee.

Attachment(s)

1. Structure Plan Variation (Comparison Plan)
2. Extract from current Structure Plan (Stage 5)
3. Proposed Maximum Building Height Plan
4. Port Coogee Viewlines
5. Petition
6. Schedule of Submissions

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.3 (OCM 12/11/2015) - SIGNAGE - LOCATION: NO. 435 (LOT 7) (MEMORIAL HALL) CARRINGTON STREET, HAMILTON HILL - OWNER / APPLICANT: CITY OF COCKBURN (DA15/0786 & 052/002) (G ALLIEX) (ATTACH)

RECOMMENDATION

That Council grant planning approval for the signage, in accordance with the attached plans and subject to the following conditions and footnotes:

Conditions

1. The Signage shall not comprise flashing intermittent or running lights, or images that change more than once in any five minute period.
2. The Signage boxing or casing in which it is enclosed is to be constructed of incombustible material.
3. The electrical installation of the Signage shall be constructed and maintained to the satisfaction of Western Power Corporation or the appropriate electricity supply authority and in accordance with the S.A.A. Code 3000-1991.
4. The sign shall not display inappropriate or offensive language material.
5. Any lighting associated with the signage is to be in accordance with the requirements of the Australian Standards AS 4282-1997: 'Control of the Obtrusive Effects of Outdoor Lighting'.

Footnotes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the Council, or with any requirements of the City of Cockburn Town Planning Scheme No. 3 or with the requirements of any external agency. Prior to the commencement of any works associated with the development, a Building Permit is required.
2. A sign license is required to be submitted to the City's Building Services Department in accordance with the City of Cockburn Local Laws, Section 8.5 of Part viii; *Signs, Hoardings and Bill Posting Local Laws*.

COUNCIL DECISION

Background

The subject site is located at 435 (lot 7) Carrington Street, Hamilton Hill on the north-western corner of the Rockingham Road and Carrington Street intersection. The site consists of the Hamilton Hill Memorial Hall, which was constructed in 1925 and is listed in the City's Heritage Inventory as a site of 'exceptional significance' (category A). Further to this, additions to the site were approved in 2006 (DA05/0857).

The Signage proposed in this application was approved by the City in 2013 (DA13/0437) however the Signage was not installed within two years from the date of approval and as such the approval has expired. The current application proposed no changes to the previously approved application.

The proposal is being referred to Council as the building is listed as 'Category A' for which staff do not have delegation to approve.

Submission

The proposal is for an LED Sign to be placed on the extension approved in 2006 which faces Rockingham Road, with a dimension of 5.12m x 1.12m.

The City uses this building for art & cultural purposes and according to the City's event staff; it is currently difficult to promote events without good signage. There are often banners placed on site to promote events however this results in an untidy frontage. The proposed LED Sign will see the removal of banner signs on the subject site and more importantly a channel to clearly inform the community of events occurring within the building.

Consultation

Heritage

Hamilton Hill Memorial Hall is not listed on the State Register of Heritage Places and as such a referral to the State Heritage Office is technically not necessary. The application was still referred to the State Heritage Office on 13 October 2015 and a response was received on

20 October 2015 from a Senior Heritage Officer who confirmed that the place is not included on the State Register of Heritage Places and that they are unable to provide any comment on the proposed signage.

Primary Regional Road

Carrington Street is a Primary Regional Road and in many instances a referral to the Department of Planning is necessary. Given the minor nature of the proposal as per table 1 of Government Gazette 83 (dated 10 June 2014) no referral is required.

Report

Town Planning Scheme No.3 (TPS 3)

Zoning and Use

The subject site is zoned 'Urban' in the Metropolitan Region Scheme (MRS) and 'Public Purposes- Civic' in the City's Town Planning Scheme 3 (TPS 3).

Heritage Protection

The Planning and Development (Local Planning Schemes) Regulations 2015 seek to protect heritage places within the City and works to a heritage place that may harm the significance of a place will not be permitted. Clause 12.1 states that where it is desirable to facilitate the conservation of a Heritage Place entered in the Register of Places under the Heritage of Western Australia Act 1990 or listed in the Heritage List, that the local government may vary and site or development requirement specified in the Scheme by following procedures set out in Clause 5.6 of the City's TPS 3.

Local Planning Policy APD64 'Heritage Conservation Design Guidelines'

APD 64 applies to all places on the heritage list pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015 and places on the LGI and aims to establish principles for acceptable development of a heritage place in order to safeguard the documented cultural significance of these places. When assessing against the City's Heritage Policy, APD64, the proposed Sign is classified as being under 'External Alterations and Extensions' for exceptionally significant places.

It should be noted that the proposed Sign is not proposed on the Memorial Hall itself but rather on an extension approved in 2006, which is located on the south-eastern side of the Memorial Hall. The Sign is

located as far as possible from Memorial Hall whilst still fitting on the south facing wall. This is a good outcome as this location distances the Sign from Memorial Hall and as such does not reduce the significance of the place. Furthermore the addition approved in 2006 is setback 9m behind Memorial Hall therefore the Sign does not detract from the streetscape.

An LED sign at this location will have a positive impact on the place as it will communicate events to the community and bring people together therefore improving the social fabric of our suburbs. This Sign will help promote the cultural significance of the site whilst creating a more simplified streetscape by way of removing other banners, therefore resulting in a better outcome.

Local Planning Policy APD 72 'Signage'

Policy APD 72 'Signage' aims to protect the amenity of the area whilst ensuring that appropriate exposure of activities and services is provided. The proposed signage is predominantly aligned with the provisions of the Signage Policy however should Council approve the proposal; certain conditions need to be imposed in order to ensure that the Sign does not pose a threat to public safety. The Sign should not flash or change content more than once in any five minute period. This is an important provision as the four-way intersection between Rockingham Road and Carrington Street carries high traffic volumes and as such the Sign should not pose a distraction to drivers.

Conclusion

The proposed Sign will be a positive outcome for the site as it will inform the community of upcoming events and remove the need for banners on the site, which will improve the streetscape. Importantly, the proposed sign is not considered to detract from the cultural heritage significance of the site and is therefore supported subject to conditions.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

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

Community & Lifestyle

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

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

Budget/Financial Implications

N/A

Legal Implications

Town Planning Scheme No. 3
Planning and Development Act 2005
State Administrative Tribunal Regulations
Heritage of Western Australia Act 1990

Community Consultation

N/A

Attachment(s)

1. Site Plan
2. Elevation

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 November 2015 Council Meeting.

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

Nil.

- 14.4 (OCM 12/11/2015) - HEALTH STUDIO (BALLET SCHOOL)- MINOR MODIFICATION TO BUILDING – LOCATION: NO. 1 (LOT 21) ROCKINGHAM ROAD, HAMILTON HILL – OWNER: POINT WORK PTY – APPLICANT: A T BRINE & SONS PTY LTD (DA15/0668 & 052/002) – (G ALLIEX) (ATTACH)**

RECOMMENDATION

That Council grant planning approval for the minor modification to the Dance School (internal staircase in lieu of external staircase as previously approved) and render to the southern wall of the building, in accordance with the attached plans and subject to the following conditions and footnotes:

Conditions

1. This Development Approval relates only to the minor modification to the Dance School (internal staircase in lieu of external staircase as previously approved) and render to the southern wall of the building. All conditions contained in the original Development Approval, DA15/0189 remain applicable.
2. This planning approval does not include approval for a mural. A new planning application will be required for a mural which includes the following:
 - (a) Detailed and accurate elevations
 - (b) Proposed materials
 - (c) Method of applying the mural
3. Cementitious material is removed from the south elevation and re-pointing in a lime mortar is undertaken prior to a lime-based sacrificial render being applied.
4. The lime-based sacrificial render shall be applied in a manner that would be entirely reversible, and would provide for the movement of damp and salt out of the existing masonry.
5. Once applied, the render shall be untouched for at least 6 months to allow for the movement of moisture out of the masonry.

Footnotes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, with any requirements of the City of Cockburn Town Planning Scheme No. 3, or the requirements of any other external agency.
2. With regards to condition 2, the City of Cockburn and the State Heritage Office recommend any future mural to be applied in a muted manner that would blend into the area of applied render, and be feathered around the edges so that it is not visually distinctive. The materials used for any future mural should be breathable (i.e. lime based and not plastic paints) and not impact on the original masonry.

COUNCIL DECISION**Background**

The subject site is located at 1 Rockingham Road, Hamilton Hill on the south-eastern corner of Rockingham and Cockburn Roads with frontages to both streets. The site is known as Newmarket Hotel.

A development application was approved by Council at its meeting held on 14 May 2015 for the refurbishment of the Newmarket Hotel, change of use to 'Health Studio' (Ballet School) & associated dwelling (DA15/0189).

The proposal is being referred to Council as the building is listed as 'Category A' for which staff do not have delegation to approve.

Submission

The applicant is proposing a modification to the external stairs to the rear of the north-eastern portion of the dwelling that was originally approved as per the previous approval DA15/0189. The external stairs that were originally approved are to be replaced with internal stairs so as to allow access between levels internally rather than externally. Furthermore the applicant is proposing to render the south elevation so that a mural can be applied to it at a later date.

Consultation*State Heritage Office*

The application was referred to the State Heritage Office for comment given the building is listed on the State Heritage Register. A response was received in support of the application subject to the following conditions:

1. Cementitious material is removed from the south elevation and re-pointing in a lime mortar is undertaken prior to a lime-based sacrificial render being applied.
2. The lime-based sacrificial render shall be applied in a manner that would be entirely reversible, and would provide for the movement of damp and salt out of the existing masonry.

3. Once applied, the render shall be untouched for at least 6 months to allow for the movement of moisture out of the masonry.
4. Further design development of the proposed mural is to be submitted for further consideration prior to the work being undertaken.

Should Council support the proposal, the above can be imposed as conditions of approval.

Report

Town Planning Scheme No. 3 (TPS 3)

Zoning and Use

The subject site is zoned 'Urban' in the Metropolitan Region Scheme (MRS) and 'Local Centre' in the City's Town Planning Scheme 3 (TPS 3).

The Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations) seek to protect heritage places within the City and works to a heritage place that may harm the significance of a place will not be permitted. Clause 12(1) of the Regulations states that the Local Government may vary any site or development requirement to:

- a) *facilitate the conservation of a Heritage Place entered in the Register of Places under the Heritage of Western Australia Act 1990 or listed in the heritage list, or;*
- b) *enhance or preserve heritage values in a heritage area."*

Local Planning Policy APD61 'Newmarket Precinct Design Guidelines'

Policy APD61 seeks to establish principles of development within an emerging residential area characterised by commercial development on Cockburn and Rockingham Roads. Although the policy is principally concerned with new development in the area, it can be applied to existing developments within the precinct. The proposed minor modification and render of southern wall is aligned with the objectives of the policy and design guidelines.

One of the objectives of the policy is to improve the streetscape of the locality and to ensure that signage is successfully integrated in a manner that contributes to, and reinforces the built environment. The southern wall has been home to many billboards and graffiti in the past which have never been formally approved and which are against the objectives of APD 61. The proposal seeks to improve the southern

elevation significantly by rendering the wall for a future mural which will be artistic and give meaning to the building.

Local Planning Policy APD64 'Heritage Conservation Design Guidelines'

Policy APD64 applies to all places on the heritage list pursuant to Part 3 of the Regulations and places on the Local Government Inventory (LGI) and aims to establish principles for acceptable development of a heritage place in order to safeguard the documented cultural significance of these places. The policy states that the restoration of a heritage building should be 'like for like' therefore materials which match the original material as closely as possible and external repainting matching original paint colours can be considered.

The proposed new internal staircase and the deletion of the external staircase are not considered to impact on the cultural significance of the place. In terms of the proposed render of the southern wall for a future mural, it is considered that the blank wall does lend itself to some artistic treatment if it is done in such a way that it is completely removable. Rendering the wall is important if the applicant obtains an approval for a mural later on as the render will act a barrier between the original masonry wall and the future mural.

The proposed modification to the staircase and render to the southern wall are considered to be sympathetic to the heritage value of the building and as such is consistent with the requirements of APD64.

Conclusion

The proposed modification to the staircase and render to the southern wall are supported due to the minor nature of the proposal and given it will enhance the building.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Development that is soundly balanced between new and existing areas.

Community & Lifestyle

- Conservation of our heritage and areas of cultural significance.

Budget/Financial Implications

N/A

Legal Implications

Town Planning Scheme No. 3
Planning and Development Act 2005
State Administrative Tribunal Regulations
Heritage of Western Australia Act 1990

Community Consultation

N/A.

Attachment(s)

3. Site Plan
4. Ground Floor Plan
5. First Floor Plan
6. Elevation 1,2 and 4
7. Elevation 3 and 5
8. Example of billboard on southern wall

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

Nil.

14.5 (OCM 12/11/2015) - CLOSURE OF PORTION OF FRASER ROAD, BANJUP - OWNER: STATE OF WESTERN AUSTRALIA - APPLICANT: STOCKLAND (160/001) (M CAIN) (ATTACH)

RECOMMENDATION

That Council

- (1) request that the Minister for Lands permanently close a portion of Fraser Road, Banjup pursuant to Section 58 of the *Land Administration Act 1997*; and
- (2) advise the applicant of the decision of Council accordingly.

COUNCIL DECISION

Background

A request has been received by the City of Cockburn ("City") on behalf of the adjoining landowner to close a portion of Fraser Road, Banjup as shown in Attachment 1. The portion of Fraser Road in question is located between Armadale and Jandakot Roads, as shown in Attachment 2. The road is owned by the State and is managed by the City.

Submission

Following discussion with the City's Officers, the City received a letter from Stockland requesting the City initiate the closure of a portion of Fraser Road. The proposal requests that the central portion of the Fraser Road be rehabilitated with native vegetation to compliment the adjoining bush forever site and conservation reserve that extends in to the new Calleya Estate.

Report

The proposed section of road is located between Armadale Road to the south and Jandakot Road to the north. The road reserve is currently undeveloped. Bound by the Calleya estate to the west and a bush forever reservation to the east, the proposal seeks to close the identified section of Fraser Road and rehabilitate the site with vegetation.

At present only the southern portion of Fraser Road is utilised, being the entry to the Calleya estate. As per the Structure Plan for the Calleya estate, there is no proposed continuation of Fraser Road along the eastern side boundary of the estate, with only a small utilisation of the northern section of the road reserve for a future connection to Jandakot Road. Accordingly, this central connection of the road reserve provides the ideal opportunity to connect the bush forever site with the conservation reserve land that extends in to the Calleya Estate. This connectivity of regional level conservations reserves provides an excellent environmental outcome from the proposal.

The proposed closure was advertised in the West Australian newspaper and to service providers for a period of 35 days from 11 September until 16 October as per the requirements of the *Land Administration Act 1997*. Submissions were received from all servicing authorities during the advertising period.

The only existing servicing within close proximity to the proposed closure is several operational power poles and overhead lines. Further discussion with Western Power over the progression of this application

has determined that at this point, Western Power has no objection to the proposed closure.

It is recommended that Council support the request as per the Officers recommendation.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

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

Environment & Sustainability

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

Moving Around

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

Budget/Financial Implications

N/A

Legal Implications

Land Administration Act 1997

Community Consultation

Advertised for consultation for a period of 35 days from 11 September 2015 until 16 October 2015 in accordance with the requirements of Section 58 of the *Land Administration Act 1997*.

Attachment(s)

1. Proposed road closure map
2. Location Plan

Advice to Proponent(s)/Submissioners

The Proponent and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 November 2015 Council Meeting.

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

Nil.

14.6 (OCM 12/11/2015) - TEMPORARY HEALTH STUDIO (DANCE SCHOOL) WORKS – LOCATION: NO. 22 (LOT 2) SPHINX WAY, BIBRA LAKE – OWNER: PKG SUPER CUSTODIAN PTY LTD – APPLICANT: PETER GILL (DA15/0219 & 052/002) (G ALLIEX) (ATTACH)

RECOMMENDATION

That Council grant temporary planning approval for a Health Studio (Dance School), in accordance with the attached plans and subject to the following conditions and footnotes:

Conditions

1. Development may be carried out only in accordance with the details of the application as approved herein and any approved plan.
2. This is a temporary approval only, valid until 31 December 2016. Upon expiry of this date the use shall cease.
3. A maximum of 68 people may occupy the premises at any given time (students & teachers).
4. A minimum of 22 additional car parking bays and drop-off area being available for use for the duration of this approval on No. 18 (Lot 2016) Sphinx Way Bibra Lake for staff and visitors associated with the use approved for the subject land to the satisfaction of the City.
5. The adjoining carpark at No. 18 (Lot 2016) Sphinx Way Bibra Lake shall be sealed, drained and line-marked to the satisfaction of the City.
6. The owners shall enter into a legal agreement to be prepared by the City's solicitors at the cost of the landowner, allowing vehicles associated with the dance school to be parked at the vacant adjacent lot at 18 Sphinx Way Bibra Lake.

Footnotes

1. This is a planning approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the Council, or with any requirements of the City of Cockburn Town Planning Scheme No. 3. Prior to the commencement of any works associated with the development, a building license will be required.
2. The applicant is advised to contact the City's Health Services given the building constitutes a Public Building.
3. The applicant is advised to ensure that its customers are made aware of the additional car parking bays and drop-off zone on the adjoining site.
4. The increase in the number of students at the dance school shall only occur once the hardstand is installed at No. 18 (Lot 2016) Sphinx Way Bibra Lake, to the satisfaction of the City.

COUNCIL DECISION**Background**

The subject site at 22 Sphinx Way Bibra Lake is within Phoenix Business Park and comprises an existing commercial building with two strata titled units and a total of 16 parking bays located in common property. In March 2014, the City granted planning approval (DA14/0123) for a change of use of Unit 2 (the subject site) from 'Warehouse' to 'Private Recreation' to facilitate the Valerie Heston School of Dance which relocated from its long-term premises in the City of Melville. Condition 2 of that approval limits the number of people who can occupy the premises at any one time to 24 people (students and teachers) which was based on on-site parking availability.

In October 2014, the owners approached the City as it became evident to them that the restriction of 24 persons was highly problematic for their business and they met with the City to discuss options for an increase in numbers. The main concern by the City was the lack of car parking bays available and the current situation which sees a number

of vehicles parking on the street and students being dropped off on the road with the assistance of a dance school staff member operating an informal and potentially dangerous 'drive-through' system on the road.

Subsequent to these discussions, in March 2015 the subject application was lodged which sought to increase the number of people occupying the building from 24 to 100, with no additional car parking bays proposed. A number of meetings and discussions were held between the applicant and the City since the application was lodged. The applicant has now amended their application which Council is now being requested to determine.

Submission

This application seeks temporary planning approval for an increase in the number of people occupying the unit from 24 to 68 until the end of 2016, after which time the dance school will propose to relocate to an alternative site with adequate parking provision. The exact student numbers on certain days and times is outlined in table 1 below.

The amended proposal relies on access to additional car parking bays provided by a temporary hardstand to be developed on the adjoining vacant lot at 18 Sphinx Way and is the subject of a separate planning application (DA15/0861). The temporary hardstand area proposes 22 additional parking bays and a 'Kiss and Drop' arrangement for the dance school on a leased arrangement. The total number of parking bays available exclusively to the dance school therefore increases from 7 to 29. The applicant has advised that the temporary car parking area will be completed in January 2016.

Table 1. Timetable for VHSD for 2016.

Day	Time	Student No.s
Tuesday	4.30-5.15 pm	24
	5.30-6.15 pm	40
	6.30-7.15 pm	55
Wednesday	4.30-5.15 pm	36
	5.15-6.00 pm	56
	6.00-6.45 pm	34
	6.15-7.00 pm	30
	6.45-7.30 pm	24
	7.00-7.15 pm	12
Thursday	4.30-5.15 pm	25
	4.45-5.30 pm	22
	5.30-6.15 pm	35
	5.45-6.30 pm	26
	6.30-7.15 pm	29

	6.30-7.30 pm	34
	7.30-8.15 pm	30
Friday	4.45-5.30 pm	20
	5.30-6.15 pm	30
	6.15-7.00 pm	14
Saturday	10.00-10.45 am	23
	10.30-11.15 am	21
	11.00-11.45 am/pm	26
	11.45-12.30 pm	40
	12.30-1.15 pm	28
	12.45-1.30 pm	36
	1.30-2.15 pm	45
	2.30-3.15 pm	44
	3.15-4.00 pm	56
	4.00-4.45 pm	32

Consultation

The initial application lodged on 18 March 2015 (which did not include any additional car parking) was advertised to adjoining and nearby landowners and tenants on Sphinx Way and four (4) objections were received during that advertising period. A summary of the objections received is as follows:

- Insufficient parking on site is resulting in an unsafe kiss and drop situation on the road reserve directly adjacent to 22 Sphinx Way;
- Traffic congestion & street parking on Sphinx Way make it a difficult road to drive through;
- Children waiting on the verge in an industrial area can result in an accident; and
- Overlapping operating hours with adjoining tenant creates parking and safety issues (due to the nature of adjoining business being a smash repairs).

The amended proposal has not been advertised to adjoining land owners as the City does not consider the amended proposal to have a negative impact on any of the adjoining land owners.

Town Planning Scheme No.3 (TPS 3)

Zoning and Use

The subject site is zoned 'Industrial' in the Metropolitan Region Scheme (MRS) and 'Industrial' in Planning and Development (Local Planning Schemes) Regulation 2015.

The City initially approved the dance school as 'Recreation - Private'. Since the initial approval the City has adopted a Health Studios policy (adopted on 11 September 2014) which specifically includes dance schools. Both 'Recreation – Private' and 'Health Studio' are permitted uses in this zone.

Local Planning Policy APD 78 'Health Studios'

The purpose of this policy is to provide clarity and direction on the types of health studios within the City as well as general siting and design criteria for such land uses and information required by the City to assess such applications which TPS 3 does not provide for. The policy encourages Health Studios to be located in areas such as commercial and industrial areas with a readily available supply of parking spaces or a capacity to create additional parking spaces.

Car parking for health studios as per the City Policy APD 78 is at a rate of 1 car parking bay for every two persons accommodated. Based on this rate, the total number of parking bays required as per the amended submission is 34 parking bays. As only 29 are proposed, the proposal seeks a variation to this policy.

Local Planning Policy APD 71 'Industrial Development'

The purpose of this policy is to provide guidance for the development of land in the City of Cockburn's industrial and mixed business zones in an endeavour to achieve coordinated, quality development outcomes.

Although the proposal for the hardstand will not be approved as part of the subject development application, it is important to ensure that the proposal is generally compliant with the City's Industrial Policy. Provision 15.1 of APD71 states that a limit of one (1) crossover for every 30m of lineal frontage shall apply to industrial lots. Given 18 Sphinx Way has a lineal frontage of 42.4m, two (2) crossovers are possible at this site which is a good outcome as it allows for good traffic flow for the 'Kiss and Drop' arrangement to work effectively.

Report

Car Parking

The lack of car parking was a major concern to the City in regards to the proposed increase to student numbers and the applicant and City have since March 2015, discussed a number of different solutions.

It should be noted that although 16 common parking bays exist at the front of both unit 1 and unit 2 Sphinx Way, the tenant of unit 1 (who uses the unit for a smash repairs business) occupies 9 bays during the

weekdays and on Saturdays. Therefore the dance school will have full access to 29 car bays including the temporary hard stand on the adjoining site and the provision a 'Kiss and Drop' arrangement which is used by a large proportion of parents. The original approval in 2014 did not involve a 'Kiss and Drop' arrangement and therefore as numbers started to grow the increasing street parking and traffic became a nuisance to other land owners/tenants

The temporary 'Kiss and Drop' arrangement is fundamental to the functioning of the dance school and it is likely to significantly reduce traffic congestion and potentially dangerous street parking on Sphinx Way currently occurring as a result of the operation of the dance school. The provision of a 'Kiss and Drop' also justifies the reduction of car parking bays against the requirement under APD 78.

Furthermore, the applicant has highlighted that the demand for parking arises in the evenings after 7.00pm when the older students arrive. Usually at this hour the Smash Repairs business has closed for the day therefore an extra 9 parking bays are potentially available, providing a total of 38 parking for the dance school.

Approval of the proposal including access to the temporary parking and 'Kiss and Drop' will allow the dance school to remain in its current location for the remainder of 2015 and all of 2016 providing them a reasonable amount of time to relocate to new premises that does have sufficient on-site car parking to accommodate their business needs and future growth.

Traffic

Access to additional temporary car parking bays and drop-off area on the adjoining lot at 18 Sphinx Way will significantly reduce the amount of traffic congestion and street parking that currently exists on Sphinx Way (which is a result of the existing situation with the dance school). The current situation is potentially unsafe with some parents parking cars across the road from the dance school and children crossing an industrial road with large vehicles and trucks using the area. The proposed arrangement will contain all parking and drop-offs on private property therefore allowing easy use of Sphinx Way for other road users. The details of the temporary hardstand and crossover to 18 Sphinx Way will form part of a separate approval, however should Council support the proposal to increase student numbers, a condition should be imposed regarding access to those bays and drop-off area.

Conclusion

The use of the site for a dance school provides some activation of the area outside business hours which is a desirable outcome in terms of

surveillance of the area. Approval for an increase in student numbers until the end of 2016 is supported subject to accessing additional car parking bays and a drop-off area which is proposed on the adjoining lot. It is considered that the new temporary arrangement will ensure the dance school can operate safely from the subject location without negatively impacting other landowners and tenants and without disrupting traffic and movement throughout the area.

Strategic Plan/Policy Implications

Growing City

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

Community & Lifestyle

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

Budget/Financial Implications

N/A

Legal Implications

Town Planning Scheme No. 3
Planning and Development Act 2005

Community Consultation

Please refer to Consultation section of the report above.

Attachment(s)

1. Site Plan
2. Floor Plan
3. Proposed Parking & 'Kiss and Drop' arrangement at 18 Sphinx Way

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 November Council Meeting.

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

Nil.

14.7 (OCM 12/11/2015) - RECOMMENDATION TO ADOPT MODIFICATION TO OCEAN CREST ESTATE STRUCTURE PLAN - LOTS 662, 663 & 664 HAMILTON ROAD, SPEARWOOD – APPLICANT: WHELANS (110/140) (M CAIN) (ATTACH)

RECOMMENDATION

That Council

- (1) pursuant to Clause 20 (2)(e) of City of Cockburn Town Planning Scheme No. 3, recommends the Western Australian Planning Commission adopts the modification to the Ocean Crest Estate Structure Plan (as shown in Attachment 1);
- (2) endorse the schedule of submissions prepared in respect of the Structure Plan; and
- (3) advise those persons who made a submission of the Council's recommendation.

COUNCIL DECISION

Background

The City has received an application from Whelans Town Planning on behalf of a number of landowners to consider a major modification to the Ocean Crest Estate Structure Plan. The original Ocean Crest Estate Structure Plan (Attachment 4) for this area was initially adopted by Council in October 2011 and endorsed by the Western Australian Planning Commission ("WAPC") in April 2012.

The proposed variation to the Structure Plan seeks to recode three lots; 662, 663 and 664 Hamilton Road, Spearwood ("the subject site") to an R40 density coding.

Pursuant to Clause 15(a)(ii) and Schedule 10 of the City of Cockburn Town Planning Scheme ("Scheme"), a structure plan is required to be prepared to guide future subdivision and development.

The Planning and Development Regulations 2015 were gazetted on 19 October 2015 and remove Council's statutory approval and refusal abilities in the determination of structure plans. Under the new deemed

provisions of the Scheme, a recommendation is required to be provided to the WAPC on all Structure Plans and modifications to Structure Plans.

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

Submission

Lodged by Whelans Town Planning on behalf of the landowners.

Report

Planning Background

The subject site is bound by Hamilton Road to the west, Yakas Chase to the south, Nadilo Drive to the east and Ocean Road to the north. The site is mostly flat and retains three residential dwellings on the site.

The subject site is located in the suburb of Spearwood and comprises a total site area of 2,750m². The proposed structure plan seeks to increase the existing residential density of the subject site from R25 to R40, ultimately allowing for a greater variety of dwelling opportunities in the future.

The subject site is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development Area' under City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The subject land is located within Development Area 31 and is subject to both Development Contribution Area 12 and Development Contribution Area 13 pursuant to the requirements of the Scheme.

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

Planning Assessment

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

As per the requirements of Directions 2031, a minimum target of 15 dwellings per hectare has been set for new structure planned areas.

The Outer Metropolitan Perth and Peel Sub-Regional Strategy identifies this area as a growth area of the future (area identified as WAT1), with anticipated future dwelling targets projecting the need for approximately 900+ new dwellings in the future.

Following review of the site, the landowners are seeking a higher residential density to achieve the most appropriate development outcome for the site. Large parts of Spearwood and Coogee are currently subject to subdivision and development and therefore the proposed density will balance well with current and future urban fabric of the area.

The outcome of the proposed variation to the existing coding would see an increase of an additional 5 grouped dwellings, increasing the estimated potential future population of the subject site to 31 persons. Should lots 662 and 663 seek to be amalgamated in the future, the potential to develop multiple dwellings on this site would allow for approximately 12-16 apartments to be developed, again increasing the potential future population capacity. The development potential of the land at the different density coding is shown in the table below.

Lot No.	Residential R25	Residential R40
662	2 x Single Dwelling or 1 x Grouped Dwelling	2 x Single Dwelling or 4 x Grouped Dwelling
663	2 x Single Dwelling or 1 x Grouped Dwelling	2 x Single Dwelling or 4 x Grouped Dwelling
664	2 x Single Dwelling or 1 x Grouped Dwelling	2 x Single Dwelling or 3 x Grouped Dwelling

The land directly to the south of the subject site has recently been structure planned to allow for increased density. The approved Structure Plan for Lots 1, 9 & 10 Hamilton Road allows for the development of Residential R40, which is in keeping with the density proposed for the subject site.

The introduction of the higher coded lots is unlikely to significantly impact on future traffic volumes along Hamilton Road. Services such as waste collection are not predicted to be significantly affected by the proposed development. Objections received during the community consultation period in relation to the negative impact the proposed density changes will have on surrounding local residents are noted, however, the proposal does not seek to introduce high density development that will look out of place within the existing character of the area. Future development on this site is unlikely to exceed two storeys and is therefore unlikely to hinder the existing built form of the area.

The structure plan is also consistent with the requirements of Directions 2031 in so much that it is within close proximity to two identified local commercial activity centres; Coogee Local Centre (215 metres) and Eliza Ponds Local Centre (265 metres). The site is located within a 5 minute walkable distance to the existing and proposed local centre, is within close proximity to major district centres and has direct access to public transport.

Community Consultation

The proposed Structure Plan was not referred to the Commission when received as it did not propose the subdivision of land. The implementation of the new Planning and Development Regulations 2015 requires the Local Government to submit all proposed structure plans to the Western Australian Planning Commission for review.

The proposed Structure Plan was referred for public comment for a total period of 24 days from 8 September to 2 October as per the requirements of the Scheme.

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

In total, eleven submissions were received by the City, nine submissions from service and government authorities and two responses from local residents. Two of the responses were objections to the proposed structure plan.

Analysis of submissions made has been raised within the 'Report' section and addressed in more detail within the attached Schedule of Submissions (Attachment 3).

Conclusion

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

The site's location, accessibility and proximity to local centres and other key services are all key factors in determining whether the proposed rezoning is suitable to support an increased residential population in the future. The proposed structure plan is in keeping with the existing structure plan to the south, which was adopted by Council in February 2015.

As per the requirements of the new Planning and Development Regulations 2015, it is recommended that Council recommend to the Western Australian Planning Commission that the modified Structure Plan be adopted.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Development that is soundly balanced between new and existing areas.
- Diversity of housing to respond to changing needs and expectations.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

In pursuance to Clause 6.2.8 of the City's Scheme, public consultation was undertaken for a period of 24 days from 8 September to 2 October. Advertising included a notice in the Cockburn Gazette, advertising on the City's website, letters to selected landowners surrounding the Structure Plan area and letters to government agencies and service providers.

Attachment(s)

1. Location Plan
2. Proposed Structure Plan Map
3. Ocean Crest Estate Local Structure Plan
4. Schedule of Submissions

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 November 2015 Council Meeting.

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

Nil.

14.8 (OCM 12/11/2015) - CITY OF COCKBURN SUBMISSION ON DRAFT LIVEABLE NEIGHBOURHOODS 2015 DOCUMENT (105/001) (C HOSSEN) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Schedule of Comments (Attachment 1) on the Draft Liveable Neighbourhoods 2015; and
- (2) refer the Schedule of Comments to the Department of Planning for their consideration.

COUNCIL DECISION

Background

Liveable Neighbourhoods is a Western Australian Planning Commission ('WAPC') operational policy that guides the structure planning and subdivision for greenfield and large brownfield (urban infill) sites. The current version of Liveable Neighbourhoods, edition 4, was issued in 2009.

In general, Liveable Neighbourhoods replaces WAPC development control policies. Where such policies conflict with Liveable Neighbourhoods, Liveable Neighbourhoods will prevail unless an applicant can demonstrate why it cannot or should not apply.

The WAPC has initiated a review of Liveable Neighbourhoods which broadly included:

- a staged approach aligned to Liveable Neighbourhoods content or 'elements';
- comprehensive stakeholder engagement, including the establishment of a technical advisory group, to identify issues, operational effectiveness, emerging trends and solutions; and

- identification of major interpretation, inconsistency and implementation issues between Liveable Neighbourhoods and existing WAPC policies.

The purpose of this report is to present to Council the broad changes proposed to Liveable Neighbourhoods, and for Council to adopt the Schedule of Comments on the draft document. The Schedule of Comments have been prepared and compiled by Strategic Planning, following consultation with all relevant internal stakeholders.

Submission

N/A

Report

History of Liveable Neighbourhoods

Liveable Neighbourhoods was a response to the identified drawbacks of 1980s and early 1990s conventional planning practice and embraced emerging 'New Urbanism' planning concepts. It focussed strongly on a performance approach to structure planning and subdivision, emphasising thorough site and context analysis; and outlined preferred approaches to the design of well-defined, sustainable, self-sufficient and healthier urban communities.

It was expected that these would be achieved by a site-responsive urban design based on safe, sustainable, attractive neighbourhoods interconnected through a street layout that promotes greater use of public transport, walking and cycling, reducing dependency on private vehicles. Community needs, employment opportunities and economic sustainability are facilitated through a coherent hierarchy of mixed used main street activity centres.

Liveable Neighbourhoods has been updated four times since its release in 1997, with the latest edition (edition 4) released in 2009.

Structure of Liveable Neighbourhoods

Liveable Neighbourhoods promotes an urban structure of walkable neighbourhoods. Community facilities and services are accessible by walking, cycling and public transport through an efficient, interconnected movement network. Employment opportunities and economic sustainability are facilitated through a coherent hierarchy of activity centres.

Liveable Neighbourhoods promote an approach to planning and urban design that encompasses:

- Government commitment to the principles of sustainability;
- A thorough analysis of the site and its context to inform structure planning and subdivision design and graphically illustrate the basis of the design;
- The use of structure plans to coordinate the planning of communities;
- Neighbourhoods and activity centre design that aims to achieve compact, well-defined and sustainable walkable urban communities; and
- Performance-based policy that encourages innovation in response to community needs and economic drivers.

Liveable Neighbourhoods is a performance based document, setting high-level objectives, design principles and requirements. These address both strategic as well as operational matters. These matters are traditionally addressed directly in the assessment of Structure Plans and Subdivisions.

The draft Liveable Neighbourhoods 2015 is divided into six (6) elements:

1. Element 1: Community Design
2. Element 2: Movement Network
3. Element 3: Activity Centres
4. Element 4: Lot Design
5. Element 5: Public Open Space
6. Element 6: Education

The current Liveable Neighbourhoods is divided into eight (8) elements). Significant modifications that flow from this change are outlined in the report, below.

Element 1 provides a high level strategic outcome through its objectives, while Elements 2-6 contain detailed technical design principles and requirements.

Element 1 – Community Design

As outlined above Element 1 provides high-level strategic guidance on how community design should be set out in a site responsive manner. The objectives and requirements of this Element are further refined through detailed technical discussion in the later elements. Each objective has a number of corresponding requirements

The Element 1 objectives are:

1. Site and context analysis: to achieve a sustainable urban structure that balances the provision of urban development through site-responsive design;
2. Urban structure: to develop a coherent urban structure of compact walkable neighbourhoods which cluster around activity centres capable of facilitating a broad range of land uses, employment and social opportunities;
3. Movement network: provide a network of interconnected streets based on function within attractive, safe and pedestrian streetscapes, which facilitate accessibility for all users to, within and between neighbourhoods and activity centres;
4. Location of activity centres and employment: promote mixed-use development and activity centres that optimise commercial opportunities, access to public transport and efficient street network connections;
5. Public open space network: provide public open space that meets the recreational, social and health needs of existing and future communities;
6. Urban water management: ensure that water is protected and managed to maximise efficiency by incorporation of urban water management techniques into the urban design;
7. Housing choice and residential density: facilitate housing diversity, responsive built form, local employment and amenity within a legible and efficient urban structure of compact walkable neighbourhoods;
8. Education facilities: provide education sites and other community infrastructure to meet the needs of existing and future communities; and
9. Infrastructure coordination, servicing and staging: provide utility services in a land efficient, environmentally responsible and sustainable manner.

Element 2 – Movement Networks

Element 2 – Movement Network sets out design solutions and requirements for standard street types found within neighbourhoods that satisfy the element objectives. Although not a street design manual, Liveable Neighbourhoods attempts to provide a set of guiding principles to design integrated networks and individual streets, taking into consideration other relevant objectives from other elements.

Element 2 provides three design principles:

1. Street Layout: Create a permeable street network that prioritises pedestrians, cyclists and public transport and is integrated with surrounding land use;

2. Street Networks: Create a safe street environment for all users by applying appropriate street geometry and traffic management; and
3. Street Verge: Ensure all streets provide space for utility services, stormwater, drainage, street trees and lighting.

Element 3 – Activity Centres

Element 2 – Activity Centres expands upon the broad direction given on the planning and design of Activity Centres in Element 1 of Liveable Neighbourhoods. Element 3 is largely directed at local and neighbourhood activity centres, supporting the guidance given by State Planning Policy 4.2: Activity Centres for Perth and Peel.

As per the previous version of Liveable Neighbourhoods, the draft is focused on the establishment of well-located main street mixed-use activity centres that are pedestrian friendly and include higher density housing. Importantly, Element 3 is concerned with ensuring that local and neighbourhood centres can serve local resident populations and facilitate local employment creation.

Element 3 is supported by one (1) design principle, which states:

‘Ensure urban form and lot design facilitate safe and convenient access to services, facilities and employment in mixed land use, main-street activity centres’

Element 4 – Lot Design

This element outlines requirements for residential lot design, with a strong emphasis on greater lot variety and higher densities; the aim being to provide greater housing diversity, choice and address housing affordability. Liveable Neighbourhoods has always supported greater site responsive lot design to facilitate climate appropriate dwellings and designs that facilitate good urban streetscape outcomes.

The Element 4 objectives are:

1. Create a site-responsive street and lot layout that provides local amenity, safe and efficient access and promotes a sense of place;
2. Provide housing density and diversity to meet the changing community needs; and
3. Provide sustainable utility services to each new lot in a timely, cost-effective, coordinated and visually acceptable manner.

Element 5 – Public Open Space

Liveable Neighbourhoods recognises the role an integrated network of public open space plays in establishing a high quality of life, vitality,

identify and sense of place in a community. Since the establishment of Liveable Neighbourhoods the design and function of public open space has attempted to encourage healthy, active lifestyle through site response design.

The Element 5 objectives are:

1. Coordinate the design and delivery of an integrated network of public open space that provides communities with access to nature, sport and recreation; and
2. Optimise the siting and design of public open space to promote accessible and efficient use of land.

The significant change from the existing Liveable Neighbourhood is that the new requirements have been developed to guide provision of POS based on the function it provides the community rather than its size.

Element 6 – Education

Element 6 provides guidance generally on the provision of schools, both government and non-government, and associated facilities. Liveable Neighbourhoods holds that Government schools should be conveniently located to their local catchment with a well-connected local movement network.

The Element 6 objectives are:

1. Ensure that education sites are developable, serviceable and accessible; promoting safe, adaptable and efficient use of land and other community infrastructure including public open space; and
2. Ensure a servicing movement network that facilitates safe and efficient access to education sites by all users.

Summary of Changes

The following provides an overview of the broad changes occurring within each of the Draft Liveable Neighbourhoods 2015 from the current 2009 Liveable Neighbourhoods.

The following list of significant changes has been drawn from the Western Australian Planning Commission's Review Background Information Paper.

Element 1 – Community Design

1. Element 1 includes new information on scope and vision setting and guidance text to support the requirements that relate to context and site analysis, which is in the appendix of the current 2009 version.
2. The role of strategic structure planning is reinforced through improved content and structure of Element 1: Community Design. This includes a revised set of principal objectives and relocation of macro level requirements from the subsequent elements into Element 1, to address the key issues raised regarding the lack or poor planning at the strategic level and the lack of cohesion between the elements. This includes more information up front on the road hierarchy, location and distribution of higher order activity centres, target densities, better urban water management requirements, public open space networks and utility provision.
3. Includes the proposed size of parks in Table 1 to replace current Element 4: Public open space requirements (R14, R15, R16 and R17).
4. Incorporation of education summary Table 2 to set out locational and site requirements by education site type and educational provider.

Element 2 – Movement Networks

1. Element 2 consist of the current Element 2 and relevant requirements from the now obsolete Element 5: Urban Water management and Element 6: Utilities including requirements regarding location and alignments of utility services and stormwater drainage within the street reserve.
2. Element 2 in the current Liveable Neighbourhoods was considered to be too focused on the planning of roads for motor vehicles with an abundance of engineering type requirements. Movement Network has been amended in content and format to places greater emphasis on the design of streets for pedestrians, cyclist and public transport. This includes amended cross sections with land use interface, housing typology, setbacks and different cycling configurations.
3. Some requirements have been re-written to resolve duplication with Element 3: Lot design.
4. As part of the review process relevant Development Control (DC) policies were reviewed. DC 1.4 – Functional road classification for planning and DC 1.5 – Bicycle planning are considered to be outdated and the provisions within the draft Liveable Neighbourhoods sufficient enough to cover these aspects of planning. DC 2.6 – Residential road planning will need to be comprehensively reviewed as a consequence of this review.

5. Some engineering technical requirements have been removed in particular (Requirements 62 to 65) and replaced with technical tables (Appendix 5) to facilitate the safe crossing of pedestrians and address the issue of pedestrian severance on major roads.
6. Street reserve width have all been updated to comply with the relevant Austroads standards including increasing the outside vehicle lane width from 3.2m to 3.3m, parking lane width from 2.1m to 2.3m and 2.5m to 2.6m to comply with Austroads Standards, as well as to reduce conflict with cyclists and motor vehicles (in particular parked cars) improving the safety and amenity of cyclist considered critical particularly where conflict between cyclists and motor vehicles is becoming more frequent.
7. Street verge widths have increased to a minimum five metres to adequately accommodate street trees, utilities and street furniture assisting walkability, reduce adverse urban heat island effects and assists local stormwater collection and retention.
8. The draft Liveable Neighbourhoods advocates the provision of dedicated cycle lanes where traffic volume is more than 10,000 vehicles per day, to improve safety and amenity.

Element 3 – Activity Centres

1. Element 3: Activity Centres largely includes existing Element 7: Activity Centres and Employment, with a focus on the detailed planning of main-street mixed use and local and neighbourhood scale centres.
2. Strategic planning of activity centres and employment is included in Element 1: Community Design.
3. This includes some provisions on the location of activity centres, land fronting arterials and road spacing, industrial warehousing and strategic business sites.
4. Duplication of requirements within and between elements has been removed as much as possible to simplify implementation.
5. Requirement regarding detailed area plans included under specific requirements, guidance in Element 4: Lot design.
6. Reference to SPP 4.2 included.
7. R20 regarding service stations is not considered a desirable form of development and no longer relevant and is therefore not included.
8. R31-33 regarding home occupations considered out-of-date and no longer relevant. Home occupations are implemented through local planning schemes. Community Design emphasises mixed use.

Element 4 – Lot Design

1. Lot Design largely includes existing Element 3: Lot Layout and the service provision component of

2. Element 6: Utilities (Community Design and Movement Network include components regarding lifestyle impacts and service locations respectively).
3. Duplication of requirements within and between elements has been removed as much as possible to simplify implementation.
4. Element 3: R5 and R8 no longer relevant and covered under R-Codes.
5. Encouragement on future proofing of infrastructure (e.g. energy, water and telecommunications).
6. Clarity with regard to lots fronting parks and rear access laneway lots.
7. Clarity with regard to local development plans.
8. Design and reference to detailed area plans also included under specific requirements.

Element 5 – Public Open Space

1. The public open space (POS) element has been modified to improve the useability and distribution of POS to meet the needs of existing and future communities.
2. New requirements have been developed to guide provision of POS based on the function it provides the community rather than its size.
3. The revised POS Schedule now has a 'declaration of function' section that describes the intended purpose of the site.
4. The three primary functions of POS 'sport', 'recreation' and 'nature', have been adopted from the *Classification Framework for Public Open Space* (Department of Sport and Recreation, 2012); and these three categories improve upon the traditional terminology of 'passive' and 'active' for describing functionality of POS.
5. Sites which provide opportunities for multiple functions are encouraged.
6. The terminology used to describe the size of POS has been aligned to the DSR Classification Framework, for consistency across agencies [(small parks (up to 4,000m²), local parks (0.4ha–1ha), neighbourhood parks (1ha – 5ha) and district parks (5ha and above)].
7. The requirements related to the distribution of POS have been simplified by removing the requirement for a minimum number of sites of a particular size and instead requiring that all residents be within 300m of a POS site (of any size) and within the catchment of sites providing nature, sport and recreation opportunities.
8. The implementation of water sensitive urban design has resulted in POS being optimised for water management and drainage, often impacting on the useability of the site. New requirements have been developed in collaboration with the Department of Water to guide the credit given for POS contributions where the

land is used for water management. These new requirements are based on the infrastructure used on the site rather than the rainfall event being accounted for, to encourage innovation and integration into the landscape.

9. There is much overlap with the proposed Liveable Neighbourhoods and DC Policy 2.3: Public Open Space in Residential Areas. One Development Control provision has been used in the new draft. Section 4.3 of DC 2.3 is currently duplicated in the draft Liveable Neighbourhoods Appendix 4: cash-in-lieu for public open space. It is subsequently recommended that DC 2.3 is reviewed, for consistency with draft Liveable Neighbourhoods 2015.
10. Existing requirements R40 and R41 are moved into guidance text under 'Management orders and vesting'.

Element 6 – Education

1. No significant changes are proposed to the planning of education sites in regard to locational and site requirements.
2. DC 2.4 has been reviewed and relevant provisions retained as requirements or explanatory text, where appropriate. Disposal and administration of pro-rate funds for Government primary school sites are not addressed in the draft Liveable Neighbourhoods 2015.
3. Incorporation of summary tables to set out locational and site requirements by education site type and educational provider. Reference to middle school typology is deleted and Government district high school is confined to regional area.
4. Provisions relating to interim school sites on advice of Department of Education are no longer included as preference is to secure land for long term school sites in the first instance and the use of transportable buildings for peak enrolments.
5. Deleted Appendix 5 as it has not been common practice to prepare local development plan (formerly development area plans) for primary school sites content to be included in Element 6 explanatory text as case study graphics, where appropriate.

City of Cockburn Comments

The attachment provides a comprehensive breakdown of the City's formal comments on the draft Liveable Neighbourhoods 2015. The City's comments were drawn from all relevant internal Departments, which were then compiled for consistency by Strategic Planning.

The Comments are broken down into the respective Elements of the document for ease of reading.

Conclusion

It is recommended that Council adopt the Schedule of Comments (Attachment) on the Draft Liveable Neighbourhoods 2015, and refer the Schedule of Comments to the Department of Planning for their consideration.

Community Consultation

The documents were released, by the Western Australian Planning Commission, in late September for advertising closing 13 November 2015. The formal advertising of the Draft Liveable Neighbourhoods 2015 followed significant industry and government engagement.

The Department of Planning website contained information including copies of the documents.

Due to the technical nature of the document, and the limited timeframe, the City has not actioned additional community consultation on the Draft Liveable Neighbourhoods 2015.

Attachment(s)

Schedule of Comments

Advice to Proponent(s)/Submitters

N/A

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

Nil.

14.9 (OCM 12/11/2015) - BANJUP (TREEBY) DISTRICT STRUCTURE PLAN PROJECT PLAN – LOCATION: CITY OF COCKBURN OWNER: VARIOUS (110/141) (C HOSSEN) (ATTACH)

RECOMMENDATION

That Council supports the preparation of the Banjup (Treeby) District Structure Plan and endorses the approach as described in the project plan contained within the attachment.

COUNCIL DECISION

Background

The Banjup (Treeby) District Structure Plan has been identified for the 2015-16 year as a key initiative. Recent urban development within the study area along with changes to the metropolitan strategic planning framework over the Banjup locality necessitates the need for local level strategic planning to take place.

Council has considered proposals for urban development, both statutory and strategic, within the Banjup locality since 2011. Most recently relating to the land contained within the District Structure Plan boundary linked to the future strategic planning framework for Perth; the Perth and Peel @ 3.5M document and its subsidiary sub-regional structure plan.

The District Structure Plan is being prepared to guide the evolution of the future Banjup urban cell. It is expected that the District Structure Plan will provide a high level strategic, spatial planning framework to co-ordinate the development of land and provision of district level services within the Banjup Urban Precinct.

It is expected that the District Structure Plan will be supplemented by more detailed Local Structure Plans over the majority of the area. The District Structure Plan won't be progressed according to the statutory framework provided within the Local Planning Scheme - instead its intent is to guide the preparation and coordination of future (Local) Structure Plans which will be subject to assessment according to the prevailing statutory framework.

The District Structure Plan will be undertaken in cooperation with relevant stakeholders.

Submission

N/A

Report

The Banjup (Treeby) District Structure Plan will guide the form of future development of the locality, with a key aim to provide opportunities to enhance the qualities of this existing neighbourhood. The Strategy is seen as an important step for the Banjup urban precinct, considering how its strategic placement within the heart of the rapidly expanding south west corridor adjacent to Cockburn Central Station. At the same time, the constraints of the locality presents unique challenges, which demand careful study and reflection in terms of ensuring that planning for the area is suitable to enhancing opportunities for current and future residents of Banjup.

Perth and Peel @ 3.5M

To realise the vision of Directions 2031 and beyond and the State Planning Strategy 2050, the Western Australian Planning Commission has created a series of detailed draft planning frameworks.

The Perth and Peel @ 3.5million strategic suite of documents has been developed to engage the community in open discussion on expectations of what our city should look like in the future, on how we can maintain our valued lifestyle and on how we can realistically accommodate a substantially increased population.

The draft frameworks provide guidance on where sustainable development should occur over the next 35 to 40 years to ensure the impact of urban growth on areas of environmental significance is minimised; to protect our heritage; and importantly, to maximise the benefits of available land and existing infrastructure.

They provide an unprecedented level of certainty about the amount of land available and the best areas identified for urban expansion, including residential, commercial and industrial development.

Council previously considered this draft strategy at its July Meeting.

South Metropolitan Peel Sub-regional Planning Framework

The South Metropolitan Peel Sub-regional Planning Framework is one of three frameworks prepared for the outer sub-regions of Perth and Peel, which along with the Central Sub-regional Planning Framework establishes a long-term and integrated framework for land use and infrastructure provision.

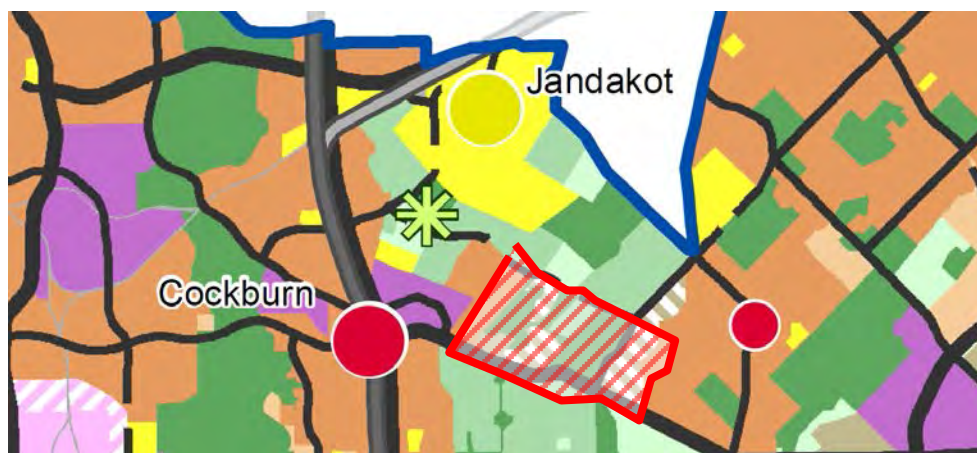
The framework builds upon the principles of Directions 2031 and will provide guidance for:

- The preparation of amendments to the Perth Metropolitan Region Scheme, local planning schemes, local planning strategies/scheme, and district, local and activity centre structure planning.
- The staging and sequencing of urban development to inform public investment in regional community, social and service infrastructure.

Importantly the Planning Framework, among other things, endeavours to develop a consolidated urban form that limits the identification of new greenfield areas to where they provide a logical extension to the urban form, and that places a greater emphasis on urban infill and increased residential density.

The following map excerpt highlights the area of Banjup which the Banjup (Treeby) District Structure Plan will apply. Noting the logical extensions of the existing urban form, in what is now close proximity to transit, jobs and major activity centres. The Banjup (Treeby) District Structure Plan will provide a boundary that is comprised of all land within Solomon Road, Armadale Road, Warton Road and Jandakot Road. This boundary is consistent with that supported by Council in its deliberations on the draft Perth and Peel @ 3.5M document at its July meeting.

In the likelihood that the final boundary of urban expansion within Banjup is altered within the finalised Perth and Peel @ 3.5M the expectation is that the Banjup (Treeby) District Structure Plan will adapt to the prevailing State planning framework.



District Structure Plan

The Banjup (Treeby) District Structure Plan will respond to the WAPC's Structure Plan Preparation Guidelines (currently under review) and the key district level coordination issues the proposed development of the Precinct presents. These are expected to include:

- Broad land-use arrangement, buffers and any relevant targets (eg density targets);
- Coordination of major infrastructure including:
 - Schools;
 - District water management;
 - District movement networks;
 - Regional & District level Open Space / Conservation areas;
 - District recreation facilities;
- Broad funding arrangements for improvements, potentially including the principles of a Development Contribution Plan (DCP).

Timing & Process

The staging for the preparation of the Banjup (Treeby) District Structure Plan is outlined in Table One - Project Delivery Strategy (Attachment 1). It should be noted that due to requests to expedite the need for district planning, by significant landholders, the City is actioning this work at a more compact pace. In short, the City is undertaking the Banjup (Treeby) District Structure Plan approximately 10 months ahead of schedule to assist landowners in the planning of their land. The table outlines a standard timeframe and expedited timeframe.

The Banjup (Treeby) District Structure Planning will be undertaken in collaboration between landowners and the City. Due to the expedited timeframe the City will through the project plan set key objectives and outcomes for the district planning process. Following this the City will form internal and external working groups to coordinate and facilitate orderly management of the key structural issues that exist within Banjup.

The District Structure Plan and supporting documentation will be written externally to the City, on behalf of a significant landholder within the subject area. Following this the City will take final control of the District Structure Plan and prepare it for presentation to Council for consideration to advertise. This approach is favoured as it is cost minimal while still providing the City with significant control over the process.

Strategic Plan / Policy Implications

Growing City

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

Infrastructure

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

Environment & Sustainability

- A community that uses resources in a sustainable manner.

Moving Around

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

Corporate Business Plan

The Banjup (Treeby) District Structure Plan is a project identified within the adopted Corporate Business Plan to be undertaken by the Strategic Planning Department in 2015/2016.

Budget/Financial Implications

The project will be predominantly undertaken externally, on behalf of a significant landowner, under close supervision of City officers.

Some work will be undertaken internally by Council staff with any minor costs associated with the project being funded as part of normal budgetary processes.

Legal Implications

N/A

Community Consultation

The Banjup (Treeby) District Structure Plan (Attachment) builds upon the community engagement work and previous strategic and statutory planning already undertaken and documented within the locality.

Complementing this information the plan incorporates a comprehensive stakeholder and community engagement process.

Attachment(s)

Banjup (Treeby) District Structure Plan Project Plan

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.10 (OCM 12/11/2015) - PROPOSED METROPOLITAN REGION SCHEME AMENDMENT – LOCATION: LOT 821 ARMADALE ROAD, BANJUP – OWNER: HOUSING AUTHORITY – APPLICANT: WESTERN AUSTRALIAN PLANNING COMMISSION (108/001) (C HOSSEN) (ATTACH)

RECOMMENDATION

That Council

- (1) note the proposed Amendment 1289/57, for Lot 821 Armadale Road, Banjup and surrounds, to the Metropolitan Region Scheme; and
- (2) indicates its support for Amendment 1289/57 to the Western Australian Planning Commission.

COUNCIL DECISION

Background

At the Ordinary Council held on 11 November 2010, Council considered the Draft Outer Metropolitan Perth and Peel Sub-regional Strategy. This Strategy was prepared by the Western Australian Planning Commission ("WAPC"), in order to provide further guidance at a local level to how the new Strategic Plan for Perth and Peel ("Directions 2031) will be implemented.

The Draft Strategy identified a major expansion area within the locality of Banjup, adjoining the Cockburn Central Activity Centre. This aspect of the Draft Strategy has been previously supported by Council.

In light of Council's support for the above urban expansion, Council at the Ordinary Council Meeting on 12 September 2010 was asked to provide support towards the initiation of a Metropolitan Region Scheme ("MRS") Amendment 1211/41 over lots Lot 9002 Jandakot Road, Lot 9004 Armadale Road, Lot 132 Fraser Road and Lot 1 Armadale, totalling 152.83 hectares, from 'Rural – Water Protection' to 'Urban'. This proposal is commonly referred to as the Banjup Quarry Development.

Council again provided its support, as part of the formal advertising period towards the above mentioned MRS Amendment 1211/41 at the 08 December 2010 Council Meeting. MRS Amendment 1211/41 was gazetted on 08 January 2013.

At the Ordinary Council meeting held on 9 May 2013 Council was requested to consider the Proposed Metropolitan Region Scheme Amendment for Lot 821 Armadale Road, Banjup – the site subject to this report – from ‘Rural - Water Protection’ to ‘Urban’. Council at that meeting provided support for the proposed Amendment.

The proposal put to Council at the 9 May 2015 meeting differs slightly from the proposal currently before Council. The area proposed to be included within the ‘Urban’ zone has been increased to include the area of the un-made Fraser Road reservation where it adjoins the site. Further to this the formal Amendment also proposes to Reserve 0.29ha of land ‘Regional Reserve – Primary Regional Road’ associated with Armadale Road.

The purpose of this report is for Council to consider the proposed Amendment 1289/57, for Lot 821 Armadale Road, Banjup and surrounds, to the Metropolitan Region Scheme.

Submission

The Western Australian Planning Commission has resolved to amend the MRS, the Amendment has been provided for public comment.

Report

Background to the Draft Outer Metropolitan Perth and Peel Sub-regional Strategy

In August 2010 the WAPC released the new Strategic Plan for Perth and Peel titled Directions 2031 and Beyond. This document provides the highest level of strategic metropolitan planning, guiding the development of more detailed policies, strategies and planning actions. As an important mechanism to demonstrate how Directions 2031 are to be implemented at a local level, sub-regional strategies have been developed.

The Draft Strategy provides information about the levels of expected population growth by local government area, and highlight development opportunities as well as opportunities for increased residential densities. They provide a framework for delivering the objectives of Directions 2031.

In respect of the City, it falls within the south-west subregion, together with the City of Kwinana and City of Rockingham. The Draft Strategy identifies future growth areas, both planned (already approved) and potential urban expansion opportunities. These growth areas are tied back to the future population and dwelling growth targets which each local government have been set.

The Draft Strategy also provides forecasts and targets for economic development, industrial land and major infrastructure (water, energy etc.). A critical component to the City and broader south-west subregion in respect of accommodating growth targets is the Banjup urban expansion area. This has been identified for urban expansion commencing between 2011–2015, and covers the following specific land parcels:

- Lot 9002 Jandakot Road – 6.291 ha
- Lot 9004 Armadale Road – 36.52 ha
- Lot 132 Fraser Road – 45.32 ha
- Lot 821 Fraser Road – 20.50 ha

Lot 821 Fraser Road is the topic of this report.

The Metropolitan Region Scheme Proposal

The proposal constitutes rezoning the majority of Lot 821 Fraser Road, Banjup and surrounds from 'Rural – Water protection' to 'Urban'. A 0.29ha portion of the subject site is proposed to be reserved as 'Regional Reserve – Primary Regional Road' associated with Armadale Road. See Attachment 1.

The MRS amendment is considered to demonstrate compliance with the previous comments of support made by Council, as well as the broader strategic planning framework provided by the draft Strategy and Directions 2031 and Perth and Peel @ 3.5M.

The widening of Armadale Road assists in the proper and orderly planning of this important regional road and is entirely consistent with the City's support for the upgrade of this road.

The extension of the 'Urban' zone over the current un-made portion of Fraser Road, where it adjoins the subject site, does not indicate that the land will be subject to residential development. Current planning of the adjoining Banjup Quarry site indicates that this portion of un-made road reserve will be retained as an environmental asset. The change of zoning under the MRS will have no detrimental impacts on this outcome.

Conclusion

The proposal is considered to fulfil the various strategic objectives embodied within Directions 2031, the Draft Outer Metropolitan Perth and Peel Sub-regional Strategy and related State Planning Policies. It represents a significant urban infill targeted around the Cockburn Central Activity Centre, creating strategic synergies between investment, infrastructure, employment and activity which are required as a component to achieving more sustainable urban development. It is on this basis that it is recommended that Council write to the WAPC indicating its support for the proposal.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Development that is soundly balanced between new and existing areas.

Community & Lifestyle

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

A Prosperous City

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

Environment & Sustainability

- A community that uses resources in a sustainable manner.

Budget/Financial Implications

The City will need to undertake amendments to its Scheme to provide an appropriate zoning and special control area arrangement to cover both structure planning requirements and the need for developer contribution arrangements. This will be a matter for future consideration, if the proposal to initiate an amendment to the MRS receives support of the WAPC.

Legal Implications

The *Planning and Development Act 2005* provides the statutory basis in which an amendment to a region scheme is to be considered. This includes the statutory referral and consent processes of the Environmental Protection Authority. If the proposal is supported, the

City will also need to undertake amendments to its Scheme to provide an appropriate zoning and special control area arrangement to cover both structure plans and the need for developer contribution arrangements.

This will be a matter for future consideration if the amendment to the MRS is adopted for final approval by the WAPC.

Community Consultation

Community consultation has occurred previously in the form of the Directions 2031 Strategic Plan, Draft Outer Metropolitan Perth and Peel Sub-regional Strategy, and Perth and Peel @ 3.5m documents.

In accordance with the requirements of the Planning and Development Act 2005 the MRS amendment was made available for public inspection. The amendment was advertised from 6 October to 11 December 2015. A copy of the amendment documentation was placed in the offices of the City for public inspection.

Attachment (s)

Proposed MRS Amendment Map

Advice to Proponent(s)/Submitters

The Proponent(s) have been advised that this matter is to be considered at the 12 November 2015 Council Meeting.

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

Nil.

14.11 (OCM 12/11/2015) - RECOMMENDATION TO WAPC TO ADOPT MODIFICATION TO MURIEL COURT STRUCTURE PLAN - (COCKBURN CENTRAL NORTH CCW) - LOCATION: VARIOUS - OWNER: SHINETON PTY LTD - APPLICANT: URBIS (110/007) (C HOSSEN) (ATTACH)

RECOMMENDATION

That Council

- (1) pursuant to Clause 20 (2)(e) of City of Cockburn Town Planning Scheme No. 3 ("Scheme"), recommends the Western Australian Planning Commission adopts the modification to Muriel Court Structure Plan (as shown in Attachment 1);
- (2) endorse the schedule of submissions prepared in respect of the

Structure Plan; and

- (4) advise those persons who made a submission of the Council's recommendation.

COUNCIL DECISION

Background

The City has received a request from Urbis on behalf of Shingleton Pty Ltd to consider for adoption a major modification to the Muriel Court Structure Plan.

The proposed modifications apply primarily to Lots 15, 21, 100, 101 and 102 Muriel Court, Cockburn Central; being the landholdings of the applicant. The proposed changes to the Structure Plan result in minor changes to adjoining landowners lots: namely, Lot 20 Muriel Court, and Lots 53 and 54 North Lake Road, Cockburn Central.

Pursuant to the requirement of City of Cockburn Town Planning Scheme No. 3 ("Scheme"); a Structure Plan is required to be prepared and adopted to guide future subdivision and development.

In line with the Planning and Development Regulations gazetted on 19 October 2015, Council no longer has a statutory approval role in the determination of Structure Plans. Therefore, Point 1 of the Council Recommendation is required, under the new deemed provisions of the Scheme, to provide a recommendation to the Western Australian Planning Commission ("WAPC") on Structure Plans and Structure Plan modifications. In this regard the recommendation is that the WAPC adopt the proposed modification to the Muriel Court Structure Plan.

Submission

Lodged by Urbis on behalf of the landowner.

Report

The Muriel Court Structure Plan area ("subject area"), also known as Development Area 19 ("DA19") has been earmarked for urban residential development since 1994. The subject area is located in the

locality of Cockburn Central; bound by North Lake Road, Semple Court, Verna Court, the Kwinana Freeway and Kentucky Court. Being 79 ha in size and directly adjacent to the Cockburn Central Activity Centre, it comprises a unique and strategic location to accommodate future growth.

Detailed planning of the subject area was instigated by the City's Strategic Planning Department in late 2006 and culminated in the endorsement of the Structure Plan by the Western Australian Planning Commission in February 2010. However to date, due to a number of factors, development is only now starting to respond in respect of the opportunities presented by the Structure Plan.

Initially, given the multiplicity of land ownership and the relatively small lot sizes, it was considered that the only practical way of progressing planning of the subject area and facilitating its development potential was for the City to take a lead role. The Structure Plan, in conjunction with other statutory planning instruments, to this day provides a robust framework for the implementation of a dense, walkable, mixed use community. It does however appear that some barriers to development remain, some of which are possible for addressing through a Structure Plan modification. Other barriers, particularly financial costs of servicing, are not issues which the Structure Plan or City are able or should be expected to address.

Council History

The Muriel Court Structure Plan has been presented to Council multiple times over the past 8 years. The most relevant decisions are noted below.

13 November 2008 – Council adopted a Structure Plan and requested the WAPC lift the urban deferment over the subject area.

08 July 2010 – Council adopted a Local Planning Policy for the purposes of applying design guidelines to the Muriel Court Structure Plan and a modified Structure Plan.

08 September 2010 – WAPC endorsed the modification to the Structure Plan.

14 October 2011 and 30 December 2013 – Minor modification are undertaken to the Structure Plan.

Mid to Late 2014 – Following the September 2013 OCM it was requested that staff undertake a review of the Muriel Court Structure Plan. A major variation to significant portions of the Structure Plan; relating specifically to the Residential Design Codes that applied to the

subject area was undertaken. This variation saw the removal of the majority of 'low' density coded areas and increases in areas coded 'medium' and 'high' density codes. The major modification was adopted by Council.

Statutory Framework

The subject area is zoned 'Urban' under the Metropolitan Region Scheme, with the majority of surrounding land zoned 'Urban'. The adjacent land to the south is zoned 'Industrial' and the Kwinana Freeway Reserve is reserved as a 'Regional Road Reserve'.

The majority of the subject area is zoned 'Development' under the City's Scheme, and within DA19. The land fronting North Lake Road is zoned 'Mixed Business' while being included within DA19. The majority of the subject area is also included within Development Contribution Area 11 (DCA11) and the entirety of the subject area lies within Development Contribution Area 13 (DCA 13).

The following sections provide a succinct discussion of the prevailing statutory and planning policy framework:

Muriel Court Structure Plan

The Muriel Court Structure Plan was initially prepared by officers of the City in conjunction with Koltasz Smith Planning Consultants. The City's leadership initially was seen as vital given the multiplicity of land ownership and the relatively small lot sizes. The involvement of the City was considered the only practical way of progressing planning of the subject area and facilitating its development potential.

The initial Structure Plan was prepared to be consistent with the WAPC's Liveable Neighbourhoods and Network City Strategic Planning Document (now superseded by Directions 2031). Providing a diverse and compact urban outcome that supports alternative transport choices, and further supports the Cockburn Central Activity Centre and train station, were at the heart of the planning for the area. In total the Structure Plan is expected to yield between 2,170 and 2,894 dwellings. The key planning principles that unpin the Structure Plan preparation were Community Design; Movement Network; Lot Layout and Public Parkland; Activity Centres, Employment and schools and; Urban Water Management/Utilities;

Development Area 19

DA19 within Schedule 11 of the Scheme provides for a statutory framework that has led to a Structure Plan that guides subdivision and development within the subject area. Created as part of Scheme

Amendment 6 and further advanced by Scheme Amendment 62, it requires that any structure plan proposed on the subject area provide for residential and mixed business development where appropriate, establish the need for a set of design guidelines and ensure that proposals directly accessing North Lake Road have due regard to the North Lake Road Vehicle Access Policy.

Development Contribution Area 11

Development Contribution Area 11 (DCA 11) is situated over the majority of the subject area; it is bound by the northern edge of the mixed business zone fronting North Lake Road, Kentucky Court, the Kwinana Freeway, Berrigan Drive and Semple Court.

This forms the statutory mechanism by which cost sharing of common infrastructure takes place within the Muriel Court Structure Plan area.

Proposed Modifications to Structure Plan

The proposal relates to a significant landholding within the 'high density' walkable catchment area of the Structure Plan. Development in this portion of the Structure Plan is expected to take the form of mid-rise residential apartments with the possibility of small scale ground floor commercial opportunities.

The precinct is within the walkable catchment of the Train Station, Town Centre and the Cockburn Central West development area.

The land is currently undeveloped with a rural residential character. The City has received and approved two mixed-use developments within this precinct, both abutting North Lake Road.

Existing Structure Plan

The existing structure plan, shown right, highlights the strong traditional grid street network currently approved for the high density portions of the Structure Plan. The current design provides for a highly permeable network with strong sightlines to areas of Public Open Space. Further, it supports the design principles of the Muriel Court Design Guidelines by ensuring a hierarchy of streets that have various roles and attributes. Within the applicant's landholdings the current land use breakdown is as



follows: Residential land (56.7%), Road (30.9%) and open space (12.4%).

The central POS is one of three located within the Muriel Court Structure Plan area, these having an important role in drainage and vegetation retention.

The area's design would be generally described as robust with prominent corner focusing on the Public Open Space. An area that lends itself to a high density coding.

Proposed Structure Plan

The proposed modification to the structure plan, shown right, provides for a more streamlined grid street network that retains the important permeable nature of the existing network. The proposed design provides for a highly permeable network with strong sightlines to areas of public open space. Further, it supports the design principles of the Muriel Court Design Guidelines by ensuring a hierarchy of streets that have various roles and attributes. Within the applicants landholdings the proposed land use breakdown is as follows: Residential land (62.8%), Road (23.9%) and open space (13.3%).



The proposed changes to the subject area's POS includes a minor variation to the large central area of POS. This includes a splitting off of the north east corner, and also the inclusion of a new central 'urban' pocket park. The changes to the primary POS will not have negative impact on the urban water management of the Structure Plan. Moreover, the 'corner' is not heavily vegetated and therefore the change will have negligible impacts on the retention of vegetation.

Importantly the changes to the areas of POS in the proposed modification do not increase the total area of POS across the Structure Plan area. The retention of the total POS area ensures that there are no 'down stream' implications on the total cost of delivering the Development Contribution Area 11 infrastructure items. Any increase in POS would of in turn cost all landowners over the long term.

Key elements of the proposal are as follows:

- Deletion of a number of east-west and north-south aligned roads/laneways.
- Combining of the two main north-south roads into a single road;
- Minor relocation of other roads.
- Creation of 5 development areas rather than 9, which results in more useable parcels with a greater combined area that will enhance yield.
- Creation of a central parkland area to spread amenity across the subject land.

The proposed modification was accompanied by the following technical appendices, all of which have been assessed internally by the relevant officers:

- Addendum to approved Local Water management Strategy.
- Addendum to the approved Traffic Impact Assessment.
- An Environmental Summary.
- An updated Servicing Report.

These reports were deemed to be acceptable to inform decision making and the advertising of the Structure Plan modification.

Community Consultation

The Muriel Court Structure Plan has been subject to considerable community consultation over its history.

The proposed modification was advertised to government authorities, affected landowners for 21 days; they were also advertised in the Cockburn Gazette. Nine (9) submissions were received in total, eight (8) from State Government agencies and one (1) from an adjoining landowner. No submitter objected to the proposed modification.

As no submission raised a matter of significant concern these have not been directly addressed in this Council Report. All submissions have however been addressed in detail in the attached schedule of submissions.

Conclusion

It is recommended that Council recommend to the Western Australian Commission that the modified Muriel Court Structure Plan be adopted.

Strategic Plan/Policy Implications

Growing City

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

Community & Lifestyle

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

A Prosperous City

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

Budget/Financial Implications

There are not any direct financial implications associated with the proposed modifications to the Structure Plan.

Legal Implications

N/A

Community Consultation

The Muriel Court Structure Plan has been subject to considerable community consultation over its history.

The proposed modifications have been advertised to government authorities, affected landowners for 21 days; they were also advertised in the Cockburn Gazette. This matter is discussed above and within the Schedule of Submissions.

Attachment(s)

1. Modified Muriel Court Structure Plan
2. Current and Proposed Comparison Map
3. Schedule of Submissions

Advice to Proponent(s)/Submitters

N/A

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

Nil.

14.12 (OCM 12/11/2015) - NOMINATION FOR 'SIGNIFICANT TREE LIST' - TUART TREE 14 Gwilliam Drive, Bibra Lake (099/228) (D. DI RENZO) (ATTACH)

RECOMMENDATION

That Council

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

COUNCIL DECISION**Background**

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

Submission

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

Report

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

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

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

Horticultural Value

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

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

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

Rare or Localised

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

Location or Context

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

Exceptional size, age and form

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

Social, cultural or spiritual value

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

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

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

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

Arborist Recommendations

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

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

Conclusion

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

As an aside issue, it has been requested of the City that it agree to lease portion of the former Phoenix Road reserve that extended past its current intersection with North Lake Road. This will formalise the use of the land by the school, and it is anticipated that the leasing issue will be concluded in the short term.

Strategic Plan/Policy Implications

Growing City

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

Community & Lifestyle

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

Environment & Sustainability

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

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

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

Attachment(s)

1. Significant Tree Nomination
2. Location Plan

Advice to Proponent(s)/Submissioners

The Perth Waldorf School have been advised that this matter is to be considered at the 12 November 2015 Council Meeting.

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

Nil.

14.13 (OCM 12/11/2015) - DEVELOPMENT ASSESSMENT PANELS - NOMINATION OF ONE (1) ALTERNATE MEMBER BY COUNCIL TO THE SOUTH WEST METROPOLITAN AREA JOINT DEVELOPMENT ASSESSMENT PANEL (052/002) (L JAKOVCEVIC) (ATTACH)

RECOMMENDATION

That Council

- (1) nominate _____ as its second alternate member to the South West Metropolitan Area Joint Development Assessment Panel ("SWMAJDAP"); and
- (2) advise the Minister for Planning of the above nomination for appointment to the SWMAJDAP.

COUNCIL DECISION

Background

The City has recently been notified by the Director General of the Department of Planning that the appointments of the current local government DAP members were appointed on 27 July 2015 for the term ending 26 April 2017.

Following the local government elections held on 17 October 2015, Cllr Yaz Mubarakai, who was appointed as an alternate member, was not re-elected to Council; therefore an alternate member needs to be appointed by Council.

Council's previous resolution for the nomination of members and alternative member was made at the Ordinary Council Meeting on 12 February 2015.

The current local government DAP members are Cllr Stephen Portelli and Cllr Kevin Allen. The current alternate member is Cllr Bart Houwen.

Submission

N/A

Report

The 2010 Amendment Act resulted in a number of amendments to the *Planning and Development Act 2005* (PD Act). Part 3 in particular, introduced Part 11A – Development Assessment Panels, into the PD Act. To give new effect to these provisions, the *Planning and Development (Development Assessment Panels) Regulations 2011* ('DAP Regulations') were introduced. The DAP Regulations provide the heads of power enabling the operation, constitution and administration of DAPs.

As described in the Western Australian Planning Commission (WAPC) Planning Bulletin 106/2011, *DAPs are panels comprising a mix of technical experts and local government representatives with the power to determine applications for development approvals in place of the relevant decision making authority. The introduction of DAPs is one of*

the fundamental principles of the national Development Assessment Forum's leading practice model for development assessment.

A total of 15 DAPs have been established by the Minister for Planning. All DAPs comprise the following membership:

- Two (2) local government representatives.
- Three (3) specialist members, one of whom will be the presiding member, one who will be the deputy presiding member, and one who will otherwise possess relevant qualifications and/or expertise.

Local authorities are responsible for nominating their two (2) DAP representatives from their pool of elected members (Councillors). When determined, a Local Authority provides the names of its nominated panel members to the Minister for appointment, following which the names of members appointed to each DAP will be published on the DAP website maintained by the Department of Planning.

A local authority is also required to nominate two (2) alternate members. The alternate members replace permanent local government DAP members when required (due to illness, leave or other cause). Alternate members can only sit in replacement of a permanent local member where they generally share the same knowledge and/or experience as the permanent member.

In the event a local authority fails to nominate two elected representatives within the specified time frame, the Minister has the power to appoint two alternative community representatives. The DAP Regulations require these persons to be local residents, with sufficient local knowledge and/or appropriate experience whereby in the opinion of the Minister, they can suitably represent the interests of their local community.

In all instances, nominated DAP and alternate members are required to undergo mandatory training before they can sit on a DAP. Training addresses the Western Australian planning and development framework, planning law, the operation of a DAP, the DAP Code of Conduct and the expected behaviour of DAP members.

DAP members will be paid by the Department of Planning where they successfully complete the required training. DAP members attending a DAP meeting will also be paid a sitting fee per meeting. Similarly, reimbursement of all travel expenses incurred when attending a DAP meeting is provided for by the DAP Regulations. Current fees and reimbursements are available on the Department of Planning's website.

All DAP members are appointed for a term of two (2) years.

DAPs meet on an irregular basis as applications that fall within the criteria are received. The City of Cockburn forms part of a Joint Development Assessment Panel (JDAP) for the South West Metropolitan Area. Other local authorities comprising this JDAP include the Cities of Fremantle, Kwinana and Rockingham, and the Town of East Fremantle.

The two appointed local government members are required to attend a JDAP meeting when an application for development within their local authority is to be determined. If they are unable to attend notice is to be given to the DAP secretariat and an alternate member is contacted. Meetings may be held at any of the member Councils offices or Department of Planning in Perth at the direction of the DAPS secretariat. These meetings are between 15 minutes – 60 minutes. Members only need to attend for the City of Cockburn items, not for other local government authority items.

In 2015 to date, there have been 10 JDAP meetings for which the City of Cockburn has submitted items. In 2014 there were 16 meetings which the City of Cockburn submitted items. Most of these meetings were held at the City of Cockburn; although some were held at the Department of Planning in Perth and a couple of meetings were held in the City of Fremantle and the City of Kwinana.

In accordance with the DAP Regulations, local authorities are required to submit the names of their nominated DAP members and alternate members (should they not be re-elected) to the Minister. Local government authorities need to submit their member names and details by Friday 30 October 2015.

Strategic Plan/Policy Implications

Leading & Listening

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

A Prosperous City

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

Budget/Financial Implications

There are no budgetary or financial implications arising from the nomination and appointment of Councillors to the JDAP. Sitting fees are as follows:

Form 1 application \$400

Form 2 application \$50

Form 1 and a Form 2 for the 1 meeting, the members will be paid \$400 only. Members must attend the meeting to be paid.

This information is available on the Department of planning, Development Assessment Panel website for members to view.

Legal Implications

Planning and Development Act 2005 (as amended).
Approvals and Related Reforms (No. 4) (Planning) Act 2010.
Planning and Development (Development Assessment Panels) Regulations 2011.

Community Consultation

N/A

Attachment(s)

1. Letter from JDAP outlining nomination details.
2. JDAP Nomination Form

Advice to Proponent(s)/Submitters

N/A

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

Nil.

15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

15.1 (OCM 12/11/2015) - LIST OF CREDITORS PAID - SEPTEMBER 2015 (076/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the List of Creditors Paid for September 2015, as attached to the Agenda.

COUNCIL DECISION

Background

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

Submission

N/A

Report

The list of accounts for September 2015 is attached to the Agenda for consideration. The list contains details of payments made by the City in relation to goods and services received by the City.

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

- Effective and constructive dialogue with all City stakeholders.
- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

List of Creditors Paid – September 2015.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.2 (OCM 12/11/2015) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - SEPTEMBER 2015 (071/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the Statement of Financial Activity and associated reports for September 2015, as attached to the Agenda.

COUNCIL DECISION

Background

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

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

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

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

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

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

- (5) *Each financial year, a local government is to adopt a percentage or value, calculated in accordance with the*

AAS, to be used in statements of financial activity for reporting material variances.

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variance details within monthly reporting. Council has adopted a materiality threshold of \$200,000 for the 2015/16 financial year.

Whilst this level of variance reporting helps inform the formal mid-year budget review and informal monthly budget reviews, detailed analysis of all budget variances is ongoing and put to Council for amendment where required.

Submission

N/A

Report

Opening Funds

Due to the completion of end of financial year (EOFY) processing and audit, the actual opening funds of \$13.7M in the September financial report are finalised and compare closely to the adopted budget of \$13.5M. These include the required municipal funding for carried forward works and projects of \$9.7M versus the original \$10.5M estimated in the adopted budget.

There is a separate agenda item to the November Council meeting addressing the budget requirements for the variance in closing municipal funds from last year and the adoption of the associated list of carried forward projects.

Closing Funds

The budgeted closing funds fluctuate throughout the year, due to the ongoing impact of Council decisions and budget recognition of additional revenue and costs. Details on the composition of the budgeted closing funds are outlined in Note 3 to the financial summaries attached to this report.

The City's YTD closing funds of \$89.3M are \$1.2M lower than the YTD budget target. This result comprises net cash flow variances across the operating and capital programs as detailed throughout this report.

The budgeted full year closing funds remain at \$0.29M, versus the \$0.36M originally adopted and subsequently reduced at the September OCM through some minor budget amendments.

Operating Revenue

Consolidated operating revenue of \$99.2M was slightly behind the YTD budget target of \$99.6M.

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

Nature or Type Classification	Actual Revenue \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Rates	(86.1)	(86.5)	(0.4)	(89.0)
Specified Area Rates	(0.3)	(0.3)	0.1	(0.3)
Fees & Charges	(7.8)	(8.5)	(0.7)	(25.1)
Service Charges	(1.0)	(1.0)	0.0	(1.0)
Operating Grants & Subsidies	(2.0)	(1.8)	0.2	(7.3)
Contributions, Donations, Reimbursements	(0.1)	(0.2)	(0.1)	(0.6)
Interest Earnings	(1.7)	(1.3)	0.4	(5.4)
Other Revenue	(0.0)	(0.0)	0.0	(0.0)
Total	(99.2)	(99.6)	(0.4)	(128.8)

The significant variances within this result were:

- Within fees and charges, commercial landfill fees were \$0.9M behind the YTD budget.
- Rates revenue was \$0.4M behind budget due to a delay in processing interim rates whilst systems and resources were impacted by the rates concession issue.
- Interest earnings were \$0.4M ahead of budget due to a strong cash position and locked in higher rates.
- Operating grants in the Human Services area were \$0.2M ahead of the cash flow budget.

Further details of budget variances are disclosed in the Agenda attachment.

Operating Expenditure

Operating expenditure of \$27.9M (including asset depreciation) was under the YTD budget by \$1.9M.

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

Nature or Type Classification	Actual Expenses \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Employee Costs - Direct	10.2	10.7	0.5	46.5
Employee Costs - Indirect	0.2	0.2	(0.0)	1.1
Materials and Contracts	7.5	9.0	1.5	36.8
Utilities	1.0	1.2	0.2	4.6
Interest Expenses	0.0	0.0	(0.0)	0.1
Insurances	1.2	1.2	0.0	2.1
Other Expenses	1.8	1.6	(0.2)	8.9
Depreciation (non-cash)	6.6	6.9	0.4	27.7
Internal Recharging-CAPEX	(0.5)	(1.0)	(0.5)	(3.0)
Total	27.9	29.9	1.9	124.8

The internal recharging credits reflect the amount of internal costs capitalised against the City's assets.

These results comprised the following significant items:

- Material and Contracts were \$1.5M under YTD budget mainly due to underspending in parks and bushland maintenance (\$0.5M), RRRC entry fees for waste collection (\$0.2M) and family day care/in-home caregiver payments (\$0.2M).
- Salaries and direct employee on-costs were \$0.5M under YTD budget across the board without a material variance (i.e. greater than \$0.2M) in any one business area.
- Depreciation on assets was \$0.4M under the YTD budget mainly due to lower depreciation for road assets following the EOFY revaluation.
- Internal recharging of expenditure to capital works had a \$0.5M shortfall.

A more detailed explanation of the variances within each business unit is included in the attached financial report.

Capital Expenditure

The City's total capital spend at the end of September was \$8.3M, representing an under spend of \$10.8M against the YTD budget of \$19.1M.

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

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	FY Revised Budget \$M	Commit Orders \$M
Roads Infrastructure	0.9	3.7	2.7	13.5	2.5
Drainage	0.1	0.2	0.1	1.6	0.1
Footpaths	0.1	0.0	-0.1	1.1	0.1
Parks Hard Infrastructure	0.6	1.0	0.4	7.3	1.0
Parks Soft Infrastructure	0.1	0.3	0.2	1.2	0.0
Landfill Infrastructure	0.1	0.2	0.1	0.6	0.1
Freehold Land	0.0	1.0	0.9	3.6	0.0
Buildings	5.0	10.2	5.2	66.3	75.7
Furniture & Equipment	0.0	0.0	0.0	0.0	0.0
Computers	0.1	0.4	0.3	1.0	0.1
Plant & Machinery	1.2	2.2	1.0	6.2	0.1
Total	8.3	19.1	10.8	102.4	79.7

These results comprised the following significant items:

- The CCW RAEPEC (\$2.5M), works depot upgrade (\$1.9M) and Coleville Crescent carpark works (\$0.3M) were collectively responsible for \$4.7M of the net \$5.2M underspend against the YTD budget for Buildings.
- The roads construction program was \$2.7M underspent against the full year budget, mainly due to Beeliar Drive [Spearwood – Stock] under by \$1.6M; Berrigan Drive [Kwinana Freeway to Jandakot Rd] under by \$0.7M; and North Lake Road [Hammond to Kentucky] under by \$0.3M.
- The plant replacement program was \$1.0M behind the YTD budget as several high value heavy fleet items are yet to be purchased.
- The land development program was collectively \$0.9M behind YTD budget having not incurred any significant expenditure to date.

Further details on these variances are disclosed in the attached CW Variance analysis report.

Capital Funding

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

Significant variances for the month included:

- Transfers from financial reserves were \$11.1M behind the YTD budget due to the capital budget under spends, whilst transfers to reserves were \$3.5M behind budget mainly due to delayed land sales.
- Revenue received under the Development Contribution Plans was \$1.0M over the YTD budget, with \$0.6M relating to the community infrastructure plan.
- Development partner contributions for the CCW RPAEC project were \$1.6M behind the YTD budget, correlating to the project's lower expenditure to date and awaiting ministerial 'in principle' support to complete legal processes for agreements.
- Government funding for the CCW RPAEC project was \$0.9M less than the cash flow budget, offset somewhat by Main Roads funding for Spearwood Ave (Rockingham to Hamilton) at \$0.3M ahead of budget.
- Proceeds from the sale of land were collectively \$4.6M behind the YTD budget with \$4.1M attributable to delayed land sales (to be reviewed) and \$0.5M to the plant replacement program.

Cash & Investments

The closing cash and financial investment holding at month's end totalled \$173.9M, down from \$179.4M the previous month. \$106.2M of this balance represented the amount held for the City's cash backed financial reserves. Another \$6.7M represented restricted funds held to cover deposit and bond liabilities. The remaining \$61.0M represented the cash and financial investment component of the City's working capital, available to fund current operations, capital projects, financial liabilities and other financial commitments (e.g. end of year reconciling transfers to financial reserves).

The City's investment portfolio made a weighted annualised return of 3.04% for September, down from 3.16% the previous month and 3.29% the month before. Whilst this result compares favourably against the UBS Bank Bill Index and the various short term BBSW indices, it continues to trend downwards. This is due to the interest rates being offered on new investments being lower than those that applied to maturing investments. The cash rate currently sits at 2.00% with financial markets pricing in a possible cut to the cash rate later this calendar year or early next year. If this eventuates, the City's interest revenue budget of \$5.4M for the 2015/16 financial year could be challenged.

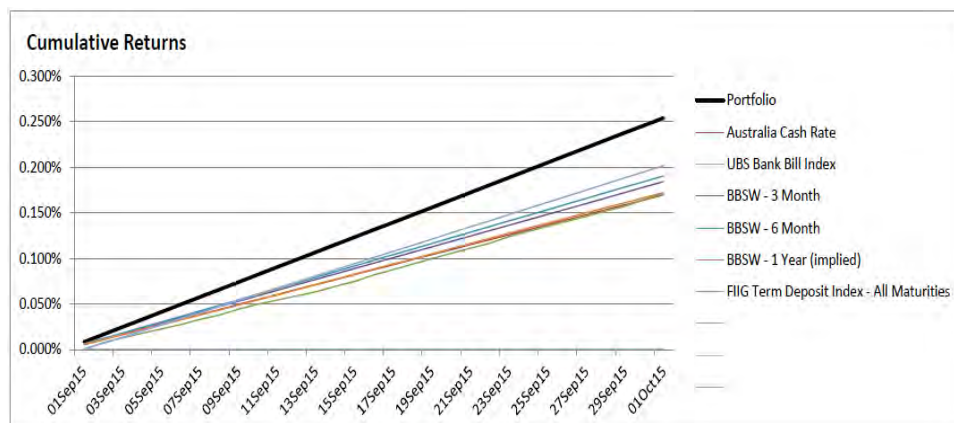


Figure 1: COC Portfolio Returns vs. Benchmarks

Nearly all investments are held in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian banks. These are invested for terms ranging from three to twelve months. All investments comply with the Council's Investment Policy other than those made under previous statutory requirements and grandfathered by the new provisions.

The investments fall within the following Standard and Poors short term risk rating categories:

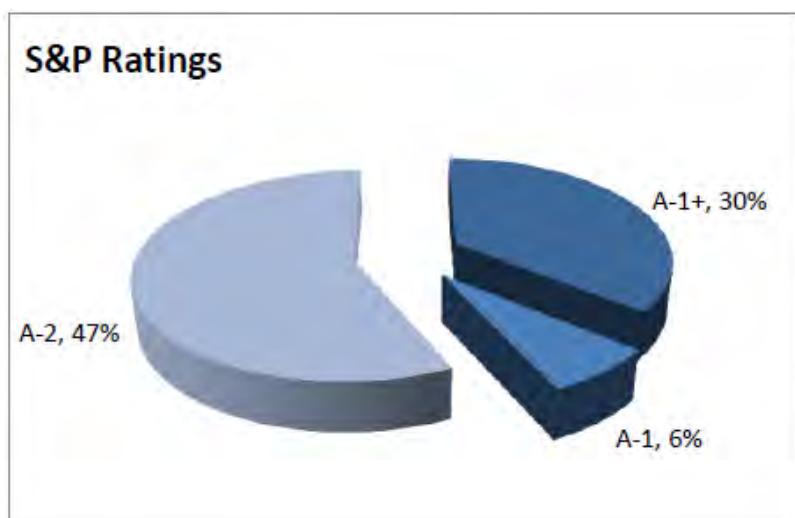


Figure 2: Council Investment Ratings Mix

The current investment strategy seeks to secure the best possible rate on offer over the longer duration terms allowed under legislation and policy (6 to 12 months for term deposits), subject to cash flow planning requirements. The City's investment portfolio currently has an average duration of 147 days (up from 141 days last month) with the maturity profile graphically depicted below:

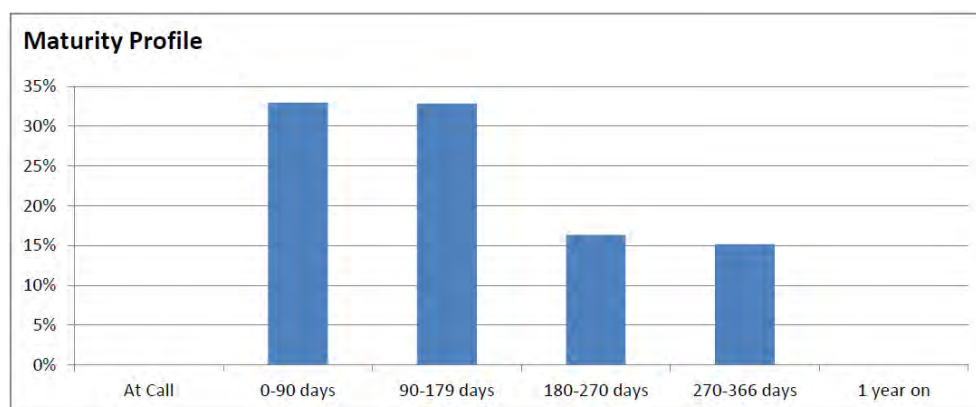


Figure 3: Council Investment Maturity Profile

Description of Graphs and Charts

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

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

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

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

Strategic Plan/Policy Implications

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.
- Manage our financial and infrastructure assets to provide a sustainable future.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Statement of Financial Activity and associated reports – September 2015.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.3 (OCM 12/11/2015) - CARRIED FORWARD WORKS AND PROJECTS - 2014/15 TO 2015/16 & CLOSING MUNICIPAL FUNDS (071/002) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council

- (1) amend the 2015/16 Municipal Budget by adding the Carried Forward Works and Projects as set out in the schedule attached to the Agenda and summarised in the following table:

Capital Expenditure	\$19,165,746
Operating Expenditure	\$239,995
Transfers to Reserves (from land sales)	\$14,922,727
Total Expenditure /TF to Reserves	\$34,329,468
Funded By:	
Capital Income – Sale of Assets	(\$15,262,227)
Grants & Contributions	(\$2,088,560)
Transfers from Reserves	(\$7,321,610)
Municipal Funding (held in C/FWD Projects Reserve)	(\$9,657,071)
Total Funding/TF from Reserves	\$34,329,468

- (2) amend the 2015/16 Municipal Budget by adjusting the 2014/15

closing Municipal Funds b/fwd and allocating these as follows:

Closing funds as per June 2015 Statement of Financial Activity (budget surplus)	\$13,676,287
LESS Closing funds b/fwd into 2015/16 adopted budget	(\$13,500,000)
TF additional funds to Roads & Drainage Infrastructure Reserve	\$176,287

- (3) amend the 2015/16 budget by reducing the Municipal Funds transferred to the C/FWD Projects Reserve required to fund the carried forward works and projects attached to the Agenda and allocating these as follows:

Funding held in C/FWD Projects Reserve	\$10,500,000
LESS Municipal funding required for Carried Forward Works and Projects	(\$9,657,071)
TF additional funds to Roads & Drainage Infrastructure Reserve	\$842,929

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

When Council adopted its Budget for the 2015/16 financial year (FY) at the June meeting, detailed carried forward works and projects were not included as these were uncertain at that time. However, an estimated closing municipal position for 2014/15 of \$13.5M was included in the opening funds for the 2015/16 adopted budget, with \$10.5M of this then transferred into the newly created C/FWD Projects Reserve. This reserve was established for the purpose of funding the municipal component of carried forward works and projects each year.

Post 30 June 2015 end of financial year processing and audit has now been finalised, allowing for the closing municipal position and value of carried forward works and projects to be determined and any required budget adjustments.

Submission

N/A

Report

The interim Statement of Financial Activity presented to the August Council meeting reported closing municipal funds of \$16,321,500. With the completion of end of financial year processing, the closing funds have been reduced to \$13,676,287 (a net decrease of \$2,645,213). An updated and final statement of financial activity as at 30 June 2015 is attached to the Agenda. In the 2015/16 adopted budget, the City forecast an opening municipal position of \$13,500,000, being \$176,287 less than the final actual position. Therefore this excess amount is available for other budgetary purposes.

The \$13,500,000 budgeted opening funds included an estimated \$10,500,000 municipal funding requirement for carried forward projects. This amount was budgeted to the new Carried Forward Projects Reserve to allow for the future funding of carried forwards (once finalised). The remaining \$3,000,000 was budgeted to the Roads and Drainage Infrastructure Reserve in accordance with Council's budget management policy.

A schedule of the carried forwards projects is attached to the Agenda, showing a net municipal funding requirement of \$9,657,071. Given this is less than the \$10,500,000 within the Carried Forward Projects Reserve, \$842,929 is also available for other budgetary purposes.

The carried forward works and projects include capital and operating expenditure totalling \$19,406,741. These are funded from a mix of financial reserves and grants and contributions, in addition to the municipal funding previously mentioned.

There are 122 projects carried forward this year compared to 169 last year. 35 of these projects are for more than \$0.1M each and total \$17.0M or 87% of the total carried forward expenditure. There are four projects with over \$1M carried forward as follows:

CW5261 - Bibra Lake MP Adventure Playground	2,931,847
CW3544 - North Lake Road (Hammond to Kentucky)	1,077,700
CW2475 - Beeliar Drive (Spearwood - Stock)	3,265,806
CW2989 - Berrigan Dr – [Kwinana Fwy to Jandakot] Construct 2nd cwy	1,553,064
Total	\$8,828,417

Also carried forward are outstanding land sales totalling \$14.9M, which once realised, will be transferred into the Land Development and

Investment Fund Reserve as per Council's Land Development Strategy. The main outstanding sale is Lot 9003 Beeliar Drive, Beeliar at an estimated \$9.6M.

It is recommended the excess funds of \$176,287 and \$842,929 identified earlier be allocated to the Roads and Drainage Infrastructure Reserve in accordance with Council Policy SC34 'Budget Management'. This requires surplus closing municipal funds identified at the end of each financial year are to be transferred to financial reserves or other financial contingencies with the objective of attaining the target values set for them.

Strategic Plan/Policy Implications

Leading & Listening

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

Budget/Financial Implications

The 2015/16 Budget will be amended to show \$13,676,287 of opening funds brought forward from the 2014/15 FY (an increase of \$176,287) and to include carried forward works and projects with expenditure totalling \$19,406,741, land sales income of \$14,922,727 and a municipal funding requirement of \$9,657,071 (a reduction of \$842,929).

An additional \$1,019,216 will be transferred into the Roads and Drainage Infrastructure Reserve in accordance with Council's budget management policy SC34.

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

1. Schedule of Carried Forward Works & Projects - 2014/15 to 2015/16.
2. Statement of Financial Activity – June 2015 (Final).

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

16. ENGINEERING AND WORKS DIVISION ISSUES

16.1 (OCM 12/11/2015) - STATE OF SUSTAINABILITY REPORT 2014-15 (064/009) (J HARRISON) (ATTACH)

RECOMMENDATION

That Council adopt the State of Sustainability Report 2014-15.

COUNCIL DECISION

Background

For the past five years the City has tracked its progress towards sustainability in an annual 'State of Sustainability' report.

This reporting tool enables the City to publicly report against four key areas: Governance, Economy, Environment and Society.

The State of Sustainability report is aligned to the City's Strategic Community Plan, Sustainability Policy and Sustainability Strategy.

Submission

N/A

Report

In the 2014–15 financial year, the City had 97 indicators for sustainability across the organisation.

The State of Sustainability report uses the traffic light symbols to provide a visual snapshot of progress towards achieving a particular KPI.

Green indicates that the City is on track in achieving its stated KPI; Amber indicates that while the City is making progress, more work is needed; and Red indicates that the City is yet to make progress in achieving a particular KPI.

In this report we see significant improvement in the number of KPI's achieved during 2014-15, particularly in the areas of governance and economy.

The City's environmental and community programs have continued to deliver great outcomes for our society and the natural environment.

A summary of the KPIs under the four key areas and main achievements are provided below.

Governance

The City identified 26 KPIs to measure its progress towards achieving Governance Excellence. 73% of governance KPIs was achieved in 2014-15 (as compared to 58% in 2013-14).

Governance highlights include:

- A significant increase in the percent of sustainability clauses included in all Expression of Interest (EOI) and Request for Tenders (RFT) from 32% in 2013-14 to 97% in 2014-15.
- Continued enhancement of the City's suburbs with the finalisation of the Coolbellup Revitalisation Strategy.
- Increased opportunities for cycling with the implementation of the City's Bike Plan and the inclusion of end of trip facility provisions into the Local Planning Policy for Industrial Developments.

Environment

The City identified 25 KPIs to measure progress toward achieving best practice in Environmental Management. 48% of the environmental KPIs were achieved in 2014-15 (as compared to 59% in 2013-14).

Environment highlights include:

- Rehabilitation of 5.95 hectares of degraded bushland in 2014/15.
- Delivery of over 50 environmental and sustainability events, including the sustainable living series, sustainability grants, plus various rebates and subsidy programs.
- Partnership between UWA and Solar Dwellings to develop six sustainable home building designs.

- Continued investment in renewable energy with the installation of two Electric Vehicle charging stations, approval for geothermal at the new aquatic centre and a tender for additional Solar PV.

Society

The City identified 27 KPIs to measure progress towards achieving a more socially equitable, diverse and inclusive community. 74% of the society's KPIs were achieved in 2014-15 (as compared to 79% in 2013-14).

Society highlights include:

- The City won an Institute of Public Administration Australia (WA) Achievement Award for the Your Move program. The City also won the Heart Foundation State Local Government Award and was a finalist in the Premiers Award for its Healthy Lifestyle Programs.
- The Cockburn Integrated Health and Community Facility was completed and a construction tender awarded for the Cockburn Aquatic and Recreation Facility. Both facilities will provide residents with health and community facilities in a central location.
- Community relationships and linkages were strengthened with the 'Save Cockburn' and 'Say No to Roe' campaigns.

Economy

The City identified 19 key performance indicators (KPIs) to measure progress towards achieving best practice financial management. 48% of the economy KPIs was achieved in 2014-15 (as compared to 32% in 2013-14).

Economy highlights include:

- Finalised the Economic Development Directions Strategy.
- Partnership secured with Curtin University as part of the new Cockburn Integrated Health Centre and the new recreation facility.
- Significant progress achieved with the finalization of plans for the Aubin Grove train station.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

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

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.

Leading & Listening

- A responsive, accountable and sustainable organisation.

Environment & Sustainability

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

State of Sustainability Report 2013/14

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

16.2 (OCM 12/11/2015) - TENDER NO. (P900029) RFT09/2015 – CLEANING SERVICES (COMMERCIAL) - PUBLIC, COMMUNITY & ADMINISTRATION FACILITIES (3 YEAR CONTRACT) (RFT09/2015) (D VICKERY) (ATTACH)

RECOMMENDATION

That Council

- (1) accepts the Tender submission for Tender No. RFT09/2015 – Cleaning Services (Commercial) - Public, Community & Administration Facilities for the Group A – Public Toilet Facilities from Quad Services Pty Ltd for the estimated Total Contract Value (based on the Schedule of Rates) of \$592,514.21 (Inc

GST) (\$538,649.28 Ex GST) for the services over the three (3) year contract period and the additional Schedule of Rates for any occasionally required ad-hoc cleans and for determining variations;

- (2) accepts the Tender submission for Tender No. RFT09/2015 – Cleaning Services (Commercial) - Public, Community & Administration Facilities for the Group B – Community and Administration Facilities from Cleandustrial Services Pty Ltd for the estimated Total Contract value (based on the Schedule of Rates) of \$2,001,027.60 (Inc GST) (\$1,819,116.00 Ex GST) for the services over the three (3) year contract period and the additional Schedule of Rates for occasionally required ad-hoc cleans and for determining variations;
- (3) endorses the two cleaning contractors Quad Services Pty Ltd and Cleandustrial Services Pty Ltd being appointed as a panel of two Contractors whereby if the standard of cleaning falls below standard for a particular building or facility (or group of same) the City may after appropriate notice offer that cleaning service to the other Contractor, in accordance with Clauses 9.28, 9.6, 9.41 and 9.44 of the Special Conditions of Contract; and
- (4) endorses that the selection process for new building and facilities (e.g. RPAEC) will be in accordance clause 1.8 of the Tender document, whereby the City may select any contractor based on the management strategy required for the site, and the Panel contractors may or may not be offered the opportunity to clean these sites.

COUNCIL DECISION

Background

The current regular and periodic cleaning of the City's public toilet facilities and community and administration facilities is currently being undertaken by a Contractor (Spotless) under Contract to the City. That contract is reaching the end of its term including available extensions, expiring on the 29 November 2015, and to ensure continuing services the City has had a need to advertise, assess and recommend the

appointment of a suitable contractor or contractors to carry out the building and facility cleaning task for the next three (3) year period with possible extensions.

To test the market on best value propositions from potential tenderers, and to provide some flexibility in the subsequent award of the contract, the tender was structured to seek prices on two separate groupings, one being for the public toilet facilities (Group A) and the other being for the City's community and administration buildings/facilities (Group B). This was done so that the contract could be awarded to one contractor covering both, or to two different contractors each covering a different group of buildings/facilities, dependant on which offered the best value for money proposition for the City as determined from the tender assessment process.

The cleaning of barbeques was not incorporated into this tender, that service (which is also currently being undertaken through Spotless) is being procured separately, again to obtain the best value service provider for the City.

Tender Number (P900029) RFT09/2015 – Cleaning Services (Commercial) – Public, Community and Administration Facilities – Three (3) year contract, was advertised on Wednesday 27 May 2015 in the Local Government Tenders section of “The West Australian” newspaper.

The RFT was also displayed on the City's E-Tendering website between Wednesday 27 May 2015 and Tuesday 30 June 2015

Submission

Tenders closed at 2:00pm (AWST) Tuesday 30 June 2015. Tender submissions were received from the following seventeen (17) companies:

Tenderer's Name:	Registered Business Name	Group Tendered For
Academy Services	Academy Services (NSW) Pty Ltd	A and B
Advanced National Services	Advanced National Services Pty Ltd	A and B
Charles Service Company	The CR & MP Grover Family Trust	A and B
Cleandustrial Services	Cleandustrial Cleaning Services	A and B
CMC Property Services	CMC Cleaning	A and B
DMC Cleaning	DMC Cleaning Corporation Pty Ltd	A and B
Du Clene	Du Clene Pty Ltd	A and B
Glad Group	Glad Commercial Cleaning	B

Iconic Property Services	Iconic Property Services	A and B
Menzies International	Menzies International (Aust) Pty Ltd	B
Multiclean WA	Multiclean WA Pty Ltd	A and B
OCE Corporate	OCE Corporate	A and B
OCS Services	OCS Services Pty Ltd	A and B
Quad Services	Q Maintenance Services	A and B
Spotless Services	Clean Domain	A and B
TJS Services	TJS Services (WA) Pty Ltd	B
Triumphant Property Services	Triumphant Property Services	B

Report

A. Compliance Criteria

Criteria Ref.	Description
A	Attendance at the Mandatory Tender Briefing / Site Inspection
B	Compliance with the Conditions of Tendering (Part 1) of this Request.
C	Compliance with the Specifications (Part 2, 3 & 4) contained in the Request.
D	Compliance with Insurance Requirements and completion of Clause 5.2.5
E	Compliance with Qualitative Criteria requirements and completion of Section 5.3.2 (Separate Document).
F	Compliance with Fixed Price and completion of Clause 5.4.2
G	Compliance with and completion of the Price Schedule (Separate Document) in the format provided in Part 6. (Refer to Clause 1.11.2)
H	Compliance with OSH Requirements & completion of Appendix A.
I	Compliance with ACCC Requirements and completion of Appendix B.
J	Acknowledgement of any Addenda / Clarification issued.

B. Compliant Tenders

All seventeen (17) tender submissions were subject to a Compliance check by Procurement Services and following the seeking of additional information/clarification from several of the tenderers all were assessed as being compliant.

C. Evaluation Criteria

Tenderers were assessed against the following criteria:

Evaluation Criteria	Weighing Percentage
(A) Indicative Hrs Allocated per Annum	5%
(B) Demonstrated Cleaning Services Experience	25%
(C) Sustainably Managed Cleaning Services	10%
(D) Evidence of Company Stability	20%
(E) Tendered Price	40%
Total Weightings	100%

D. Tender Intent / Requirements

The City of Cockburn (The Principal) requires suitably qualified and experienced Commercial Cleaning Contractors for the cleaning of its public buildings and facilities at locations throughout the City of Cockburn.

Regular cleaning services are to be in accordance with daily and weekly schedules, as well as monthly, quarterly, post function and ad hoc cleaning services as required.

The proposed contract is for a period of three (3) years with Principal instigated options to extend by one (1) year and a further twelve (12) months thereafter to a maximum period of five (5) years.

The buildings to be cleaned as tendered consist of:

1. Recreation Centres
2. Community Centres and Halls
3. Public Libraries – Spearwood, Coolbellup and Success
4. City of Cockburn Council and Administration Offices
5. Cockburn Seniors Centre; and
6. Public Toilet Facilities and Change Rooms

The tender (and proposed Contract) divided the buildings and facilities into the following two (2) groups:

- Group A – Public Toilet Facilities
- Group B – Community & Administration Facilities (Community Centres, Administration Offices and Libraries)

Tenderers were invited to submit tenders for both Groups A and B, Group A only or Group B only.

The tender (and proposed Contract) provides that various buildings and facilities may be removed or added to the schedule of cleaning services as circumstances associated with those buildings and facilities change,

with variation of costs being determined based on agreed rates. This provision in the Contract does not mean that the cleaning of new Recreation and Aquatic Facility at Cockburn Central will necessarily be offered to either Contractor.

Tenderers were required in their submissions to address the qualitative criteria (common to both Groups A and B) and to submit their tendered rates for the cleaning of each of the listed buildings or facilities in the respective cleaning schedules for either Group A, Group B or both Groups A and B. Tenderers also submitted their rates for ad hoc cleans that may be requested of them over and above the standard cleaning schedules. The tendered amounts were aggregated to determine for Group A and/or Group B respectively each tender's estimated lump sum value(s).

E. Evaluation Panel

The tender submissions were evaluated by the following City of Cockburn Officers.

Name	Position & Organisation
Mr Doug Vickery	Manager Infrastructure Services (Chairman) (SBMG Representative)
Mr Glen Williamson	Building & Facilities Project Coordinator
Mr Paul De Bruin	Youth Centre Coordinator
Ms Biljana Gaspar	Human Resources Coordinator
Mr Phil Oorjitham	Environmental Health Coordinator

F. Scoring Tables

The below tables represents the scoring of the tender submissions for Group A (Public Toilet Facilities) and Group B (Community & Administration Facilities) tenders respectively.

All seventeen (17) tender submissions were evaluated initially on qualitative criteria only and shortlisted to the top four (4) submissions prior to inclusion of cost evaluation.

Group A (Public Toilet Facilities) and Group B (Community and Administration Facilities) – Qualitative Criteria only:

Tenderer's Name	Percentage Score Qualitative Criteria Evaluation 60%
Cleandustrial Services	40.07

Quad Services	40.00
Spotless Services	37.86
Glad Group	37.70
Charles Service Company	36.89
TJS Services	36.15
OCS Services	35.46
CMC Property Services	35.33
Multiclean WA	34.97
Academy Services	34.90
OCE Corporate	34.88
Menzies International	34.22
Advanced National Services	32.84
Triumphant Property Services	27.89
Iconic Property Services	27.29
DMC Cleaning	26.29
Du Clene	24.30

Group A (Public Toilet Facilities) only – Qualitative Criteria and Cost Criteria Evaluation:

Tenderer's Name	Percentage Scores		
	Qualitative Criteria Evaluation	Cost Evaluation	Total
	60%	40%	100%
*Quad Services	40.00	40.00	80.00
Cleandustrial Services	40.07	31.89	71.96
Spotless Services	37.86	22.82	60.68

***Recommended Tenderer.**

Note: Glad Group did not submit prices for Group A.

Group B (Community and Administration Facilities) only – Qualitative Criteria and Cost Criteria Evaluation:

Tenderer's Name	Percentage Scores		
	Qualitative Criteria Evaluation	Cost Evaluation	Total
	60%	40%	100%
*Cleandustrial Services	40.07	39.04	79.11

Spotless Services	37.86	40.00	77.86
Quad Services	40.00	33.45	73.45
Glad Group	37.70	32.41	70.11

*Recommended Tenderer.

Group A (Public Toilet Facilities) and Group B (Community and Administration Facilities) – Qualitative Criteria and Cost Criteria Evaluation:

Tenderer's Name	Percentage Scores		
	Qualitative Criteria Evaluation	Cost Evaluation	Total
	60%	40%	100%
Cleandustrial Services	40.07	40.00	80.07
Quad Services	40.00	38.33	78.33
Spotless Services	37.86	37.61	75.47

Note: Glad Group did not submit prices for Group A.

Evaluation Criteria Assessment

Due to the very large number of tenders the Evaluation Panel did a first round of scoring against the Qualitative (non-price) Criteria so as to arrive at a short list of highest Qualitative Criteria scoring tenderers.

Tenderers were assessed on the Qualitative Criteria irrespective of whether prices had been submitted for Group A, and B or both, and was done in the absence of the tendered prices (two-envelope system).

The four (4) tenderers that scored highest in Qualitative Criteria (in no particular order) were:

- Cleandustrial Services
- Glad Group
- Quad Services; and
- Spotless Services

All tenders other than the four shortlisted were not considered further in the assessment process from this point.

Coupled with the review of the tenders, a reference check was also undertaken on the two shortlisted tenderers that scored highest in the combined Qualitative and Price scores. This information from the Tenderer's nominated project's Client representative referees was used to confirm rankings were well placed.

The Evaluation Panels assessment of the four shortlisted tenderer's in respect to the Qualitative Criteria as follows:

Allocated Hours

Tenderers were required to detail their indicative number of cleaning hours per week for each of the listed facilities in Group A and/or Group B. Whilst not to be contractually bound, the provision of these figures enabled the Evaluation Panel to assess to some extent whether the tenderer fully appreciated the work task involved for the facilities listed. Three of the four shortlisted tenderers submitted indicative hours for the Group A cleaning, being Cleandustrial, Quad Services and Spotless Services (i.e. Glad did not tender for the Group A services).

All four of the shortlisted tenderers, being Cleandustrial, Quad Services, Spotless Services and Glad, submitted indicative hours for the Group B cleaning.

Overall all of the four shortlisted tenderers submitted indicative hours of work for the cleaning of the buildings and facilities listed in the schedules that were within bounds of reasonableness for the work required. Specifically, for the Group A cleaning, Quad and Cleandustrial were comparable in the indicative number of cleaning hours nominated, whilst Spotless allocated a greater number of hours. For the Group B cleaning, Cleandustrial and Spotless allocated the lesser number of indicative hours, Glad Group somewhat more and Quad Services the greatest number.

Relevant Experience

Cleandustrial have undertaken comparable and relevant cleaning services for the City of Cockburn in the recent past and also the Cities of Rockingham and Armadale and the Town of Nedlands, along with the Perth Zoo. This has included the cleaning of various administration, community, leisure and ablution facilities, all very relevant.

Glad Commercial Cleaning have relevant experience undertaking cleaning services for the City of Swan's administration buildings, the City of Melville's administration and community facilities and the City of Perth's administration buildings and walkways. Additionally they undertake the cleaning of the Public Transport Authority (PTA's) and Main Roads WA (MRWA's) Perth office buildings. Referees were provided. The company's building's cleaning experience was relevant but not comprehensively so.

Quad Services main local government related experience is Eastern States focussed however in Western Australia they undertake the cleaning services for the WA Law Courts, the Thornlie Shopping Centre, a number of Church Community facilities and various other also considered broadly relevant.

Spotless have the current City of Cockburn cleaning contract, so are well experienced in that respect, and additionally carry out the cleaning services at the various PTA metropolitan train stations, the Virgin airport facility and the University of WA.

Sustainably Managed Cleaning Services

Cleandustrial cited their policy and green stamp accreditation and demonstrated that they can accommodate the City's requirements and standards for sustainably delivered cleaning services.

Glad Commercial Cleaning showed that they have an integrated Environment Policy and practices and focus in their business, indicatively meeting the City's requirements.

Quad Services are ISO14001 accredited plus showed that they have comprehensive sustainability focussed policies and practices with very good alignment to the City's requirements.

Spotless listed their environmentally safe products and practices and proposed increased emphasis in this area should they be awarded the contract.

Company Stability

Cleandustrial have had long history in the business, including servicing Local Government contracts in the Perth Metropolitan area. Their organisation structure is logical for this size company and their personnel details demonstrate a depth of experience in the industry and a well-supported operations team. They provided just a basic financial statement with a reference which was considered satisfactory. In regard to industry associations they are a member of the Property Council, the Melville-Cockburn Chamber of Commerce, the Master Cleaners Guild, are Green Stamp accredited and have received various awards.

Glad Commercial Cleaning as part of the Glad Group of companies are a long established and large organisation. They have not had a long or substantial presence in Western Australia however, including for local government related works. They provided their high level organisation structure down to their WA based Client Services Manager only, thus no detail in regard to Supervisors and alike. They presented as being strong financially and hold various industry memberships (mostly Eastern States) including with the Green Building Council and have an award received in 2010. It was noted that their offer included a request for amended contract terms.

Quad Services have a long history in the Eastern States including in providing services to Local Government, but indicatively only in WA since 2013. They presented as having stable ownership with a good structure and being client and quality service performance focussed, as well as good industry membership and award credentials.

Spotless have a national presence including for some years now in WA undertaking this nature of work. Their middle management resourcing, staff recruitment processes, ownership changes and systems driven approach were seen as weaknesses. A limited amount of financial information was provided and a number of awards and memberships cited.

Summation, Reference Check and Recommendation

When both Qualitative and Price Scores were taken into account to provide Total Scores, the highest scoring tenderers were:

For Group A (Public Toilet Facilities) - Quad Services (at 80%), followed by Cleandustrial (at 71.96%).

For Group B (Community and Administration Buildings), the highest scoring tenderer is Cleandustrial (79.11%), followed by Spotless (77.86%).

Two of Quad Services' nominated client referees were contacted and both spoke very positively of the company's standard of service provision, responsiveness and stakeholder liaison. No particular issues were identified that would indicate this company would not be suitable for the City's cleaning works.

One only of Cleandustrial's Local Government client referees was contacted (given the City has experience with Cleandustrial already), and the officer advised that after some teething issues the company has provided good service, good client – contractor liaison and good responsiveness to customer request responses and alike. They indicated that the quality varied between individual cleaning staff but that the company was quick to rectify the situation if standards were identified to have dropped.

Based on these results, the evaluation panel recommends that Council accept:

For Group A – Public Toilets, the tender from Quad Services Pty Ltd for the Schedule of Rates Contract value of across the three year contract term of (\$538,649.28 Ex GST).

For Group B – Community and Administration Facilities, the tender from Cleandustrial Services Pty Ltd for the Schedule of Rates Contract value across the three year contract term of (\$1,819,116.00 Ex GST)

Additionally, this contract offers the opportunity for the appointment of the two Contractors, Quad Services Pty Ltd and Cleandustrial Services Pty Ltd, to be in the form of a panel appointment, such that as new buildings and facilities are brought on line the City may opt to seek prices from one company or the other or both, and award the work to the company offering the best value for money service. Similarly if the standard of cleaning provided by one of the companies drops to unsatisfactory levels then, if after appropriate performance management and notice the standard does not improve, then the panel contract offers the opportunity to offer aspects of the works to the other contractor.

Strategic Plan/Policy Implications

Infrastructure

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

Budget/Financial Implications

Payment for cleaning services is drawn from Operational Works budget funding allocated annually, the funding need and allocation being determined from actual and anticipated costs for the financial year, adjusted if necessary at mid-year budget review.

The tenders received reflect the market rate for the services required to meet the City and our facility users required and expected Levels of Service.

For comparison purposes, for the public toilet facilities with proposed award value of \$538,649.28 ex GST plus CPI adjustments and occasional ad-hoc clean costs, the current (2015/16) budget for the cleaning services is \$175,115.00 per annum (ex GST), equivalent to \$525,345 over three years excluding CPI adjustments etc. The expenditure in 2014/15 specific to cleaning these facilities under the current contract was \$141,298.40 (ex GST).

Similarly for the Administration and Community Facilities with proposed award value of \$1,819,116.00 ex GST plus CPI adjustments and occasional ad-hoc clean costs, the current (2015/16) budget for the cleaning services is \$900,835.00 per annum (ex GST), equivalent to \$2,702,505 over 3 years excluding CPI adjustments etc. The expenditure in 2014/15 specific to cleaning these facilities under the current contract was \$649,002.50 (ex GST).

Note the annual budget funding needs to be over and above the contract base award cost to cover the unscheduled and ad-hoc

cleaning requests of various of these buildings and facilities not captured in the schedule of rates base cost, and to fund other cleaning (gutters, windows etc.) not covered in the main cleaning contract.

Legal Implications

Section 3.57 of the Local Government Act 1995 and Part 4 of the Local Government (Functions and General) Regulations 1996 refers

Community Consultation

N/A

Attachment(s)

The following confidential attachments are provided under separate cover.

1. Compliance Criteria Assessment
2. Qualitative Criteria Assessment
3. Consolidated Evaluation Score Sheet
4. Tendered Prices

Advice to Proponent(s)/ Submissioners

Those who lodged a tender submission have been advised that this matter is to be considered at the 12 November 2015 Council Meeting.

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

Nil.

16.3 (OCM 12/11/2015) - TENDER NO. (C100293) RFT15/2015 – CLEANING OF PUBLIC BARBEQUE SERVICES (RFT15/2015) (B ROSER) (ATTACH)

RECOMMENDATION

That Council accepts the Tender submission for Tender No. RFT15/2015 – Cleaning of Public Barbeque Services from Intework Incorporated for the estimated Total Contract Value (based on the Schedule of Rates) of \$119,655.36 (Inc GST) (\$108,777.60 Ex GST) for the services over the three (3) year contract period, with Principal instigated options to extend the period for one (1) subsequent year period and up to an additional twelve (12) months after that, to a maximum of five (5) years in accordance with the submitted Schedule of Rates and additional schedule of rates for determining variations and additional services.

COUNCIL DECISION

Background

The City of Cockburn (the City) currently has 67 permanently fixed public barbecues that require regular cleaning. This service was being completed by the City's cleaning contractor Spotless who sub-contracted to The BBQ Man.

A specification was developed, a tender document prepared and tenders publicly advertised for the provision of Barbeque Cleaning Services to 67 barbecues for a period of three (3) years with principal instigated options to extend the period for one (1) subsequent year and up to an additional twelve (12) months after that.

There is also an option of adding additional barbecues to this list as they become developer contributed to the City.

Tender Number RFT 15/2015 CLEANING OF PUBLIC BARBEQUE SERVICES was advertised on Wednesday 12 August 2015 in the Local Government Tenders section of "The West Australian" newspaper.

It was also displayed on the City's E-Tendering website between Wednesday 12 August 2015 and Thursday 27 August 2015.

No Elected member has requested this tender to be submitted to Council for acceptance.

Submission

Tenders closed at 2:00pm (AWST) Thursday 27 August 2015. Tender submissions were received from the following eleven (11) companies:

Tenderer's Name:	Registered Business Name
Academy Services	Academy Services (WA) Pty Ltd
Advanced National Services	Advanced National Services Pty Ltd
Alpha Corporate Property Services	Alpha Corporate Property Services Pty Ltd
Brightmark Cleaning Services	Brightmark Cleaning Services
Dunbar Services	Dunbar Services (WA) Pty Ltd
Dustmaster Cleaning Services	Dustmaster Cleaning Services
GJK Cleaning Services	GJK Cleaning Services Pty Ltd
Intework Inc	Intework Incorporated

Kleenit	Kleenit Pty Ltd
LD Total	LD Total
The BBQ Man	NR Bradshaw & SM Bradshaw

Report

A. Compliance Criteria

Criteria Ref.	Description
A	Compliance with the Conditions of Tendering (Part 1) of this Request.
B	Compliance with the Specification (Part 2) contained in the Request.
C	Completion and submission of Form of Tender Clause 3.1
D	Compliance with Insurance Requirements and completion of Clause 3.2.5
E	Compliance with Qualitative Criteria requirements and completion of Section 3.3.2 (Separate Document).
F	Compliance with Fixed Price and completion of Clause 3.4.2
G	Compliance with and completion of the Price Schedule (Separate Document) in the format provided in Part 4. (Refer to Clause 1.11.2)
H	Compliance with OSH Requirements & completion of Appendix A.
I	Compliance with ACCC Requirements and completion of Appendix B.
J	Acknowledgement of any Addenda / Clarification issued.

B. Compliant Tenders

All eleven (11) tender submissions were subject to a Compliance check by Procurement Services and following the seeking of additional information/clarification from several of the tenderers all were assessed as being compliant.

C. Evaluation Criteria

Tenderers were assessed against the following criteria:

Evaluation Criteria	Weighing Percentage
(E) Indicative Hrs Allocated per Annum	5%
(F) Demonstrated Cleaning Barbeque Services Experience	25%
(G) Sustainably Managed Cleaning Services	10%
(H) Evidence of Company Stability	20%
(I) Tendered Price	40%
Total Weightings	100%

D. Tender Intent / Requirements

The intent of this Tender is to select a suitably qualified and experienced contractor to supply barbeque cleaning services for a period of three (3) years with Principal instigated options to extend by one (1) year and a further twelve (12) months thereafter to a maximum period of five (5) years for all of the fixed public barbeques within the City.

E. Evaluation Panel

The tender submissions were evaluated by the following City of Cockburn Officers.

Name	Position & Organisation
Mr Ben Roser	Facilities & Plant Manager (Chairman)
Mr Cliff McKinley	Manager Human Resources (SBMG Representative)
Mr Glen Williamson	Building & Facilities Project Coordinator

F. Scoring Tables

Tenderer's Name	Cost Evaluation	Non-Cost Evaluation	Total
	40%	60%	100%
*Intework Inc.	35.73%	41.12%	76.84%
GJK Cleaning Services	35.41%	35.47%	70.88%
Alpha Corporate Property Services	40.00%	27.83%	67.83%
The BBQ Man	33.10%	32.12%	65.21%
Advanced National Services	27.64%	37.20%	64.84%
LD Total	28.39%	33.80%	62.19%
Brightmark Cleaning Services	35.08%	25.27%	60.34%
Academy Services	19.02%	39.10%	58.12%
Kleenit	16.41%	32.85%	49.26%
Dunbar Services	2.67%	37.47%	40.14%
Dustmaster Cleaning Services	8.85%	16.70%	25.55%

***Recommended Tenderer.**

Evaluation Criteria Assessment

Allocated Hours

The Evaluation Panel (the Panel) found that the chosen supplier, Intework Inc, was considered to provide a similar level of hours of work and was tied with Advanced National Services Pty Ltd, Academy Services (WA) Pty Ltd and Dunbar Services (WA) Pty Ltd.

Intework Inc supplied good information relating to the effective hours of work required to complete the cleaning and their ability to average out the required cleans against seasonality requirements including the average time it takes to travel between sites.

Relevant Experience

The Evaluation Panel (the Panel) found that Intework Inc was the top selection in terms of demonstrated experience.

Intework Inc provided good examples of similar works having been completed in the Perth metropolitan region and they demonstrated to the panel that they had the appropriate level of experience required to undertake the works as outlined in this tender.

Of the other submissions Academy Services (WA) Pty Ltd were rated second, then Advanced National Services Pty Ltd and The BBQ Man.

Sustainably Managed Cleaning Services

The Panel found Intework Inc had a good understanding of the meaning of sustainability as it applies to the provision of barbecue cleaning services and was rated top.

Of the other submissions GJK Cleaning Services Pty Ltd were rated second with Academy Services (WA) Pty Ltd tied with Dunbar Services (WA) Pty Ltd. All showed a good understanding of the concept of sustainability but were rated slightly lower than the chosen supplier.

Company Stability

The Panel found that whilst Intework Inc provided good information surrounding the length of company involvement in the provision of cleaning services within WA and to the nature of the required scope they did not score as highly as some of the other responses in relation to professional or business associations and any recognition/awards.

Overall, Intework Inc scored fourth, however, it was obvious to the panel that Intework Inc had undertaken similar tasks in the past and that they had acquired the necessary equipment and company stability to allow them to undertake barbecue cleaning activities for the City to the scope required.

Academy Services (WA) Pty Ltd, Dunbar Services (WA) Pty Ltd and LD Total each demonstrated to the Panel their company stability with Dustmaster Cleaning Services providing little to no information.

Summation, Reference Check and Recommendation

When both Qualitative and Price Scores were taken into account to provide Total Scores, the highest scoring tenderer was Intework Inc.

Two of Intework Inc. nominated client referees were contacted and spoke very positively of the company's standard of service provision, responsiveness and stakeholder liaison. No particular issues were identified that would indicate this company would not be suitable for the City's barbeque cleaning service.

Strategic Plan/Policy Implications

Infrastructure

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

Budget/Financial Implications

For the purposes of evaluating this RFT the Panel has based the cost evaluation on regularly cleaning each of the City's sixty seven (67) fixed public barbecues with an indicative amount of hours required to clean the barbecues that may vary due to seasonal and operational factors.

In 2014/15 Facilities and Plant Services expended \$110,966.20 on provision of barbecue cleaning for the barbecues listed in the tender. The City has allocated a total of \$133,000 in 2015/16.

Whilst Intework rated highest across most of the qualitative criteria they rated second in terms of price at \$36,259.20 excl GST (\$39,885.12 incl GST) per annum. When comparing the average hourly rates it was found that the selected supplier has a slightly higher average hourly rate than the contractor previously engaged (The BBQ Man via Spotless) to undertake the same tasks.

Importantly, Intework Inc is a Not for Profit group providing employment for people with disability and mental health problems in supported work environments and receives funding from the Federal Department of Social Services (FaHCSIA) to provide support to its employees.

Supported employees enjoy the same working conditions as those in the general workforce, such as superannuation and paid leave.

Given this situation, the overall amount of hours required to clean the barbecues is far less than other suppliers due to Intework Inc providing larger crews to complete the works within their costing and results in a significant cost saving to the City of over \$70,000 per annum.

The Evaluation Panel therefore recommends the City accept the tender submission from Intework Inc as being the most advantageous tenderer to the City of Cockburn.

Payment for cleaning services is drawn from Operational Works budget funding allocated annually, the funding need and allocation determined from actual and anticipated costs for the financial year, adjusted if necessary at mid-year budget review.

The tenders received reflect the market rate for the services required to meet the City and our facility users required and expected Levels of Service.

Legal Implications

Section 3.57 of the Local Government Act 1995 and Part 4 of the Local Government (Functions and General) Regulations 1996 refers.

Community Consultation

N/A

Attachment(s)

The following confidential attachments were provided under separate cover.

1. Compliance Criteria Assessment
2. Consolidated Evaluation Score Sheet
3. Tendered Prices

Advice to Proponent(s)/ Submissioners

Those who lodged a tender submission have been advised that this matter is to be considered at the 12 November 2015 Council Meeting.

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

Nil.

16.4 (OCM 12/11/2015) - TENDER NO. (C100294) RFT14/2015 – PROJECT MANAGEMENT SERVICES - REDEVELOPMENT WORKS, OPERATIONS CENTRE, BIBRA LAKE (RFT14/2015) (D VICKERY) (ATTACH)

RECOMMENDATION

That Council accepts the Tender submission for Tender No. RFT14/2015 – Project Management Services – Redevelopment Works – Operations Centre, Bibra Lake from Jacobs Group (Australia) Pty Ltd for the estimated Lump Sum Contract value of \$262,812 (Inc. GST) (\$238,920.00 Ex GST) for the services over the three (3) year contract period.

COUNCIL DECISION

Background

The City of Cockburn has embarked on a depot redevelopment project for its 52-54 Wellard Street, Bibra Lake site which involves construction of a new centralised Operations Building, new animal pound building, modifications to the workshop and various other enhancements. An

ancillary project is the provision of a sewer main from the depot through to the nearest connection on the west side of Stock Road.

Architectural design and construction tender documentation for the first stage of the works, being the new Operations Building and animal pound buildings and associated carpark works, has been completed and the construction tender has been advertised, closing Wednesday 28 October 2015.

To assist the City in this Stage 1 construction tender assessment and contract administration, and the broader project management for the further stages of the depot redevelopment project, the City has sought via this Tender RFT14/2015 the services of a qualified and experienced project management services consultant for a contract term of three (3) years.

Tender Number RFT14/2015 Project Management Services (Redevelopment Works – Operations Centre, Bibra Lake), was advertised on Wednesday 12 August 2015 in the Local Government Tenders section of “The West Australian” newspaper. It was also displayed on the City’s E-Tendering website between the Wednesday 12 August 2015 and Thursday 27th August 2015.

Submission

Tenders closed at 2:00pm (AWST) Thursday, 27 August 2015 and submissions were received from the following fourteen (14) companies:

Tenderer's Name:	Registered Business Name
ACCORP (Projects) Pty Ltd	
Allied Projects Pty Ltd	
APP Corporation Pty Ltd	
Aquenta Consulting Pty Ltd	Aquenta Consulting
Cubix Global Pty Ltd	
Davis Langdon Australia Pty Ltd	Davis Langdon
Fabricor Industries Pty Ltd	FWF Welding Services
GHD Pty Ltd	GHD
GMPPM Consulting	GMPPM Consulting
Jacobs Group (Australia) Pty Ltd	Jacobs SKM
Lowes Churchill & Associates	Liangjin Rowing Australia
Lycopodium Infrastructure Pty Ltd	
NS Projects Pty Ltd	
Tracey Brunstrom & Hammond Pty Ltd	

Report

A. Compliance Criteria

Criteria Ref.	Description
A	Compliance with the Conditions of Tendering (Part 1) of this request.
B	Compliance with the Specification (Part 2) contained in the request.
C	Completion of Form of Tender
D	Compliance with the sub-contractors requirements and completion of Section 3.3.3
E	Compliance with the financial requirements and completion of Section 3.3.5
F	Compliance with Insurance requirements
G	Compliance with Qualitative Criteria requirements and completion of Section 3.4.2 (separate document).
H	Compliance with fixed price and completion of Clause 3.5.2
I	Compliance with and completion of the price schedule Part 4 in the format provided.
J	Compliance with and completion of Appendix A - Deed of Confidentiality (separate controlled documents)
K	Compliance with ACCC Requirements and completion of Appendix B.
L	Acknowledgement of any Addenda / Clarification issued.
Section 3.2	Tenderer's Contact Person

B. Compliant Tenders

All fourteen (14) tender submissions were subject to a Compliance Criteria check by Procurement Services and following the seeking of additional information from several of the tenderers all were assessed as being compliant.

C. Evaluation Criteria

Tenderers were assessed against the following criteria:

Evaluation Criteria	Weighing Percentage
(A) Company Profile & Experience	15%
(B) Tenderer's Key Personnel & Other Resources	20%
(C) Methodology	20%
(D) Sustainability	5%
Tendered Price	40%
Total Weightings	100%

D. Tender Intent / Requirements

The City of Cockburn (the Principal) is seeking the services of an independent, qualified and experienced Project Manager/Consultant to undertake project management services for the redevelopment of the Principal's works depot and Operations Centre located at 52 and 54 Wellard Street, Bibra Lake, Western Australia.

Redevelopment of the site is focussed in Stage 1 of the Project on the construction of a new centralised Operations Centre building to accommodate all the service units' management personnel and the relocation of other Engineering and Works Directorate staff from the Principal's main Administration building in Spearwood. A new animal pound building and yards is also part of the redevelopment project's Stage 1 works, whilst an ancillary project is the provision of a new gravity main Sewer Connection to the Water Corporation Sewer Main a number of kilometres away.

Stages 2 and 3 of the depot site redevelopment project involve modifications to the Principal's workshop and undercover areas, relocation of the fuel bowsers and tanks; and creation of additional hardstand areas.

The scope of the project management services required (the tendered Services) will cover both the overall project delivery for the Stage 1 works and in particular the role of Superintendent of the construction contract/s. The services required of the consultant may also be extended to deliver the Stage 2 & 3 works dependent on budget provision and overall timeframe considerations.

An indicative construction cost for the proposed works is around \$13 M (excluding GST) for the Stage 1 works including the Sewer connection and a further \$2m to \$3M (excluding GST) for the Stage 2 and 3 works that are expected to follow.

Specifically in respect to the services sought, the appointed Consultant shall carry out the role of Project Manager for the Project advancing the overall development, delivery and close out of the Operations Centre/ Depot Upgrade Project over the term of their consultancy contract. Whilst the Project Manager may work from their business premises off site, they are also expected to spend time working at the Principal's Administration Centre and/or Depot as dictated by accommodation availability and operational effectiveness, particularly for the ongoing liaison with Council staff including the Project Director and also with the builder and other contractors during the construction stage.

The Project Management tasks shall include day to day delivery planning, monitoring of progress against timelines, keeping

stakeholders informed, dealing with and initiating queries, preparing and responding to correspondence including with external agencies, tracking and reporting on progress and expenditures against budget, attending meetings and providing presentations, including to the Principal's Executive and Elected Members as may be required from time to time.

The project management tasks shall include attendance at the Project Director's team meetings, providing technical assistance and guidance to the Principal's officers and issuing instructions to service providers as needed for the successful delivery of the project. Additionally the role includes ensuring the project works including contracted construction work delivery create the least practicable disturbance to the Principal's day to day depot operations and that critically the depot operations coordinators and managers are kept informed of any impending impacts and mitigation actions are worked through with them to minimise such potential and actual impacts.

The role also includes overseeing the finalisation of the design of the office area fit-out, commissioning the fit-out works that are over and above the builder's scope of work, and the planning of the orderly movement of the Principal's staff into the new building(s).

E. Evaluation Panel

The tender submissions were evaluated by the following City of Cockburn Officers.

Name	Position & Organisation
Mr Doug Vickery	Manager Infrastructure Services (Chairman) (SBMG Representative)
Mr Nelson Mauricio	Manager Financial Services
Mr Peter McCullagh	Project Manager Facilities

F. Scoring Table

The table below represents the scoring of the tender submissions from qualitative criteria (non-cost) and cost perspective. The assessment panel evaluated the Qualitative Criteria of the tender submission in the absence of the tendered price (two-envelope system) and then the price scores were incorporated.

Tenderer's Name	Percentage Scores		
	Qualitative Criteria Evaluation	Cost Evaluation	Total
	60%	40%	100%

N S Projects Pty Ltd	41.47	39.21	80.68
Jacobs Group (Australia) Pty Ltd	41.97	38.57	80.54
APP Corporation Pty Ltd	42.18	37.11	79.30
Allied Projects Pty Ltd	39.57	39.37	78.94
GHD Pty Ltd	38.70	39.64	78.34
Davis Langdon Australia Pty Ltd	36.12	40.00	76.12
Aquenta Consulting Pty Ltd	35.03	37.26	72.30
Lowes Churchill & Associates	37.43	34.39	71.83
Lycopodium Infrastructure Pty Ltd	32.78	37.83	70.61
GMPM Consulting	31.50	36.85	68.35
ACORPP (Projects) Pty Ltd	29.80	36.53	66.33
Tracey Brunstrom & Hammond Pty Ltd	29.98	34.31	64.29
Fabricor Industries Pty Ltd	9.52	16.61	26.13
Cubix Global Pty Ltd	18.23	1.61	19.85

Evaluation Criteria Assessment

Each of the compliant tenders was assessed by the Evaluation Panel in respect to the Qualitative (Non Price) Criteria as listed above.

Following a moderating and combining of assessor's scores tendered prices were then incorporated to determine total combined Qualitative and price scores for each tenderer.

Additionally the number of hours of Consultant time as provided in the Section C-4 of the Qualitative Criteria section was referred to in the assessment, to assess whether the tenderer appeared to be offering the appropriate level of service in respect to person hours proposed to be applied to the provision of the services.

Coupled with the review of the tenders, a reference check was also undertaken on the second highest scoring tenderer, to further gauge their suitability for the tendered services.

Company Profile & Experience

Five companies, NS Projects, GHD, Jacobs, APP Corporation and Davis Langdon all scored highest in this area. These are large companies assessed as having a company profile, financial stability and a history of providing services in project management and contract administration aligned to the services sought.

Within this group Jacobs scored higher than NS Projects in regard to company profile and financial position, whilst NS Projects scored higher than Jacobs (and the other high scoring tenderers noted above) in respect to similarity of projects and contracts undertaken.

A number of other companies, being Allied Projects, Lycopodium, Aquenta Consulting and Lowes Churchill also scored reasonably high in this section of the qualitative assessment.

The lowest scoring for this qualitative criteria grouping as assessed were Fabricor, Cubix Global, Tracey Brunstrom & Hammond and ACORPP (Projects) Pty Ltd.

Tenderers Key personnel & Other Resources

Six companies, NS Projects, Allied Projects, APP Corporation, Jacobs, GHD and Lowes Churchill all scored comparatively high in this area, demonstrating that they have the key personnel with the required experience, a degree of depth in their resource pool and a capacity to undertake the work in respect to concurrent commitments.

NS Projects scored marginally higher than the other tenderers listed above, including Jacobs Group, however all were rated highly in this area.

Fabricor and Cubix Global scored least well in this Qualitative Criteria grouping, being assessed as having the lowest level of personnel experience and staffing capacity to undertake the services required.

Methodology

This set of qualitative criteria assessed the tenderers understanding of the project and contract requirements with their proposed methodology to undertake the services, their quality control systems, proposed hours allocated and the key issues they see likely to be encountered and managed.

Jacobs Group rated highest of all the tenderers across this area, in particular demonstrating a good understanding and proposed approach to undertaking the works as being sought. APP Corporation, NS Projects, Lowes Churchill and GHD also demonstrated reasonable levels of project understanding, methodology and/or systems and issues management awareness and processes.

Scoring lowest in these criteria were Fabricor, Cubix, ACORPP, Tracey Brunstrom & Hammond and Davis Langdon, each being deficient in their proposal across key areas.

Of the higher scoring group, specifically in regard to demonstrated project and contract understanding and proposed methodology to undertake the works, Jacobs scored highest whilst NS Projects scored lowest in these two sub criteria areas. NS Projects appeared not to have fully comprehended the full requirements of the brief in respect to the project and contract delivery scope and methodology.

In respect to quality control systems, of the above higher scoring tenderers, APP scored highest, followed by Jacobs and Lowes equal second, followed by NS Projects then GHD.

For the 'potential impacts' sub-criteria, NS Projects scored highest of the group, identifying pertinent issues that could arise during the course of their contract and how they would propose to deal with them. Jacobs scored a close second in this area, they providing a project specific risk item register with appropriate content.

Allocated Hours

Each tenderer was requested to indicate the number of hours they propose or expect their key staff such as their nominated Project Director and Project Manager would be assigned to the project over the three year period of the contract. This assisted the evaluation panel determine the tenderer's appreciation of the extent of work required by the brief and how they propose to resource this over the contract term. The scores for this were dealt with as a sub-criteria in the Methodology component of the assessment.

Two companies (Cubix and Fabricor) nominated hours far in excess of the median and more than would be expected for this nature of work. At the other extreme, Davis Langdon proposed an hour allocation far less of the mid-range of hours nominated and not what the City expects to provide meaningful project management and contract administration.

NS Projects, Jacobs and APP Corporation displayed a range of proposed hours. NS Projects proposed the least, Jacobs the mid-range and APP Corporation the most of these three tenderers. This difference also correlated with these tenderers submitted tender prices.

Jacobs provided a good split of hours between Project Director and Project Manager input and Project Management versus contract administration activity, across the 3 year contract term, and what appeared to be an appropriate total number of person hours in total, thus scoring close to highest in this sub criteria.

NS Projects rated marginally lower than Jacobs in this sub-criteria, in that additional to indicating a lesser number of hours overall, they also shared and spread the project management and contract administration

tasks across two officers, one being senior to the other. For the nature of the works this could be overly cumbersome as compared to the approach proposed by Jacobs, particularly when it comes to dealing with the construction contractor, the City's Project Director and other stakeholders.

Sustainability

The sustainability measures centred around the company's current level of Environmental Management System certification and indicative focus on sustainability across their organisation. Jacobs, NS Projects and Davis Langdon scored highest in this area respectively, whilst lowest scoring was Cubix, GMPM Consulting, Fabricor and Tracey Brunstrom & Hammond.

Summation, Referee Comments and Recommendation

Featuring strongly across all the qualitative scoring criteria were NS Projects and Jacobs Group (Australia) Pty Ltd. The two companies were separated only marginally on total score, Jacobs ranking higher on Qualitative and NS Projects slightly higher on price.

In consideration that the price is directly related to the person hours proposed to be allocated to the delivery of services, a lower price (and corresponding higher score in respect to price) does not necessarily represent greater value for money in this instance.

The Jacobs tender was based on a greater number of officer hours allocated as compared to NS Projects, thus potentially providing greater assurance of meeting the project and contract delivery aims provided appropriately directed. Additionally, as reflected in the high qualitative score, Jacobs was rated best suited in regard to most of the key areas of non-price focus for the City including experience, capacity and importantly an understanding of the required works and an appropriate methodology in undertaking those works.

A referee check was undertaken on Jacob's, the key Client Representatives of several of their larger projects were contacted and they responded very positively in regard to the organisation's systems and capacity and in regard to the Project Director and Project Manager nominated in the Jacob's tender to undertake the services sought by the City.

Based on achieving the highest Qualitative (non-price) score and near highest combined score, together with consideration around person hour allocation and positive referee comments, the evaluation panel recommends that Council accept Jacob Group (Australia) Pty Ltd's

tender for the services, at an estimated lump sum value of \$238,920 ex GST.

Strategic Plan/Policy Implications

Infrastructure

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

Budget/Financial Implications

The current budget allocation (CW4385) for the planning, design and construction of the Operations Centre upgrade is \$9.17M. Further funding will be sought in the 2016/17 and 2017/18 budgets to complete the full scope of works for the site. The award of this contract will assist in resourcing the project management and contract administration task to ensure the project is delivered most cost effectively for the City.

Legal Implications

Section 3.57 of the Local Government Act 1995 and Part 4 of the Local Government (Functions and General) Regulations 1996 refers

Community Consultation

N/A

Attachment(s)

The following Confidential Attachments are provided under a separate cover:

1. Compliance Criteria Assessment
2. Consolidated Evaluation Score Sheet
3. Tendered Prices

Advice to Proponent(s)/ Submissioners

Those who lodged a tender submission have been advised that this matter is to be considered at the 12 November 2015 Council Meeting.

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

Nil.

16.5 (OCM 12/11/2015) - TENDER NO. (C100296) RFT 16/2015 - CONSTRUCTION SERVICES - BIBRA LAKE REGIONAL PLAYGROUND (RFT 16/2015) (A JARMAN/ A LEES) (ATTACH)

RECOMMENDATION

That Council

- (1) accept the tender submitted by Menchetti Consolidated Pty Ltd (MG Group WA), for Tender No. RFT 16/2015 – Construction Services – Bibra Lake Regional Playground, for an estimated total contract value of \$3,391,999.84 GST exclusive (\$3,731,199.82 GST inclusive) and the additional Schedule of Rates for determining variations and additional services;
- (2) increase CW 5261 Bibra Lake Regional Playground from \$2,931,847 to \$3,531,847;
- (3) transfer \$600,000 from the DCP13 Reserve to CW5261 Bibra Lake Regional Playground; and
- (4) not accept the tendered price for optional Progress Drive Civil (Road) Works submitted by Menchetti Consolidated Pty Ltd and have these works undertaken in-house by the City's Roads Services.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

In January 2014 tenders for design consultancy services were invited for the detailed design of the playground, and upgrades necessary to both Progress Drive's on street parking, and off-street car parking within the picnic area.

Consultant Landscape Architect's *Emerge* were subsequently engaged to lead a multi-disciplinary consultancy team to develop the adopted concept plan in April 2014. Six months after commencing work on the project it became apparent the development of the playground's design

was failing to meet the requirements of the brief for these services and the contract was terminated.

The City's Landscape Architect subsequently took charge of the detailed design and contract documentation of the project.

Tender number RFT 16/2015 Construction Services Bibra Lake Regional Playground (including Car Parks and Road Upgrades) was advertised on the Saturday 2 September 2015 in the Local Government Tenders section of the "West Australian" newspaper. It was also displayed on the City's e-tendering website between Saturday 2 September and 6 October 2015.

Three addenda clarifying details of the contents of the tender documents were issued and the submission date extended from the 1 October 2015 to the 6 October 2015 in response to a request for more time from a majority of those registered with Tenderlink.

Submission

Tenders closed at 2:00 p.m. (AWST) on Tuesday 6 October 2015 with nine tender submissions received.

Tenderer's Name	Registered Business Name
Phase 3 Landscape Construction	Phase 3 Pools
Delta Civil WA Pty Ltd	
Densford Civil Pty Ltd	Sarich Autos
BCL Group Pty Ltd	
Absecon Pty Ltd	
Ertech Pty Ltd	
Environmental Industries Pty Ltd	
Earthcare (Australia) Pty Ltd	Earthcare Development
Menchetti Consolidated Pty Ltd	MG Group WA

Report

A. Compliance Criteria

Criteria Ref.	Description
A	Compliance with the Conditions of Tendering
B	Compliance with the Specification contained in the Request for Tender
C	Completion of Form of Tender
D	Compliance with the Sub-Contractors Requirements and completion of Section 3.3.3
E	Compliance with the Financial Requirements and completion of Section 3.3.5
F	Compliance with Insurance Requirements
F1	Public Liability Insurance \$20,000,000.00 AUD
F2	Products Liability Insurance \$20,000,000.00 AUD
F3	Design and Construct Insurance \$1,000,000.00 AUD
F4	Workers Compensation
F5	Motor Vehicle
F6	Plant and Equipment
G	Completion of Qualitative Criteria - Section 3.4.2
H	Compliance with Fixed Price and completion of Section 3.5.2
I	Compliance with and completion of Price Schedule - Part 4 in format provided in the Request
J	Compliance with Occupational Health and Safety Requirements and completion of Appendix A -
K	Compliance with ACCC Requirements and completion of Appendix B
L	Acknowledgement of any Addenda issued
Section 3.2	Tenderer's Contact Person
Addenda	Addendum No. 1 - Issued 18/09/2015
	Addendum No. 2 - Issued 23/09/2015
	Addendum No. 3 - Issued 30/09/2015

B. Compliant Tenders

All tender submissions were deemed compliant and evaluated.

C. Evaluation Criteria

Tenders were assessed against the following criteria:

Evaluation Criteria	Weighting Percentage
Demonstrated Experience	20%
Tenderers Resources	15%
Methodology	20%
Sustainability	5%
Tendered Price	40%
TOTAL	100%

D. Tender Intent/ Requirements

The Bibra Lake Regional Playground project site is situated over contaminated landfill. The site contains 35 mature trees, which have grown with a shallow root system, taking advantage of the site's turf irrigation system. The project must be established with minimal disturbance to both the shallow root zone and the contaminated fill beneath.

Consequently the City of Cockburn requires the selection of an experienced company with skills and abilities not only in the construction of car parking and children's playground facilities, but strong project management skills to carefully manage sub contractor's conduct to ensure existing trees are not lost and any contaminated material excavated is managed in accordance with the City's contamination management plan.

E. Evaluation Panel

The tender submissions were evaluated by the following City of Cockburn Officers

1. Andy Jarman – Landscape Architect;
2. Anton Lees - Manager Parks and Environment;
3. Sinta Ng – Budgeting and Financial Reporting Manager;
4. Peter McCulloch – Infrastructure Project Manager; and
5. Stuart Downing - Director Finance and Corporate Services

F. Scoring Table - Combined Totals

		Percentage Score		
		Non-Cost Evaluation	Cost Evaluation	Total
Ranking	Name	60%	40%	100%
1	*Menchetti Consolidated Pty Ltd	39.47%	37.31%	76.78%
2	Environmental Industries	40.66%	35.45%	76.11%
3	Ertech	40.84%	32.49%	73.33%
4	Phase 3	35.64%	37.26%	72.90%
5	Densford Civil	36.90%	35.74%	72.64%
6	BCL Group	31.68%	40.00%	71.68%
7	Earthcare	30.31%	33.17%	63.48%
8	Delta Civil	28.65%	31.11%	59.76%
9	Absecon Pty Ltd	27.84%	31.25%	59.09%

*Recommended Submission

Evaluation Criteria Assessment**Demonstrated Experience**

The submissions by Menchetti Consolidated Pty Ltd, Environmental Industries, Ertech, Earthcare and Phase 3 clearly demonstrated to the panel they had completed significant playground project of a similar size and complexity. In addition they all identified issues arising from previous playground projects and demonstrated sound resolution techniques.

Densford Civil, BCL Group, Delta Civil and Absecon Pty Ltd did not score highly within this category as their expertise and work experience are characterised as comprising predominantly 'Civil' works contracts, with limited or undemonstrated experience in playground construction.

Tenderer's Resources

The submissions by Menchetti Consolidated Pty Ltd, Environmental Industries, Ertech, Densford Civil and Phase 3 outlined the provision of resources required to perform the project scope and the appropriate contingency measures. In addition these companies demonstrated they

had the key personal with the capacity to deliver large complex projects and sound project management skills.

Methodology

The submissions by Menchetti Consolidated Pty Ltd, Environmental Industries, Ertech, Densford Civil and Phase 3 demonstrated sound methodology programs and identified critical pathways. All these companies outlined the duration of the project and listed the relevant officers who will be responsible for performance of the works.

The panel found the submissions received from BCL Group, Delta Civil and Absecon Pty Ltd did not demonstrate methodologies to the degree required for a project of this size.

Sustainability

The submissions received from BCL Group, Densford Civil, Environmental Industries, Ertech, Menchetti Consolidated Pty Ltd outlined comprehensive environmental management systems relevant to the project's deliverables.

Summation

Following the assessment the panel identified the top three ranked submissions and subsequently contacted referees accordingly.

The references for Menchetti Consolidated Pty Ltd revealed that they had produce good results and delivered projects in accordance with the performance timelines. In addition they were extremely diligent in administration of contracts and managed sub-contractors very diligently. Their performance in delivering large road projects linked with playground and landscaping construction are a valuable commodity in the current economic climate.

The referees for Environmental Industries expressed their sound professionalism and capability of delivering large scale projects similar to the regional playground. The referees did note that they were not road works contractors and would be limited in this component of the project. However they advised of the sound capabilities and experience of the staff.

The referees for Ertech advised that the scope of works of the regional playground were easily within their capabilities and that they were very proactive and open to resolving problems. Communication was also a high point for Ertech however some minor issues were experienced with final completion items being closed.

Taking in considering all the submitted response criteria and references, the evaluation panel recommends to Council that the submission received from Menchetti Consolidated Pty Ltd (MG Group WA), as being the most advantageous to deliver the construction of the Regional Playground at Bibra Lake for an estimated total contract value of \$3,391,999.84 GST exclusive (\$3,731,199.82 GST inclusive); based on the following:

- Significant demonstrated experience in performing works of similar size.
- A range of personnel that have the experience to undertake these works.
- Appropriate resources to conduct works as required.
- The price submitted is considered fair and reasonable for the scope of works to be performed.

Due Diligence

A financial due diligence was undertaken on Menchetti Consolidated Pty Ltd by the City as required for all tenders where expenditure is greater than \$1m. The financial due diligence was undertaken by Corporate Scorecard (a division of Veda). The result of the due diligence was to report that Menchetti was financially very strong and able to financially undertake the work associated this tender.

Strategic Plan/Policy Implications

Infrastructure

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

Community & Lifestyle

- People of all ages and abilities to have equal access to our facilities and services in our communities.
- Promotion of active and healthy communities.

Environment & Sustainability

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

Budget/Financial Implications

The estimated contract value exceeds the current budget allocation for the Bibra Lake Regional Playground. Additional funds will be required to meet the tender. The funds required will total \$600,000. The funds will be transferred from the DCP13 – Community Infrastructure Reserve, for which this project is currently entitled to receive funds. This transfer will increase the CW budget from 2015/16 from

\$2,931,847 to \$3,531,847. \$95,000 of the 2015/16 allocation had been used to complete the design.

Legal Implications

Section 3.57 of the Local Government Act 1995 and Part 4 of the Local Government (Functions and General) Regulations 1996 refers.

Community Consultation

The Bibra Lake Regional Playground is a product of numerous substantive community consultation exercises carried out during the formulation of the various plans and strategies listed above.

Attachment(s)

The following confidential attachments are provided under separate cover:

1. Compliance Assessment
2. Consolidated Evaluation Panel Score Sheet;
3. Tendered Prices

Advice to Proponent(s)/Submissioners

Those who lodged a tender submission have been advised that this matter is to be considered at the 12 November 2015 Council Meeting.

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

Nil.

17. COMMUNITY SERVICES DIVISION ISSUES

17.1 (OCM 12/11/2015) - REVIEW OF JUNIOR SPORTS FEES AND CHARGES (042/002) (T MOORE)

RECOMMENDATION

That Council retain the existing fees and charges applied to juniors for sports participation on Council reserves, as per the fees outlined in Council's 2015/16 Fees and Charges Schedule.

COUNCIL DECISION

Background

At the September 2015 Ordinary Council Meeting, Cllr Kevin Allen requested that a report be prepared and presented at a future Ordinary Council Meeting into the feasibility of offering full concession of fees to all juniors participating in sports in the City to increase participation.

Staff has since conducted a review of the existing fees and charges, including a comparison with other Local Government Authorities (LGA's), with the outcome of this review now presented to Council for consideration.

Submission

N/A

Report

The City manages the access and usage of sport and recreation reserves designated for the purposes of Recreation under the Metropolitan Regional Planning Scheme.

Under Council's 2015/16 Fees and Charges, Sporting Clubs are charged on the basis of seniors at \$73 per/player per season and junior's at \$13 per/player per season for access to the City's Reserves and clubroom/change-room facilities for training and playing.

Across Local Government, there is no real standard in place as to how LGA's charge sporting clubs for access to reserves or the % discount provided to juniors.

As part of the review, 6 other LGA's were consulted and provided the following details on their current fees and charges applied to juniors:

Town of Bassendean – 50% discount, between approx. \$12 per player depending on the sport.

City of Stirling – No charge for Junior sport players participation.

City of Armadale – No charge for Junior sport players participation.

City of Gosnells - \$11 per junior Player.

City of Rockingham – 50% team fee discount, approximately \$10.50 per player depending on the sport.

City of Melville - \$13 per junior Player.

City of Fremantle - \$43 per player, based on 15 per team. \$650 per team, approx.

City of Canning – Ground Hire \$9.90 per player (Clubroom/change-room access \$297 per club).

City of Kwinana - \$15 per junior per season – 2% of annual maintenance costs for facility.

In reviewing the feedback provided by other LGA's, it was found that the majority of LGA's charged a reduced fee in acknowledgement of encouraging junior participation. In particular, 5 of the 6 LGA's consulted advised that they had a reduced fee in place for juniors, with only the City of Stirling not charging juniors.

The City's current fee of \$13 per junior player for access to the playing fields and clubrooms/change-rooms is considered to be consistent with the majority of other LGA's fees and charges.

The City also currently administers the Kidsport program which provides funding support to assist in junior player's membership fees and associated equipment of up to \$200 per child.

Whilst Council may decide to provide no fees for juniors, this option is not recommended, as \$13 per junior player is considered to be a nominal fee, which does not impede any juniors from participating.

Should the City of Cockburn not charge a fee there may be some encouragement for parents from adjoining suburbs such as Melville and Fremantle to enrol their children in Cockburn clubs which do not pay a fee.

In summary, it is recommended that the existing junior participation fees remain as outlined within the 2015/16 fees and charges.

Strategic Plan/Policy Implications

Community & Lifestyle

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

Budget/Financial Implications

In 2014/15, the City received the following income in fees derived from junior sports participation:

Ground Hire	\$22,132
Clubroom Hire	\$24,912
Total	\$47,044

Should Council decide to provide junior participation free of charge, this would result in a loss of income of approximately \$47,000 per year.

Legal Implications

Should Council decide to amend the fees and charges, a public notification of the proposed amendment would be required.

Community Consultation

Staff consulted with a number of other LGA's as part of the fees and charges which they apply.

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

18. EXECUTIVE DIVISION ISSUES

Nil

19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**19.1 (OCM 12/11/2015) - NOTICE OF MOTION - MAYOR HOWLETT - KNOCK PLACE JANDAKOT TRAFFIC CONGESTION (1490 & 099/114) (C SULLIVAN) (ATTACH)****RECOMMENDATION**

That Council

- (1) conduct a consultation process over a two week period with local business owners in the locality of Solomon Road/Cutler Street/Verde Drive and commuters using the PTA car parks in Knock Place on the eastern side of Cockburn Central Rail Station to establish their point of view in relation to the implementation of a trial of temporary traffic management for vehicles exiting the car parks;
- (2) subject to there being support for a trial, implement temporary traffic management at the intersection of Solomon Road and Knock Place, Jandakot for a two week period to divert traffic exiting Knock Place between the hours of 3.00pm and 6.00pm Monday to Friday to make a left hand only turn onto Solomon Road, detouring to Verde Drive via Cutler St. and hence gaining access to Armadale Road, as shown in the attachments to the Agenda;
- (3) undertake a post-trial survey of the landowners and carpark users to ascertain their support for continuation of the traffic deviation on a permanent basis;
- (4) approach the Public Transport Authority (PTA) with the State Member of Parliament for Jandakot, Hon. Joe Francis MLA (who has given his commitment to co-fund the traffic warden) to share the cost (50% each) of the traffic warden during the two week trial period;
- (5) approach Main Roads WA if this support is achieved, to gain approval to establish permanent signage that reflects the days and times where a right hand turn is not permitted from Knock Place;
- (6) investigate current egress points from private properties seeking to avoid the Knock Place/Solomon Road exit with a view to possible temporary access provision to improve safety; and
- (7) inform local business owners in the directly affected adjacent properties of Council's decision to ensure they are aware of the potential impact the trial may have on their operations.

COUNCIL DECISION

Background

Mayor Howlett has submitted a Notice of Motion to be presented at the 12 November 2015 Ordinary Council Meeting as follows:

That Council:

1. *Conduct a consultation process over a two week period with local business owners in the locality and commuters using the car parks in Knock Place to establish their point of view in relation to the proposed trial outlined below.*
2. *Arrange a Traffic Warden to be located at the intersection of Solomon Road and Knock Place, Jandakot for a two week period to divert traffic exiting Knock Place between the hours of 3.00pm and 6.00pm Monday to Friday to make a left hand only turn onto Solomon Road.*
3. *Install temporary signs to guide traffic exiting Knock Place and wishing to make their way back to Armadale Road via the existing road system.*
4. *Approach the Public Transport Authority (PTA) to share the cost (50% each) of the traffic warden during the two week trial period.*
5. *Proceed with the two week trial if the PTA do not agree to share the cost of funding the trial.*
6. *If the trial is successful, approach Main Roads WA to gain approval to establish permanent signage that reflects the days and times where a right hand turn is not permitted from Knock Place.*
7. *Notify all relevant authorities of the proposed trial.*
8. *Examine the opportunity to establish a temporary access road from the private landowners(s) where mainly four wheel drive owners are currently using their property to exit from Knock Place thereby bypassing the Solomon Road exit.*

Reason

Motorists are now taking up to 45 minutes (90 minutes on some days) to exit From Knock Place. The trial period outlined will allow the City, the PTA, Main Roads WA and motorists to establish if there are benefits available in putting in place an interim measure while longer term opportunities are evaluated.

Submission

N/A

Report

Prolonged delays have been experienced by patrons exiting the PTA car park off Knock Place at Cockburn Central Station for the past few years during the afternoon peak hour period, resulting in numerous complaints reported to the City. While a long term permanent solution is being discussed with the MRWA for major road infrastructure in the area, it is appropriate to trial local traffic management options to ease congestion for the patrons of the PTA car park.

The PTA car park is shown on Attachment 1 and has approximately 1000 bays. There is also a considerable number of vehicles parking on verge areas and off road in the vicinity of the car park due to the demand for the rail service along the Mandurah line. The result is that in the afternoon peak time on week days, a large number of vehicles exit the car park onto Knock Place and want to turn right onto Solomon Road to get to Armadale Road.

There is no traffic signal control at the Solomon/Armadale intersection so any vehicle turning right from Solomon onto Armadale during the afternoon peak time usually experiences a long delay. This causes a queue of vehicles extending from this intersection back along Solomon Road, which blocks the vehicles wanting to exit the PTA car park. In the past, City officers have made representation to the MRWA for the installation of traffic signals at the Solomon/Armadale intersection to control this congestion, without success. The MRWA are of the opinion that an additional set of traffic lights at this intersection would cause congestion along Armadale Road due to the spacing of the existing traffic signals along that section.

A trial is proposed over a two week period to test the option of diverting all vehicles exiting from Knock Place left along Solomon Rd and then right into Cutler Street and hence to Verde Drive where access onto Armadale Road is controlled by traffic signals. The proposed temporary route is shown on Attachment 1. The proposal is for the afternoon peak period from 3.00pm to 6.00pm on week days.

Temporary controls to convert the intersection of Knock/Solomon into a left in/left out would be required as shown on Attachment 2. Two traffic management staff would need to attend site every afternoon during the trial to install and remove the temporary barriers and signage as well as maintaining site surveillance over the traffic movements to ensure

safe operation. They will also be on hand to provide guidance to the drivers exiting the PTA car park and render any assistance required.

Since the trial is primarily for the benefit of patrons of the PTA car park, it is further proposed to approach the PTA for a 50% contribution to the cost of the trial. The results of the trial would be shared with the PTA and MRWA for discussion of the possibility of a permanent diversion during the afternoon peak, depending on the success of the trial.

Strategic Plan/Policy Implications

Infrastructure

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

Environment & Sustainability

- Identification and minimisation of impacts to human health risk.
- Greenhouse gas emission and energy management objectives set, achieved and reported.

Moving Around

- An integrated transport system which balances environmental impacts and community needs.
- Facilitate and promote healthy transport opportunities.
- A safe and efficient transport system.
- Infrastructure that supports the uptake of public transport and pedestrian movement.

Budget/Financial Implications

Based on current traffic management costs for City road projects, a budget of \$10,000 is proposed for the two week trial period. This cost estimate includes the following items:

- Two traffic management staff for attendance to site over ten afternoons
- Direction and control signage during the trial period, temporary barriers and information signs
- Letter drop and public notifications
- Traffic counts on Solomon Road and Verde Drive

This cost could be expended under budget item CW 2375 Traffic Safety Management – Traffic Calming and Minor Works. As the trial is

mostly intended to benefit users of the PTA carpark, it is appropriate to seek co-funding from the PTA for this initiative.

Legal Implications

Nil.

Community Consultation

Consultation will be required with all properties in the area of the proposed traffic diversion by letter drop. The wider community will be informed by notification on the Council website and advertisement in the local media.

Patrons of the PTA car park would be randomly surveyed on site after the trial to get their opinion on the success of the trial.

Attachment(s)

1. Knock Place Car Park - Proposed Traffic Diversion 3.00 pm to 6.00 pm week days
2. Proposed Traffic Controls – Knock Place / Solomon Rd Intersection

Advice to Proponent(s)/Submissioners

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 COUNCILLORS OR OFFICERS**
22. **MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**
23. **CONFIDENTIAL BUSINESS**
24. **(OCM 12/11/2015) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995)**

RECOMMENDATION

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

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

COUNCIL DECISION

25. CLOSURE OF MEETING

Meeting closed at _____

CITY OF COCKBURN

SUMMARY OF MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING HELD ON THURSDAY, 29 OCTOBER 2015 AT 6:00 PM

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CITY OF COCKBURN

MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING HELD ON THURSDAY, 29 OCTOBER 2015 AT 6:00 PM

PRESENT:

Mrs C. Reeve-Fowkes	-	Deputy Mayor
Mr S. Portelli	-	Councillor
Mr S. Pratt	-	Councillor (Presiding Member)
Mr P. Eva	-	Councillor
Mr B. Houwen	-	Councillor

IN ATTENDANCE:

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

1. DECLARATION OF MEETING

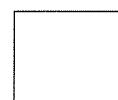
The Manager, Recreation and Community Safety declared the meeting open, the time being 6:02pm.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

The Manager, Recreation and Community Safety advised that pursuant to Schedule 2.3 of the Local Government Act 1995, the CEO is required to preside at the first Committee Meeting following the local government elections until a Presiding Member is appointed.

In accordance with Section 5.44 (1) of the Act, the Manager, Recreation and Community Safety had been delegated the power to preside at the Grants and Donations Committee Meeting held on 29 October 2015 and to conduct the election for the Presiding Member of the Committee, as required by Regulation 11A of the Local Government (Constitution) Regulations 1998.

The Manager, Recreation and Community Safety called for nominations and received a nomination for Cllr Stephen Pratt to be appointed Presiding Member for the meeting.



There being no further nominations, Clr Stephen Pratt was duly declared Presiding Member.

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

Nil

4. (GAD 29/10/2015) - APOLOGIES & LEAVE OF ABSENCE

Mayor Logan Howlett	-	Apology
Clr Lyndsey Wetton	-	Apology
Clr Lee-Anne Smith	-	Apology

5. CONFIRMATION OF MINUTES

5.1 (MINUTE NO 89) (GAD 29/10/2015) - MINUTES OF THE GRANTS AND DONATIONS COMMITTEE MEETING - 29/7/2015 (ATTACH)

RECOMMENDATION

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

COMMITTEE DECISION

MOVED Clr P Eva SECONDED Clr S Portelli that Council adopt the Minutes of the Grants and Donations Committee meeting held on 29 July 2015 as a true and accurate record.

CARRIED 5/0

6. DEPUTATIONS & PETITIONS

Nil

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

Nil



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

Nil

9. COUNCIL MATTERS

9.1 (MINUTE NO 90) (GAD 29/10/2015) - AUSTRALIAN SCULPTURE GIFTING TO NAGASAKI PEACE PARK AND MAYORS FOR PEACE 2015 MEMBERSHIP FEE (162/002) (R AVARD) (ATTACH)

RECOMMENDATION

That Council:

- (1) makes a donation of \$2,000 towards the Australian Sculpture-Gifting to Nagasaki Peace Park to commemorate the 70th Anniversary of the end of WW2, and
- (2) approves becoming a member of the Mayors for Peace Network Australia, including payment of the 2,000 Yen (approx. \$25 AUD) 2015 annual membership fee.

COMMITTEE RECOMMENDATION

MOVED Cllr S Pratt SECONDED Cllr P Eva that the recommendation be adopted.

CARRIED 4/1

COUNCIL DECISION

Background

The City of Fremantle joined Mayors for Peace a decade ago as part of a push from cities around the world to make sure nuclear disarmament is front and centre of the global agenda. Fremantle recently became the lead city in the Australian Mayors for Peace Network.

Mayor Logan Howlett has requested consideration of the payment of an annual membership fee for 2015 for the Mayors for Peace Network. Previously, there was no membership fee of this organisation

applicable, so the Mayor simply joined in his capacity as Mayor. Now that there is a request for a membership fee and funding for an affiliated project, it would be prudent for Council to consider and approve this arrangement, even though the amount sought is minimal (membership fee of 2,000 Yen, approx. \$25 AUD).

Submission

An invitation to join the Mayors for Peace Network and proposal to become an official partner for the Australian Sculpture-Gifting to Nagasaki Peace Park is attached to the Agenda.

Report

The City of Cockburn has been invited to join as an official partner for the Australian Sculpture-Gifting to Nagasaki Peace Park and share in this unique cross-cultural gifting opportunity. Attached is the design proposal for the sculpture, as sent to Nagasaki. *(Please note: this is a confidential document and should not be circulated publicly please.)*

This sculpture contribution is a collaborative venture between the Australian Mayors for Peace Network, Yalata Community and the Nuclear Futures creative arts program.

Nuclear Futures is a three-year international arts and cultural program funded by the Australian Government through the Australia Council for the Arts. The Nuclear Futures Partnership Initiative is being coordinated by Sydney-based arts production company Alphaville.

In terms of the donation process, the project is administered by Alphaville, in partnership with Mayors for Peace (Aust). All funds raised go directly towards project-related material expenses (fabrication and transport) and no salaries are covered by the contributions.

The program links atomic survivor communities in several countries – that is, communities who have had experience of nuclear weapons – to create new artworks that share their stories (www.nuclearfutures.org).

Alphaville has partnered with City of Fremantle, as lead city in the Australian Mayors for Peace (MFP) Network, on an international project to facilitate a sculpture gifting from Australia to Nagasaki Peace Park, Japan. Close partners from MFP are Mayor Brad Pettitt, Adrian Glamorgan and Elizabeth PO' (MFP working group).

Nagasaki Peace Park was established in 1955, to commemorate the 1945 atomic bombing of Nagasaki during WW2. Now an internationally renowned sculpture park frequented by thousands of visitors annually, Nagasaki Peace Park features a diverse range of monuments



conveying messages of friendship and peace to the City of Nagasaki by donor cities and/or countries. Included are some twenty sculptures, such as from Portugal, Czech Republic, Bulgaria, The Netherlands, the former USSR, China, Italy, Turkey, Argentina, and New Zealand. To date, there is no Australian presence.

The proposal for an Australian Sculpture for Nagasaki Peace Park embodies a timely message of peace, and is inspired as a contribution to the peace-related activities taking place in Nagasaki during the 70-year commemoration of the atomic bombings. The proposed artwork of excellence represents the passing of a call for hope and peace across generations and across borders, sent as an internationally relevant message of peace from Australia to Japan.

Over the past 12 months Mayors for Peace (Australia), Alphaville and partners have been working with Nagasaki City to realise an Australian contribution. A prominent site for an Australian sculpture has been allocated on the central promenade and arrangements for installation are underway. The approval process will be finalised by Nagasaki City in mid-December, with a gifting ceremony anticipated for March 2016.

The commissioned sculpture for the proposed installation is based on Indigenous design elements and is linked with an existing sculpture project being run with remote Indigenous communities in South Australia, in collaboration with a professional team of creative artists led by sculptor John Turpie. John is experienced in public art commissions with Indigenous communities in Australia, and previous work includes large-scale installations on the cliff top at Elliston on the Eyre Peninsular amongst other acclaimed works. The key community partner for the initiative is Yalata Anangu community (far west South Australia), whose recent history relates to the British nuclear tests of the 1950s at Maralinga.

To date, financial support for the Mayors for Peace sculpture gifting has so far been received from the Australia Council for the Arts, the Australian Embassy in Japan and is endorsed by Yalata Community Council and Maralinga Tjarutja Council.

Contributions are being sought from local councils and businesses for the final phase of the project, to aid with fabrication and transportation (a gap of approximately \$20,000). Ideally, donations of \$2,000 or above are sought, however the financial value partners are able to offer is negotiable starting at \$500. A range of partnership benefits are available to create a value-exchange for donations, such as having Council included on the plaque accompanying the sculpture as a contributor, as well as cultural exchange and promotional opportunities across the next twelve months (in Japan and Australia).



Strategic Plan/Policy Implications

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.
- Communities that are connected, inclusive and promote intergenerational opportunities.
- The significance and richness of our local Indigenous people and diverse multicultural community will be recognised and celebrated.

Leading & Listening

- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

A \$2,000 contribution towards the Nagasaki Peace Park Sculpture Gifting and a 2,000 Yen 2015 membership fee payment (current exchange rate, approx. \$25 AUD) from the Grants and Donations 2015/16 budget.

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

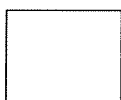
1. Invitation to join the Mayors for Peace Network and Proposal to become an Official Partner for the Australian Sculpture-Gifting to Nagasaki Peace Park.

Advice to Proponent(s)/Submissioners

The submissioner has been advised that they will be notified of the outcome following the November 2015 Council Meeting.

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

Nil



9.2 (MINUTE NO 91) (GAD 29/10/2015) - GRANTS AND DONATIONS COMMITTEE RECOMMENDED ALLOCATIONS 2015/16 (162/003) (R AVARD) (ATTACH)

RECOMMENDATION

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

COMMITTEE RECOMMENDATION

MOVED Cllr S Portelli SECONDED Cllr S Pratt that the recommendation be adopted subject to the following amendments as shown in the attachment to the minutes:

- (1) Recommended \$3,500 Sponsorship to Leukaemia Foundation of Australia; and
- (2) Recommended \$2,000 Sponsorship to Point Peron Restoration Project.

CARRIED 5/0

COUNCIL DECISION

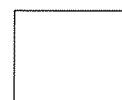
Reason for Decision

Leukaemia Foundation of Australia

For an inaugural fundraising event based in Cockburn, for a worthy cause, it is recommended that the request for Sponsorship by the Leukaemia Foundation of Australia be fully funded for \$3,500.

Point Peron Restoration Project

The City has been approached by the Hon Phil Edman, MLC seeking sponsorship for the launch of the Point Peron Restoration Project. The project seeks to highlight the place of coastal defence in the protection of Australia during WWII. The South West Group is assisting to facilitate this, with the aim of promoting all remnant fortifications across the region. These include underground observation posts and ammunition storage facilities in North Fremantle, section of a



submarine boom net in Fremantle, the Woodman Point ammunition storage facilities in Cockburn, a radar tower in Kwinana and the fortifications at Point Peron. These would be linked to a display at the Army Museum of Western Australia, located in Fremantle. Drawing these elements together will make for a true regional tourism opportunity that is unique in Western Australia.

Details and flyers for the event were circulated via email. The sponsorship request entitles the City to two tickets to the event and would carry our logo. Sponsorship is being provided by the cities of Fremantle and Kwinana.

Background

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

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

Submission

N/A

Report

The September 2015 round of grants, donations and sponsorship funding opportunities was advertised to close on 30 September 2015. A total of 25 applications were received including 8 applications for Community Grants and 2 applications for Sustainable Events Grants which have been reviewed under the delegated authority of the Manager Recreation and Community Safety. The remainder include 8 applications for Donations and 7 applications for Sponsorship to be considered by the Committee.

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

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

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



COMMITTED/CONTRACTUAL DONATIONS

As can be seen in the Budget attachment, a number of donations are deemed to be committed by legal agreements, such as leases, or by Council Decision. There is one adjustment and one new proposed commitment highlighted:

Spearwood Dalmatinac Club Inc. – Rates Reimbursement

Council resolved on 14 May 2009 to provide an annual reimbursement of 50% of the annual rates payable by Spearwood Dalmatinac Club for 41 Azelia Road, Spearwood. The actual amount of this reimbursement for 2015/16 equates to \$11,307.90, so there is a proposed adjustment to the budget from an allocation estimate of \$11,500 reduced to \$11,308.

Australian Sculpture Gifting to Nagasaki Peace Park and Mayors for Peace 2015 Membership Fee

This proposal is addressed in Agenda Item 9.1.

The total for committed/contractual donations will be \$496,000.

GRANTS

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

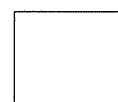
There are three proposed adjustments to grant allocations for the 2015/16 financial year:

- Increase to the Cultural Grants program allocation from \$12,500 to \$20,000 due to a delay in payment processing from the previous financial year that has required funds from last year to be paid out of this year's budget.
- Increase in the Youth Arts Scholarships from \$4,000 to \$5,000 based on the number of applications received in the first round, and to allow for an equitable pool of funds to be available for the second round in March 2016.
- Increase to Cockburn Community Group Volunteer Insurance from \$8,000 to \$8,500 to allow for additional groups to join throughout the financial year.

The total proposed for grants is \$449,000.

DONATIONS

Applicant: Cockburn Toy Library



Requested: \$4,000

Recommended: \$4,000

The Cockburn Toy Library is volunteer-run service offering parents/ carers access to a range of toys that are often beyond their financial means. The Library purchases and maintains toys that are available to for loan for approximately 35-40 families who pay either a biannual or annual membership fee.

Previous funding received from the City includes:

March 2003	–	\$1,283 (Community Grant – New Venue)
March 2008	–	\$2,000 (Community Grant – New Toys)
September 2011	–	\$4,000 (Donation)
September 2012	–	\$4,000 (Donation)
September 2013	–	\$4,000 (Donation)
September 2014	–	\$4,000 (Donation)

The Cockburn Toy Library has requested a \$4,000 donation to help with their rental expenses within the Meerilinga centre. The funding from the City allows the group to use their membership income to keep toy supplies in excellent condition and purchase new toys to meet needs within the community. The result is that they have an extensive, relevant and modern toy catalogue that will increase their membership base in the Cockburn community.

The application has the support of the Chief Executive Officer of the Meerilinga Young Children's Foundation and the City's Children's Services Officers. The requested donation of \$4,000 is recommended for approval.

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 that helps families in need in the suburbs of Atwell, Success, Aubin Grove, Jandakot, Yangebup, Spearwood and Munster. On the organisation's guiding principle 'A Hand Up, not a Hand Out', these families are assisted in times of emergency with food, furniture and clothing; and help with bills and rent. In the past year, the Yangebup Conference assisted about 1,500 individuals from 500 families within the City of Cockburn.



The Mater Christi Catholic Parish Yangebup strongly endorses the community contribution of the St Vincent de Paul Society Yangebup Conference.

In September 2013 and September 2014, St Vincent de Paul Society Yangebup Conference received \$5,000 donations from the City of Cockburn. It is recommended to support the organisation's application this year for a \$5,000 donation towards ongoing costs.

Applicant: Cockburn Community and Cultural Council

Requested: \$9,000

Recommended: \$9,000

The Cockburn Community and Cultural Council supports, sponsors and promotes artistic, cultural and leisure activities within the City of Cockburn. For many years the group has received an annual donation to assist with operating costs.

Previous funding from the City of Cockburn includes:

October 2006	–	\$7,500
October 2007	–	\$8,000
September 2008	–	\$8,000
September 2009	–	\$8,600
September 2010	–	\$9,000
September 2011	–	\$9,000
September 2012	–	\$9,000
September 2013	–	\$9,000
March 2014	–	\$1,200 (one-off Donation 40th Anniversary)
September 2014	–	\$9,000
March 2015	–	\$3,000 (Fremantle Ports Cockburn Community Projects Fund Grant for the 2014 Cockburn Visual and Performing Arts Festival).

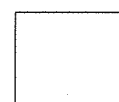
The Cockburn Community and Cultural Council has requested a donation of \$9,000 towards operating costs, which is recommended for approval this year; however, it is requested that the group consider making their facility available for use by other local arts/crafts groups.

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.



Based at the Cockburn Children and Family Centre in 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.

The City supported Meerilinga in September 2014 with a \$10,000 donation.

Meerilinga's contribution to the community – in particular, the Caralee Early Years intervention program – is endorsed strongly by the Fremantle Language Development Centre.

It is recommended to support Meerilinga's current application for a \$10,000 donation to support the continuation of their programs and their proposed extension of programs to include the participation of local seniors groups.

Applicant: Returned and Services League – City of Cockburn

Requested: \$10,000

Recommended: \$10,000

The Cockburn Branch of the Returned and Services League supports the welfare of the serving and ex-military service community of Cockburn. The group conducts commemorative services throughout the year, including the ANZAC Youth Parade and Service. The group also promotes the ANZAC history and military service in local schools.

Previous funding received from the City of Cockburn includes:

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

The Returned and Services League has requested a \$10,000 donation for its programs and activities. It is recommended to support this donation for \$10,000 to reflect the previous year's donation.

Applicant: Yangebup Family Centre

Requested: \$12,000

Recommended: \$12,000



The Yangebup Family Centre is a community-managed, not-for-profit organisation that provides a range of community services for residents of Yangebup and the surrounding area. Services include children's programs, and parenting workshops, information and support services.

Previous funding from the City includes:

October 2006	–	\$5,000
October 2007	–	\$5,000
September 2008	–	\$5,000
September 2009	–	\$5,000
September 2010	–	\$5,000
September 2011	–	\$5,000
September 2012	–	\$7,000
September 2013	–	\$9,500
September 2013	–	\$3,025 (Alcoa Project Grant for Open Day)
September 2014	–	\$12,000
March 2015	–	\$2,500 (Sustainable Events Grant - Community Open Day)
August 2015	–	\$1,637 (Donation for Health Nurse Clinic)

The Yangebup Family Centre 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. The crèche provides 57 places for children aged 0-6 years on a weekly basis. In 2014 the Centre requested an increased donation to add an additional crèche session and facilitate more community workshops focusing on parenting skills and wellbeing. In 2014–2015 more than 160 families participated in programs supported by the crèche.

The City of Cockburn Family Support Services strongly endorses the Centre.

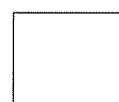
It is recommended to support the Yangebup Family Centre's current application for a donation of \$12,000.

Applicant: Cockburn Central YouthCARE Council

Requested: \$13,000

Recommended: \$13,000

The Cockburn Central YouthCARE Council requests a donation of \$13,000 to enable the continuation of its chaplaincy service at Lakeland Senior High School (LSHS).



In 2014, the City of Cockburn donated a total of \$48,100 to the Council to support chaplaincy services at LSHS and local primary schools in need of the service. About \$17,500 has yet to be expended, as the Council has committed the funds to the provision of chaplaincy services for Atwell, Bibra Lake, Harmony, Jandakot, South Coogee and South Lake primary schools in 2016, to account for gaps in national and school funding.

Funding provided by the City of Cockburn to Cockburn Central YouthCARE Council (formerly Lakeland District Council of the Churches Commission of Education) includes:

October 2006	–	\$9,000 (Chaplaincy for LSHS)
October 2007	–	\$9,000 (Chaplaincy for LSHS)
September 2008	–	\$9,000 (Chaplaincy for LSHS)
March 2010	–	\$11,600 (\$9,000 for Chaplaincy LSHS and \$2,600 for Chaplaincy at Atwell College)
March 2011	–	\$9,000
March 2012	–	\$9,450
March 2013	–	\$24,000 (Chaplaincy in 4 local primary schools)
September 2013	–	\$9,000 (Chaplaincy for LSHS)
September 2014	–	\$48,100 (\$13,000 for Chaplaincy LSHS and \$35,100 towards Chaplaincy at local primary schools identified as in need of chaplaincy support)

It is recommended to support this application for \$13,000 for chaplaincy at Lakeland Senior High School.

Applicant: Coastal Motorcycle Club

Requested: \$20,000

Recommended: \$20,000

Coastal Motorcycle Club of WA (Inc.) is a not-for-profit organisation based in Henderson. Established in 1919, the club provides motocross facilities and events for children and adults. About 70 per cent of the club's 350 members are City of Cockburn residents.

The club has applied for a donation for the replacement of the club's current 35-year-old loader that is not viable, as it will cost more to repair and rebuild the transmission than it is worth, according to a mechanical diagnostic report. A replacement loader is essential to provide a safe and well-maintained track for training and competitions, and to comply with the licence conditions set by the governing body, Motorcycling WA. The club is contributing \$55,000 and has requested the balance of \$20,000 towards the \$75,000 cost of the loader.



It is recommended to support Coastal Motorcycle Club's application for a \$20,000 donation to assist with the purchase of a replacement loader to grade and maintain the track.

The total proposed allocation for Donations has been reduced to \$185,000 to account for an increase in applications for Sponsorship.

SPONSORSHIP

Applicant: Cockburn Masters Swimming Club
(20th Anniversary Jetty to Jetty Swim)

Requested: \$15,000

Recommended: \$10,000

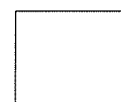
For many years the Cockburn Masters Swimming Club Inc. and Rotary Club of Cockburn Inc. have jointly organised the annual Coogee Jetty-to-Jetty Swim. The event has grown to become a well-known and well-supported event within Cockburn. In 2015, the event attracted more than 700 participants from across WA.

The City of Cockburn has assisted this event in previous years:

October 2007	\$1,000
September 2008	\$2,000
September 2009	\$2,000
September 2010	\$3,500
September 2011	\$10,000 (Naming Rights Sponsor of 2012 event)
March 2012	\$10,000 (Naming Rights Sponsor of 2013 event)
September 2013	\$10,000 (Naming Rights Sponsor of 2014 event)
September 2014	\$10,000 (Naming Rights Sponsor of 2015 event)

The Rotary Club has withdrawn from the 2016 event, which will be the 20th anniversary of the event. Unlike the past four years, the Swimming Club have withdrawn the offer of "City of Cockburn Jetty to Jetty Swim" naming rights (which was the reason for the large increase in sponsorship from the City for the 2012 event) preferring to go with the new "20th Anniversary Jetty to Jetty Swim" event name and logo, and have already designed and ordered their merchandise with this name and logo.

In return for sponsorship, the City of Cockburn will benefit from some media promotion, including use of banners and display tents/marquee at the event. They are prepared to negotiate other avenues of promotion of the sponsorship, and have a few other sponsors already



on board, such as Frasers Property Group (formerly Australand), Cockburn Cement and NextGen clubs.

Without naming rights, it is recommended to maintain the level of sponsorship of \$10,000, to support the event.

Applicant: Swimming WA

Requested: \$6,000

Recommended: Nil

The Western Australian Swimming Association (Swimming WA) is a membership-based organisation that has requested sponsorship for an open water swim competition (Open Water Series 2015-16 Round 5) to be held at Coogee Beach on 5 December 2015.

This event is one of a large program of swimming events around WA. It has been held previously in November 2014 and attracted some community criticism for issues related to noise and traffic management.

It is recommended that the City of Cockburn not provide sponsorship for this particular event, as the City has traditionally sponsored a similar longstanding event, the Coogee Jetty to Jetty swim, and this Swimming WA organisation is not based in Cockburn and the event does not offer extensive benefits to Cockburn.

Applicant: Jervoise Bay Sailing Club

Requested: \$7,000

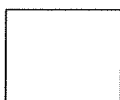
Recommended: \$5,000

Jervoise Bay Sailing Club is a not-for-profit recreational club of about 140 members. The club is striving to build its junior membership, and has requested sponsorship for the purchase of one of four new small 'Nacra 350' catamarans (purchase price approx. \$8,000 each) for the club's juniors for training and competition purposes to increase participation in sailing.

In return for Sponsorship the City of Cockburn will receive naming rights of the catamaran, which will be displayed on the hull.

The City has not previously provided funding to the club.

It is recommended to provide sponsorship of \$5,000, with the provision that the City of Cockburn's naming rights also apply to the catamaran's sail as well as the hull.





Applicant: Southern Lions Rugby Union Football Club

Requested: \$20,000

Recommended: \$12,500

The Southern Lions Rugby Union Football Club (SLRUFC) is a not-for-profit sporting club founded in 1987. Based at Success Regional Sports Facility, the Club has more than 500 members, with the majority being City of Cockburn residents participating in juniors, Women's, Men's and Golden Oldies Divisions.

In 2013, the SLRUFC hosted the successful inaugural City of Cockburn 7s Rugby Tournament that saw 18 teams and 1,500 fans from all over Perth come to Success Regional Sporting Facility.

The Club received \$12,500 sponsorship from the City in the September 2013 funding round for the 2014 event. In 2014 the City provided \$12,500 sponsorship for the 2015 event, as well as a \$4,000 Minor Capital Works Grant towards floodlighting upgrades and a \$1,000 Sports Equipment Grant.

The SLRUFC has sought an increase in sponsorship from the City, from \$12,500 to \$20,000, to provide increased prize money to entice more interstate participants.

In line with sponsorship of the 2015 event, the City will receive naming rights of the event, and inclusion on event advertising including media coverage via radio, newspapers and websites; logo inclusion on event signage, opportunity to display signage at the event and logo inclusion and sponsor recognition on advertising and promotional material official event merchandise (e.g. referees' shirts).

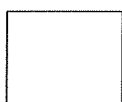
It is recommended that the City maintain its current level of support at \$12,500, as additional interstate participants provide negligible benefit to the City and local residents.

Applicant: Cockburn Central Town Centre Association

Requested: \$20,000

Recommended: \$10,000

Cockburn Central Town Centre Association (CCTCA) is a community group of local residents and business owners who promote the interests of the local Cockburn Central community, and lead projects and events that enhance Cockburn Central as a place to live, work and visit.



The Association is planning a new not-for-profit event called the Cockburn Central BillyCart Festival. The event will draw the wider community into and promote the Cockburn Central Town Centre. Proceeds from the event will raise funds to support the work performed by the Princess Margaret Hospital and Butterfly Foundation to address eating disorders.

The proposed event has support from several Cockburn Central local businesses, and the City of Cockburn's Community Development team is supporting the event.

In return for sponsorship, the City's support will be promoted on all event advertising materials and media releases. The City is offered to display banners and run an informational market stall on the day. The Mayor will have the opportunity to deliver a speech and award prizes.

The CCTCA has requested sponsorship of \$20,000, they also have \$10,000 from Landcorp and \$4,000 from local business pledges. Being the inaugural event, it is recommended that the City provide sponsorship of \$10,000, and evaluate the event's outcomes for future sponsorship support.

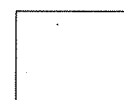
Applicant: The Sir Oliver Cricket Club (Split Cricket Club)

Requested: \$5,850

Recommended: Nil

Mr Jeff Grzinic has applied for City of Cockburn support for the participation of a cricket team from the City's sister city of Split, Croatia, in the Mediterranean Cricket League tournament. Mr Grzinic is an organiser of the tournament, which will be held in Split in June 2016. While Mr Grzinic is not a local Cockburn resident (he resides in Kewdale), he believes that a City of Cockburn resident will participate in the event. As yet, the City of Split has not pledged sponsorship of the event.

Mr Grzinic met with the Mayor and Director Governance and Community to discuss the proposal. If funding were to be provided by the City, indicative support would be for sponsorship of items such as uniforms, equipment and marketing, totalling \$2,140. However, the applicant has yet to provide required documentation such as evidence of incorporation and financial statements. In addition, there is concern that the City may not be authorised to deposit funds into an overseas bank account, and that sponsorship of an overseas team and event provides negligible benefit to the City and its residents. In the reverse situation, it would be as if the Cockburn Cricket Club approached the City of Split to sponsor their activities in Cockburn. As such, it is recommended that the application for sponsorship is not supported.



Applicant: Leukaemia Foundation of Australia

Requested: \$3,500

Recommended: \$1,000

The Leukaemia Foundation of Australia is a not-for-profit organisation that assists about 293 leukaemia patients in the local area. The Foundation has requested support for an outdoor fitness event titled 'Get Your Blood Pumping' to be held at Bibra Lake. The event will comprise a walk/job around the lake followed by circuit and yoga classes. The event targets those experiencing blood cancer and their family/carers, and the wider community. The event will promote the Foundation and its work.

In return for sponsorship support, the City of Cockburn will receive logo acknowledgement across media platforms, and will have the opportunity to display signage and speak at the event. Profits from the event will go to supporting leukaemia patients, some of whom are City of Cockburn residents.

The Foundation has requested sponsorship of \$3,500; however, it is recommended that, as this is the inaugural event, the City provide sponsorship of \$1,000 and evaluate the event's outcomes for future sponsorship.

The total proposed allocation for Sponsorship has been increased to \$70,000 due to the increase in applications so far this year, and to allow for an equitable pool of funds to be available for the second round in March 2016.

Strategic Plan/Policy Implications

Community & Lifestyle

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

Leading & Listening

- A responsive, accountable and sustainable organisation.



Budget/Financial Implications

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

Summary of Proposed Allocations

Committed/Contractual Donations	\$496,000
Specific Grant Programs	\$449,000
Donations	\$185,000
Sponsorship	\$70,000
Total	\$1,200,000
Total Funds Available	\$1,200,000
Less Total of Proposed Allocations	\$1,200,000
Balance	\$0

Legal Implications

N/A

Community Consultation

In the lead up to the September 2015 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised of:

- Three advertisements running in the Cockburn Gazette on 01/09/15, 08/09/15 and 22/09/15.
- Three advertisements running fortnightly in the City of Cockburn Email Newsletter.
- Half Page advertisement in the August 2015 Soundings.
- Promotion to community groups through the Community Development Service Unit email networks and contacts.
- All members of the Cockburn Community Development Group and Regional Parents Group have been encouraged to participate in the City's grants program.
- Additional Advertising through Community Development Promotional Channels:
 - Community Development Calendar distributed to all NFP groups in Cockburn.
 - Community Development ENews September 2015 edition.
- Closing dates advertised in the 2015 City of Cockburn Calendar.
- Information available on the City of Cockburn website.
- Reminder email sent to regular applicants.

Attachment(s)

1. Revised Summary of Grants, Donations and Sponsorship Recommended Allocations Budget for 2015/16.

Advice to Proponent(s)/Submissioners

Applicants have been advised that they will be notified of the outcome of their applications following the November 2015 Council Meeting.

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

Nil

10. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

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

Nil

12. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY COUNCILLORS OR OFFICERS

Nil

13. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

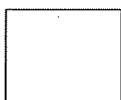
Nil

14. CONFIDENTIAL BUSINESS

Nil

15. (GAD 29/10/2015) - CLOSURE OF MEETING

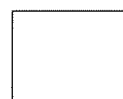
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CONFIRMATION OF MINUTES

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

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



GRANTS, DONATIONS & SPONSORSHIP COMMITTEE RECOMMENDED ALLOCATIONS BUDGET 2015/2016

Activity OP 315 Natural Acc 6810	Description	Allocated 2015/2016	Actual as at September 2015	Proposed Adjustments 2015/2016	Comments
	Donations				
	Committed/Contractual				
9109	Indian Ocean Fireworks Australia Day	25,000	0	25,000	Annual donation towards the Indian Ocean Fireworks on Australia Day (Co-ownership with City of Fremantle for 3 years as to proposed Sponsorship Agreement)
9239	Native ARC	87,922	43,961	87,922	Donation to Support the annual administration cost of Native ARC (plus CPI 1.4%) as to Council Decision 14 August 2014
9310	Cockburn Wetlands Education Centre	87,922	43,961	87,922	Donation to Support the annual administration cost of the Cockburn Wetlands Education Centre (plus CPI 1.4%) as to Council Decision 14 August 2014
9242	Burdiya Aboriginal Corporation - Rental Costs	3,000	0	3,000	Donation to cover rental costs at 8 Caffrey Place (internal transfer) two year agreement \$3,000 pa in 2014-15 and 2015-16 as to Council Decision on 14 August 2014
9245	Old Jandakot School Management Committee	3,000	0	3,000	Annual contribution to water and electricity charges (including Portuguese Cultural & Welfare Centre) included in the lease agreement as to Council Decision 8 October 2009
9317	Pineview Preschool Maintenance Contribution	7,618	0	7,618	Annual contribution for maintenance of grounds and building (plus CPI 1.4%)
9322	South Lake Leisure Fee Subsidy	110,000	47,101	110,000	Subsidised fees for swimming club
9398	Cockburn Senior Citizens Building Donation	9,342	0	9,342	Assists with maintenance costs as per agreement (plus CPI 1.4%)
9559	Cockburn Cricket Club Insurance	1,500	0	1,500	Commitment included in the lease agreement (flat fee)
9574	Spearwood Dalmatinac Club - Rates Reimbursement	11,500	11,308	11,308	Reimbursement of 50% of the annual rates payable by Spearwood Dalmatinac Club for 41 Azelia Road, Spearwood as to Council Decision on 14 May 2009
8243	Little Green Steps WA Partnership Agreement	25,000	0	25,000	Two-year partnership agreement with LGS WA, to promote Education for Sustainability in the Early Years, \$25,000+GST pa for 2014-15 and 2015-16 as to Council Decision 14 May 2015
8805	Spearwood Bowling Club	57,300	0	57,300	Request for \$57,300 plus GST (one-third of cost of \$171,900) to resurface bowling green; with donation contingent on \$57,300 Club contribution and \$57,300 successful CSRFF grant
8804	Hamilton Hill Community Group	3,100	3,100	3,100	One-off donation of \$3,100 to the HHCG to assist in the production of a film opposing the Roe Highway extensions, as to Council Decision 13 August 2015
New	Australian Sculpture Gifting to Nagasaki Peace Park	0	0	2,025	Australian Sculpture Gifting to Nagasaki Peace Park and Annual Membership Fee for Mayors for Peace
	Future Allocations	63,796	0	61,963	(To be allocated throughout the year)
	Committed/Contractual Sub Total	496,000	149,431	496,000	
	Donations to Organisations				
9196	Donations to Organisations	210,000	0	102,000	Remainder of Donations funding allocated for March 2016 funding round
9196	Cockburn Toy Library			4,000	Request for \$4,000 Donation towards their rental expenses, purchasing and maintaining toys
9196	St Vincent de Paul Society Yangebup Conference			5,000	Request for \$5,000 Donation towards their ongoing costs
9196	Cockburn Community and Cultural Council			9,000	Request for \$9,000 Donation towards their general operating costs
9196	Meerilinga Young Children's Services			10,000	Request for \$10,000 Donation towards operations to assist accessibility, support and engagement of community in programs and services
9196	Returned and Services League - City of Cockburn			10,000	Request for \$10,000 Donation towards their activities, operating costs and commemorative services
9196	Yangebup Family Centre			12,000	Request for \$12,000 Donation towards operating three creche sessions a week to support crafternoons, PlayClub and community parenting workshops
9196	Cockburn Central YouthCARE Council			13,000	Request for \$13,000 Donation towards chaplaincy service at Lakeland SHS
9196	Coastal Motorcycle Club WA			20,000	Request for \$20,000 Donation towards a front loader for the club to grade and maintain the track for training and competitions
	Donations to Organisations Sub Total	210,000	0	185,000	
	Sponsorships				
9197	Sponsorships	50,000	0	22,000	Remainder of Sponsorship funding allocated for March 2016 funding round
9197	Individual Sponsorships	5,000	0	5,000	Formal Sponsorship program for individuals as per DA ACS2
9197	Cockburn Masters Swimming Club			10,000	Request for \$15,000 Sponsorship for 20th Anniversary Jetty to Jetty Swim at Coogee Beach on 13 March 2016
9197	Swimming WA			0	Request for \$6,000 Sponsorship of Open Water Series 2015-16 Round 5 at Coogee Beach on 5 December 2015
9197	Jervoise Bay Sailing Club			5,000	Request for \$7,000 Sponsorship to purchase new Junior Training Catamaran
9197	Southern Lions Rugby Union Football Club			12,500	Request for \$20,000 Sponsorship for the 2016 City of Cockburn 7's Rugby Invitation Tournament at Success Regional Sporting Facility on 13 February 2016
9197	Cockburn Central Town Centre Association			10,000	Request for \$20,000 Sponsorship for the Central Cockburn Billy Cart Festival 2016 on 20 March 2016
9197	Mediterranean Cricket League (MCL)			0	Request for \$5,850 Sponsorship of Split Cricket Team in Mediterranean Cricket League Tournament in Split on 2-5 June 2016
9197	Leukaemia Foundation of Australia			3,500	Request for \$3,500 Sponsorship of "Get Your Blood Pumping" Outdoor Fitness Fundraising Event at Bibra Lake on 29 November 2015
9197	Point Peron Restoration Project			2,000	Request for \$2,000 Sponsorship of the Point Peron Restoration Project
	Sponsorships Sub Total	55,000	0	70,000	
	Grants				
8040	Landowner Biodiversity Conservation Program	35,000	0	35,000	Financial and natural resource management training support program for Cockburn landowners to conserve the natural bushland and wetland areas on their property
9004	Emergency Severe Personal Hardship Fund	15,000	672	15,000	For one off emergency and disaster situations (revised as per Council Decision 10 February 2011)
9015	Youth Academic Grants	500	0	500	Assists young people to attend academic programs as per DA ACS11
9031	Junior Travel Assistance - Sports	45,000	18,000	45,000	Assists young people in Cockburn representing WA or Australia in interstate or international team or individual sports by providing assistance for travel to competitions
9240	Sustainability Grants Program	40,000	2,012	40,000	Grants program established in accordance with Council Decision on 13 May 2010
9241	Len Packham Hall Subsidy (Burdiya)	1,000	0	1,000	Subsidy program that will allow indigenous and multicultural Cockburn families to access funds to assist with hall hire costs for hosting funerals, memorials and cultural events
9312	Community Grants Program	100,000	0	100,000	Formal grant process for local organisations as per DA ACS2
9314	Provide Bins Sporting Events	1,000	0	1,000	Provide bins to schools for sports carnivals
9327	Community Associations Hall Hire Subsidy	1,500	61	1,500	Assists community groups to conduct monthly meetings and events
9329	Cultural Grants Program	12,500	8,945	20,000	Provide small grants to cultural and artistic groups
9331	Bus Hire Subsidy	1,000	0	1,000	Provides a small allocation towards the bus hire for community organisations
9335	Grants General Welfare	6,000	1,074	6,000	Miscellaneous requests for small donations
9341	Community Group Newsletter Subsidy	8,000	83	8,000	Assists community groups to disseminate information
9373	Sustainable Events Grants Program	4,000	0	4,000	Grants for community organisations to have events that will become financially self sustainable over four years
9396	U Fund	1,000	0	1,000	Small grants up to \$600 to youth for cultural/arts initiatives and events
9399	Youth Arts Scholarships	4,000	0	5,000	Assist young people to travel in order to participate in performing/arts events and also for further study
9475	Alcoa Cockburn Community Projects Fund	10,000	3,680	10,000	A partnership fund with Alcoa delivering community-driven projects (allocation doesn't include Alcoa funds carried forward, only CoC funds)
9490	Environmental Education Initiatives Program	15,000	12,000	15,000	Support for Environmental Services to assist schools to facilitate environmental education
9517	Cockburn Community Group Volunteer Insurance	8,000	0	8,500	Cockburn Community Group Insurance Program
9535	Council Match Staff Donation	4,000	1,120	4,000	Council to match staff fund raising effort
9596	SLLC Subsidy for Emergency Services Volunteers	500	0	500	South Lake Leisure Centre gym subsidy for Jandakot BFB, South Coogee BFB and SES volunteers
9649	Safety House/Walk to School Program	500	0	500	Support to schools for safety programs for children getting to school and to attend Safety House shows in Safety House month
9673	Sport and Recreation Club Grant	45,000	0	45,000	Grants matched by local sporting clubs for minor capital works on Council owned facilities and sporting equipment
9674	Grants to Schools	6,000	2,690	6,000	For small donations to schools for minor items as per DA ACS7
9688	Security Subsidy for Seniors	30,000	4,291	30,000	Subsidy for security devices for seniors
9495	Donation and Grants General Account	44,500	0	45,500	(Remainder of grant allocations, to be allocated based on expenditure throughout the year)
	Grants Programs Sub Total	439,000	54,628	449,000	
	Totals	1,200,000	204,059	1,200,000	
	Budget	1,200,000		1,200,000	
	Balance	0		0	



City of Cockburn
GLS Services Department

Attachment 1: Location Plan
Lot 95 Watson Road, Beeliar.

PRINTED ON:
22/10/2015

SCALE = 1:2000

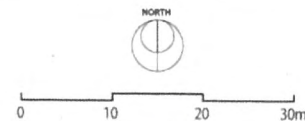
DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.





PLAN 1: STRUCTURE PLAN

Lot 95 Watson Road, BEELIAR



Scale: 1:750@A4
Date: 25/08/2015
Plan: URBBE-2-003b

A 28 Brown St, East Perth WA 6004
P (08) 9325 0200
E info@creativedp.com.au
W creativedp.com.au



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SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN - LOT 95 WATSON ROAD, BEELIAR

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Stephen Walker - Vanguard Planning Services 7 Kilfoyle Rise BEDFORDALE WA 6112	<p>Objection</p> <p>The structure plan for Lot 95 should be amended by adding a cul-de-sac head at the end of the road fronting the public open space, for rubbish truck and other vehicle turning. My client, who was the subdivider of Lot 94, was required to provide a turning area at the end of Corella Close, on the understanding that the City would ensure the turning area was relocated to Lot 95 when that lot was subdivided. The relocation is necessary to enable the subdivision of Lot 9000, which contains the existing cul-de-sac and has therefore been rendered unusable until this point.</p>	<p>Noted. Section 10.9 of the approved Structure Plan for Lot 94 Watson Road, Beeliar specifies;</p> <p><i>"As a condition of subdivision approval a temporary 18 metre diameter cul-de-sac head shall be constructed at the end of the road on Lot 94 in order to provide a turn-around area for the City's bin truck. This cul-de-sac shall be constructed entirely within Lot 94 and no part shall encroach the public open space. A portion of the cul-de-sac, which shall be partially constructed over the balance of the residential lots, shall be the subject of an easement in gross in favour of the City. The residential lot incorporating the easement shall remain as a balance of title and suitably maintained by the developer/ landowner."</i></p> <p>The above mentioned extract from the approved Structure Plan report for Lot 94 does not make mention of the requirement of an additional cul-de-sac over lot 95.</p> <p>City's waste services will collect bins along Corella Close (for the now subdivided lot 94 and lot 95) and utilise the existing cul-de-sac to turn around and exit Corella Close in a forward motion.</p> <p>Lot 9000 (balance lot on lot 94) will be</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>recommended for residential subdivision, by the City, following the extension of the 'wider' local road network in an appropriate manner which negates the need for the cul-de-sac. This will require additional land owners to subdivide in a coordinated manner.</p> <p>It is not considered necessary, or within 'proper and orderly planning' to have two cul-de-sacs when the existing cul-de-sac will suffice for the purposes of waste collection. On this basis the City will not recommend to the WAPC that the Lot 95 Structure Plan proposal should be amended pursuant to your submission request.</p>
2	Environmental Protection Authority Locked Bag 33, Cloisters Square PERTH WA 6850	<p>Support</p> <p>The Office of the Environmental Protection Authority has no comment to make on the proposed structure plan.</p>	Noted.
3	Department of Education & Training 151 Royal Street EAST PERTH WA 6004	<p>Support</p> <p>The Department has reviewed the document and wishes to advise that it has no objection to this residential development.</p>	Noted.
4	WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849	<p>Support</p> <p>ATCO Gas Australia does not have any issues with your Structural plan proposal at Lot 95 Watson Road Beeliar. We do have 100 PVC MP 70kPa gas outside this Lot and also service line feeding this Lot.</p>	Noted.
5	Department for Planning Locked Bag 2506 PERTH WA 6001	<p>Support</p> <p>This letter requests, pursuant to the City's TPS 3, that the WAPC provide comment whether it is prepared to endorse the proposed SP with or without modifications.</p>	Noted. The Structure Plan report has been amended to incorporate the Commissions comments. In addition to these comments the City has recommended as part of the resolution

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>A preliminary assessment of the proposed SP has been undertaken. In this regard, please be advised that the WAPC is not prepared to endorse the proposed SP with or without modifications (at this time) for the following reasons:</p> <ul style="list-style-type: none"> The WAPC will want to consider the advice of government agencies and any public submissions. <p>Part 1</p> <ul style="list-style-type: none"> No RMD provisions apply on Plan 1: Local Structure Plan. It is suggested that the removal of the 'RMD' reference occur on Plan 1 (both in the legend and on the land subject to the SP) and an asterisk next to the zone in the legend is provided as a reference to the relevant areas where RMD will apply. Then include the relevant R40 Appendix within the Planning Bulletin that applies with this populated appropriately (RMD 60 in parts). The adoption page needs to be as per clause 6.2.10.2 of the City's TPS 3 that requires the endorsement of the LSP (insert the word endorsed for adopted) Why does Plan 1 not match the road network within Figure 6 with an additional lot instead of a road. With the additional lot proposed, how does this impact on the road network to the south? <p>Part 2</p> <ul style="list-style-type: none"> Delete the reference to clause 4.4 – just use the Appendix within Planning Bulletin No. 112 and populate this appropriately and refer in Part 2 to the Part 1 Appendix. How does clause 4.6 Public Open Space provide within DA 4 an appropriate area of POS – please provide more details to outline how the shortfall is an acceptable outcome? Remove the RMD reference on Figure 6 as the code remains R40 as per the city's TPS 3 map (the zone is Residential with a coding of R40 and not Residential – RMD40). <p>A general comment to illustrate the difference in levels on the relevant maps as site works are required by clause 6.1.</p>	<p>that the Structure Plan report is updated to reflect the Planning and Development (Local Planning Schemes) Regulations 2015 provisions by updating the report to reflect Appendix 1 "Format of a Structure Plan" of the 'Structure Plan Framework'. It is noted that the 'regulations' have come into effect post advertising.</p>

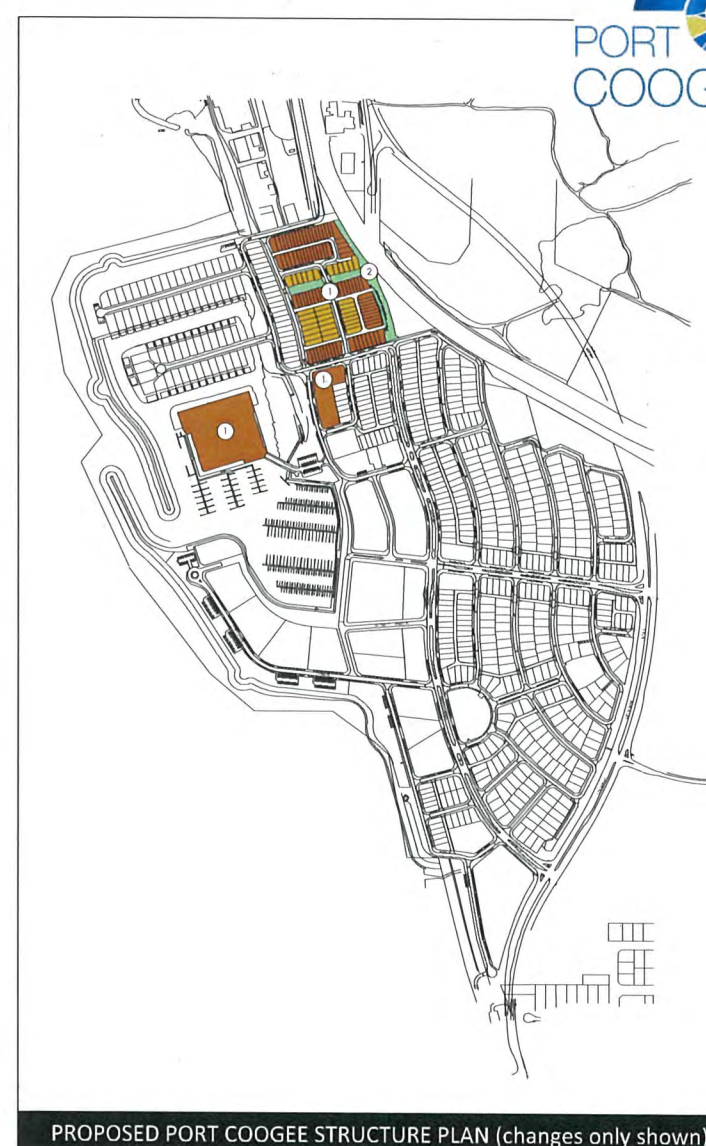
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
6	Department of Environment Regulation Locked Bag 33, Cloisters Square PERTH WA 6850	Support DER has no comment on this matter.	Noted.
7.	Department of Water PO Box 332 MANDURAH WA 6210	Support The Department of Water (DoW) has reviewed the information wishes to provide the following advice: <u>Better Urban Water Management</u> Due to the small size and infill nature of the structure plan area, and lack of sensitive water resources, a Local Water Management Strategy would not be required in this instance. <u>Groundwater</u> The subject area is located within the Cockburn Groundwater Area as proclaimed under the <i>Rights in Water and Irrigation Act 1914</i> . Any groundwater abstraction in this proclaimed area for purposes other than domestic and/or stock watering taken from the superficial aquifer is subject to licensing by the Department of Water. The issuing of a groundwater licence is not guaranteed but if issued will contain a number of conditions that are binding upon the licensee.	Noted.
8.	Water Corporation PO Box 100 LEEDERVILLE WA 6902	Support The Water Corporation has no objections to the proposed structure plan and offers the following comments. The Corporation has adopted water and wastewater scheme planning to guide future servicing of the locality. This planning is periodically revised as zonings and density codes change, or local structure plans are prepared for new growth areas	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p><u>Water and Wastewater</u></p> <p>Reticulated water and sewerage is currently available throughout the subject area. The developer/disturber is expected to fund any new works required or the upgrading of existing works and protection of all works.</p> <p>All water and sewerage main extensions, if required for the development site, must be laid on the correct alignment and in accordance with the Utility Providers Code of Practice.</p> <p>Due to the increase in development density, upgrading of the current system may be required to prevent existing customers being affected by the proposed development. The Corporation will need to review its planning for this part of the catchments to determine if necessary, what upgrades or duplications the developers of this land may need to undertake to service the land.</p>	
9.	Telstra, Forecasting & Area Planning Locked Bag 2525 PERTH 6001	<p>Support</p> <p>At present, Telstra Corporation Limited has no objection.</p>	Noted.
10.	Department of Indigenous Affairs PO Box 3153 EAST PERTH WA 6892	<p>Support</p> <p>A review of the Register of Aboriginal Places and Objects as well as the DAA Aboriginal Heritage Database concludes that there are no known heritage places within the proposed Plan. Therefore based on the information held by DAA no statutory approvals under the Aboriginal Heritage Act 1972 (AHA) are required.</p>	Noted.
11.	Department of Parks and Wildlife Locked Bag 104 Bentley Delivery Centre WA 6983	<p>Support</p> <p>Please be advised that the Department of Parks and Wildlife has no comments to make on the above Structure Plan proposal.</p>	Noted.

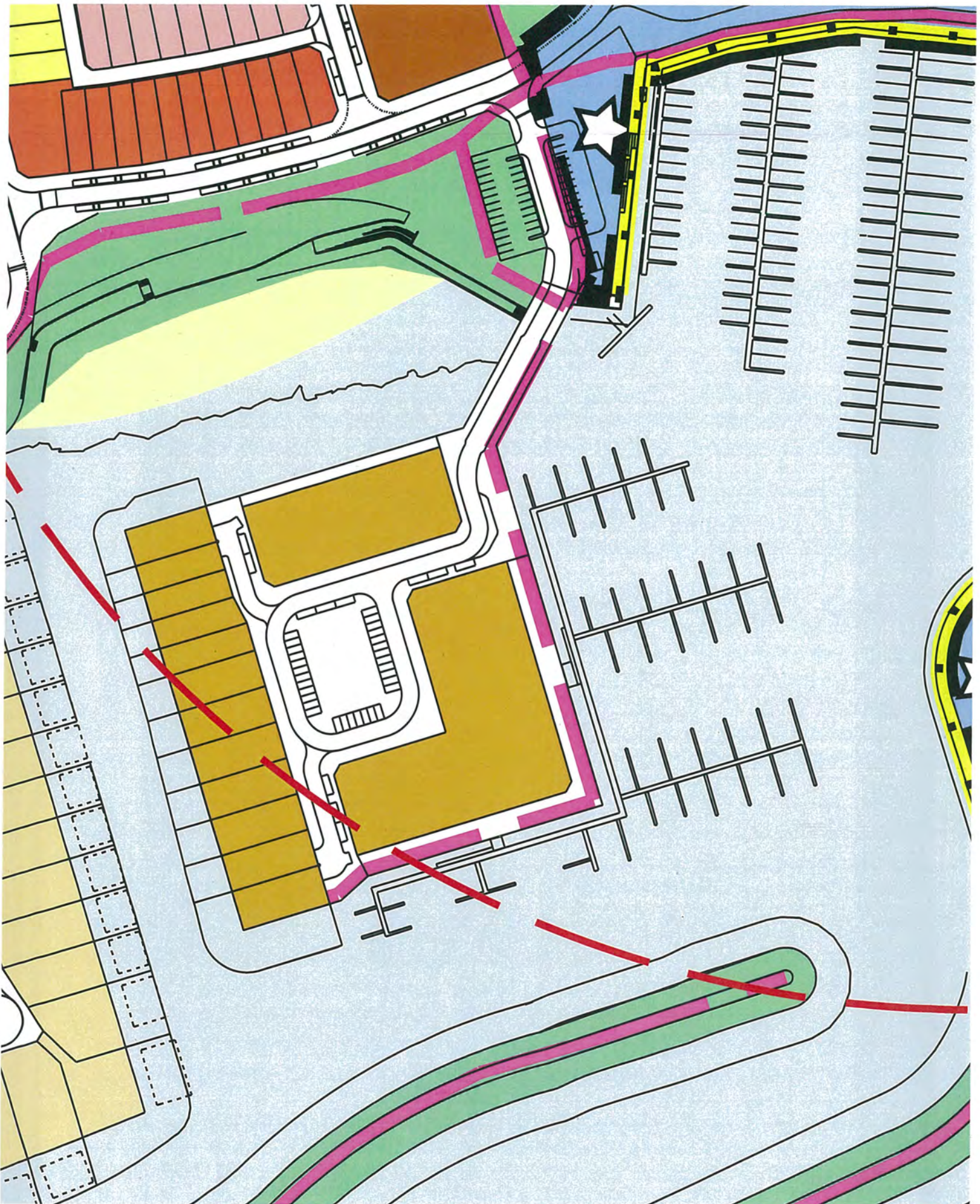


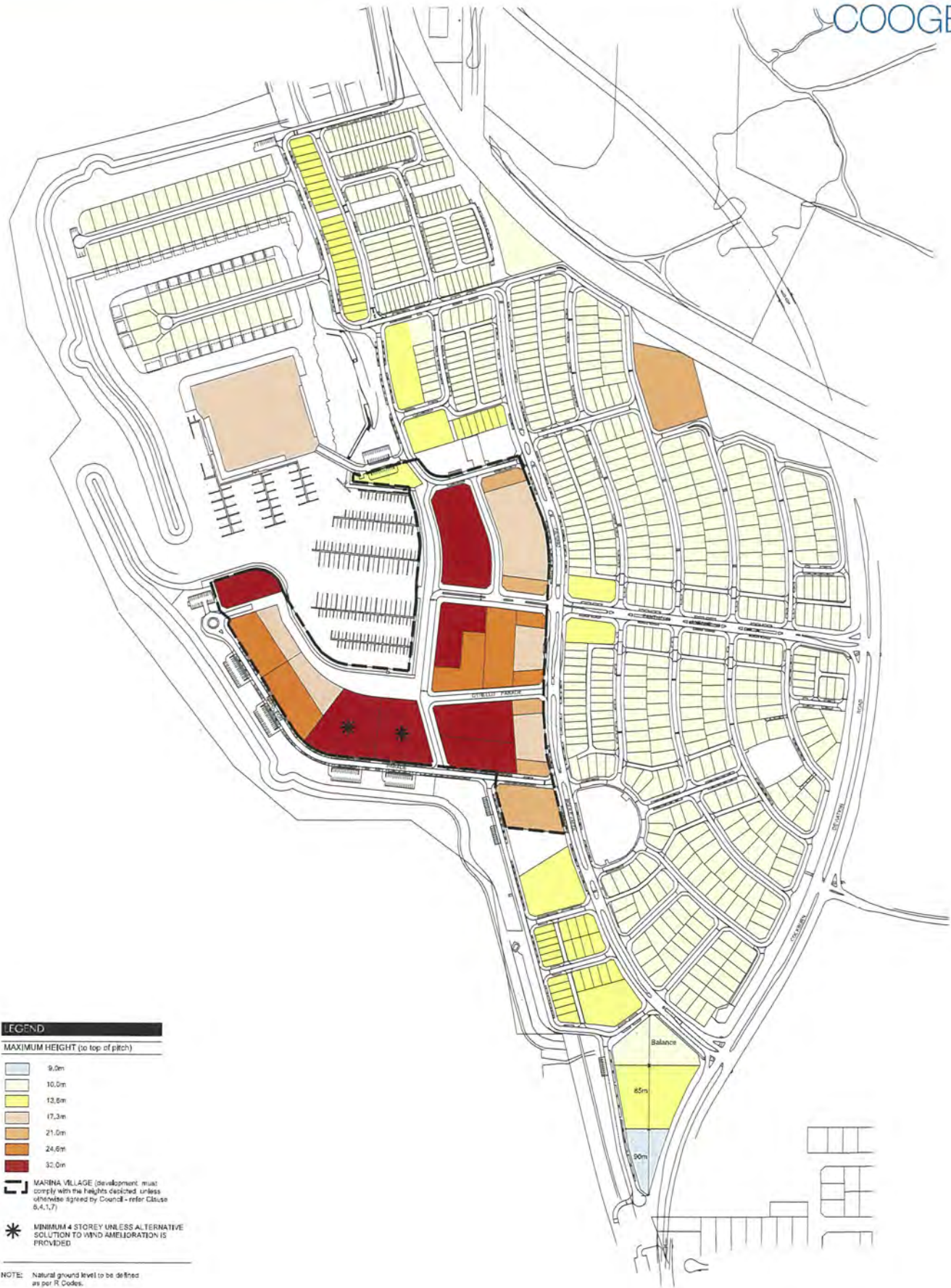
1. RECODING OF LOTS AND RECONFIGURATION OF ACCESS ROADS
Resulting in increased density and diversity of housing product.
2. REMOVAL OF ORSINO BOULEVARD/ADDITION OF PUBLIC OPEN SPACE
Replacement of road reserve with linear open space to enhance local amenity and pedestrian connectivity.

LEGEND	
TPS NO.3 ZONES	
	RESIDENTIAL R20
	RESIDENTIAL R25
	RESIDENTIAL R30
	RESIDENTIAL R35
	RESIDENTIAL R40
	RESIDENTIAL R50
	RESIDENTIAL R60
	RESIDENTIAL R80
	MARINA VILLAGE (Local Centre)
TPS NO.3 RESERVES	
	PARKS AND RECREATION
	MRS RESERVES
	PARKS AND RECREATION
	DUP FOR REGIONAL PEDESTRIANS / CYCLISTS
	DUP
	BOARDWALK
	400m WALKABLE CATCHMENT
	ADDITIONAL USE SITE
	POTENTIAL SITE FOR REQUIRED COMMUNITY PURPOSE SPACE (to a maximum of 1000m ² floor space)
	ICON BUILDING
	HOTEL - ALTERNATIVE LOCATION
	PUBLIC ACCESS LINKS (form and location to be agreed with City of Cockburn)



Comparison Plan - Existing and Proposed Local Structure Plans





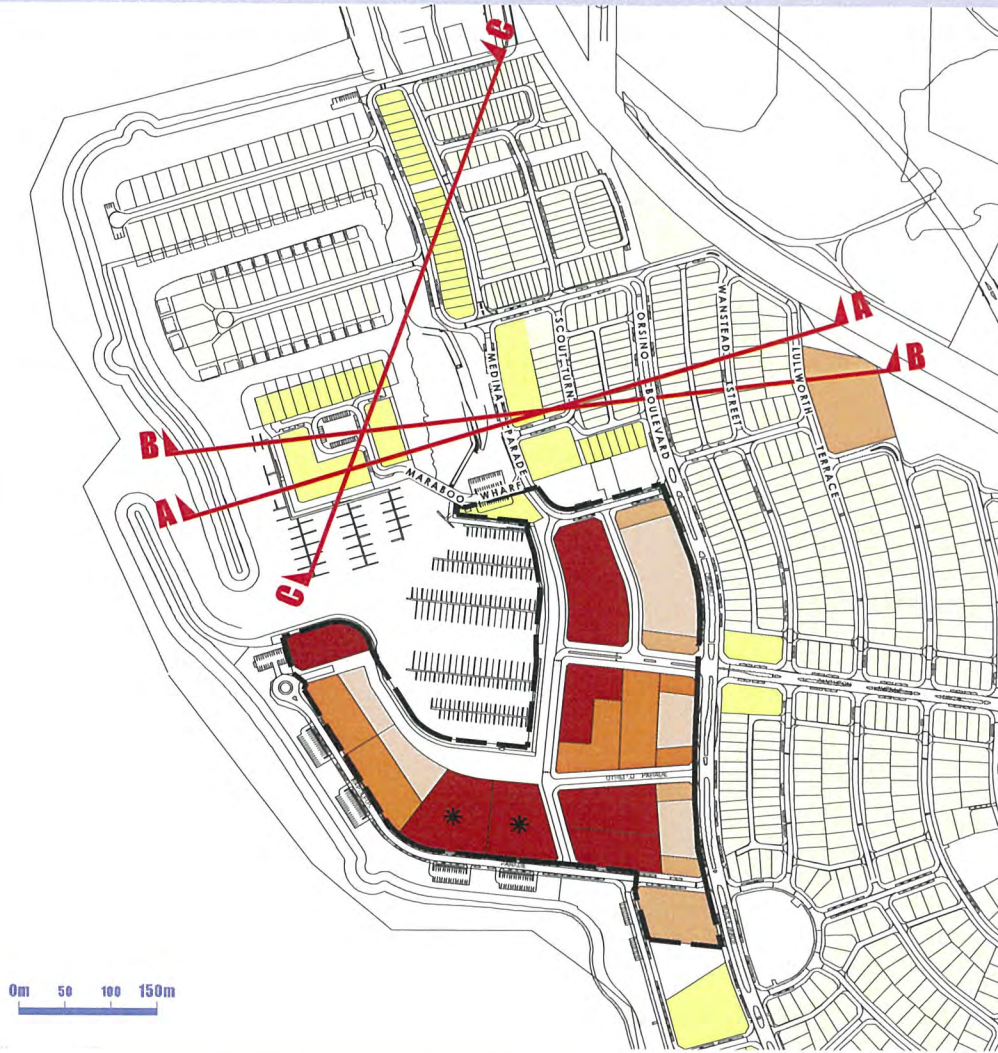
Building Height Plan - Port Coogee



Figure No.11

90/057/318 | 15 May 2015

CURRENT BUILDING HEIGHT GUIDE PLAN



PROPOSED BUILDING HEIGHT GUIDE PLAN



LEGEND - BUILDING HEIGHT GUIDE PLANS

MAXIMUM HEIGHT (to top of pitch)

10.0m	24.6m
13.6m	32.0m
17.3m	
21.0m	



MARINA VILLAGE (development must comply with the heights depicted, unless otherwise agreed by Council - refer Clause 6.4.1.7)
Minimum 4 storey unless alternative solution to wind amelioration is provided



Note: Natural ground level to be defined as per R-Codes

LEGEND - CROSS SECTIONS



Proposed Building Form



Proposed Building Height



Lots with potential views of Stage 5 development

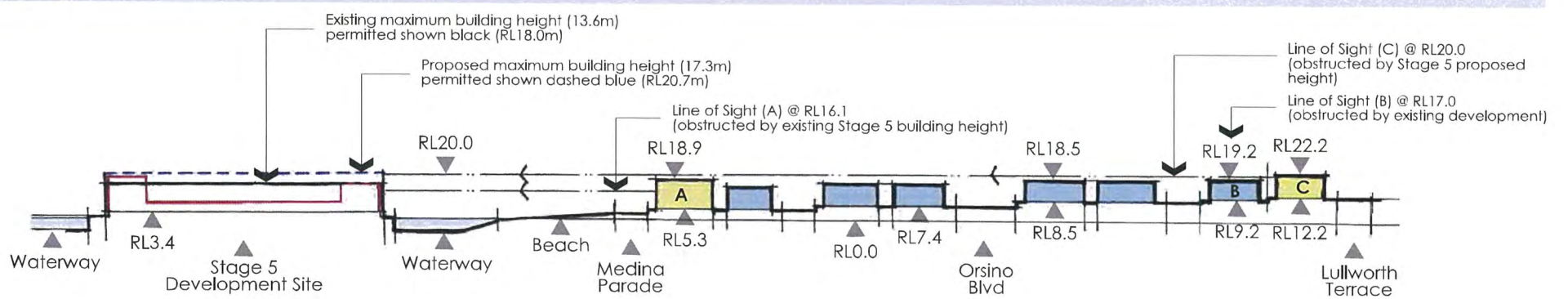


Lots with obstructed views of Stage 5 development

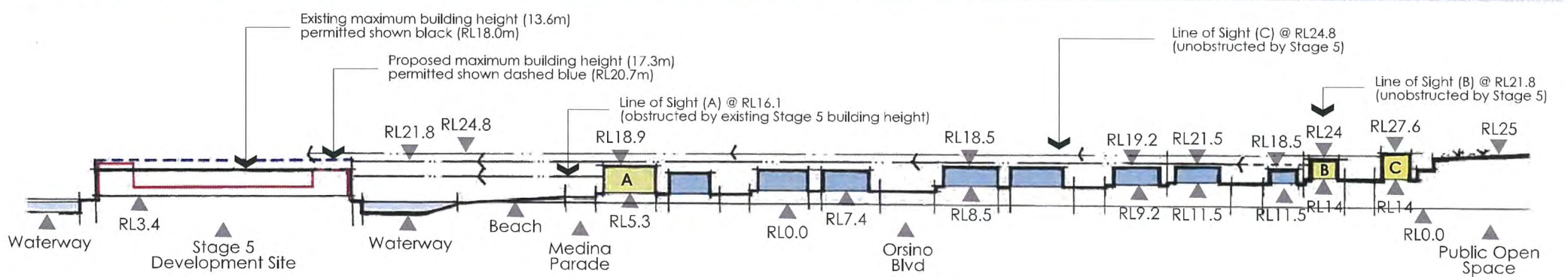


Note: RL heights shown on cross sections represent finished lot levels which maximum building heights are then measured from.

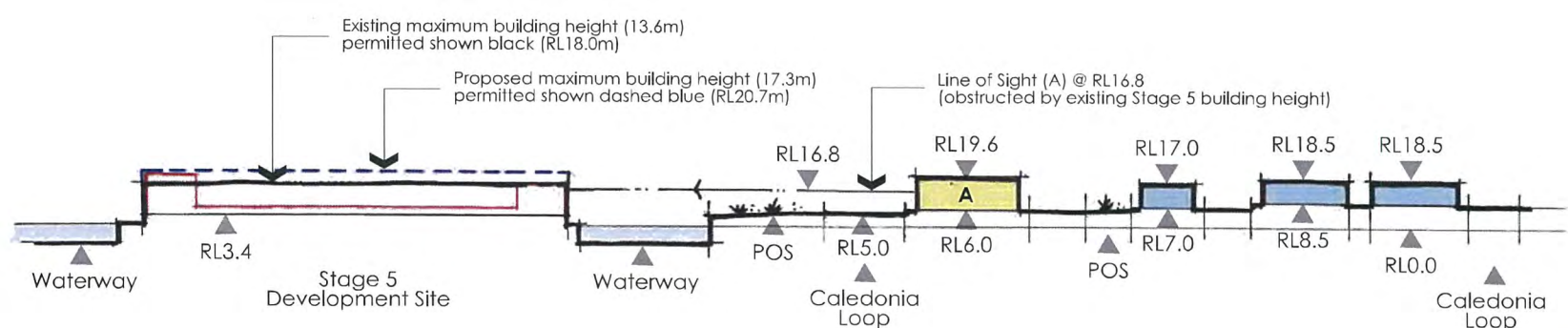
CROSS-SECTION AA



CROSS-SECTION BB



CROSS-SECTION CC



0m 40 80m

VIEW ASSESSMENT - PROPOSED STAGE 5 BUILDING HEIGHT

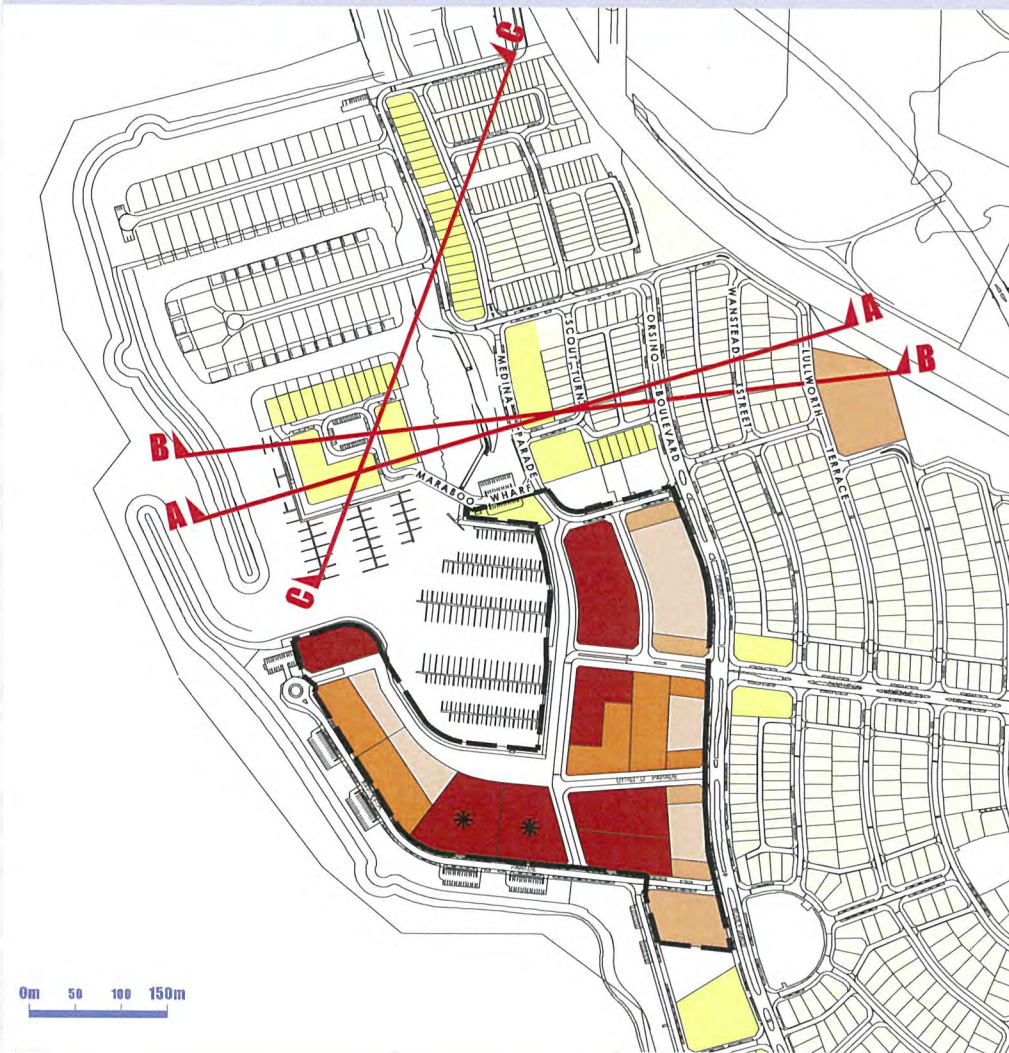
Port Coogee
An Australand Project

DRAFT

d: 22 May 2015
p: 90/057/314C

Taylor Burrell Barnett Town Planning and Design
187 Roberts Road Subiaco Western Australia 6008
p: (08) 9382 2911 f: (08) 9382 4586
e: admin@tbbplanning.com.au

CURRENT BUILDING HEIGHT GUIDE PLAN



PROPOSED BUILDING HEIGHT GUIDE PLAN



LEGEND - BUILDING HEIGHT GUIDE PLANS

MAXIMUM HEIGHT (to top of pitch)

10.0m	24.6m
13.6m	32.0m
17.3m	
21.0m	



MARINA VILLAGE (development must comply with the heights depicted, unless otherwise agreed by Council - refer Clause 6.4.1.7)

Minimum 4 storey unless alternative solution to wind amelioration is provided

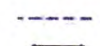


Note: Natural ground level to be defined as per R-Codes

LEGEND - CROSS SECTIONS



Proposed Building Form



Proposed Building Height



Lots with potential views of Stage 5 development

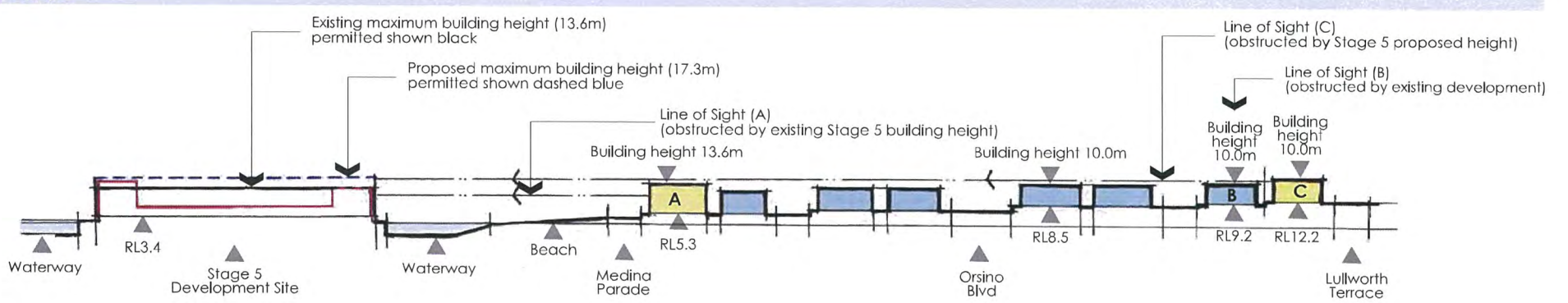


Lots with obstructed views of Stage 5 development

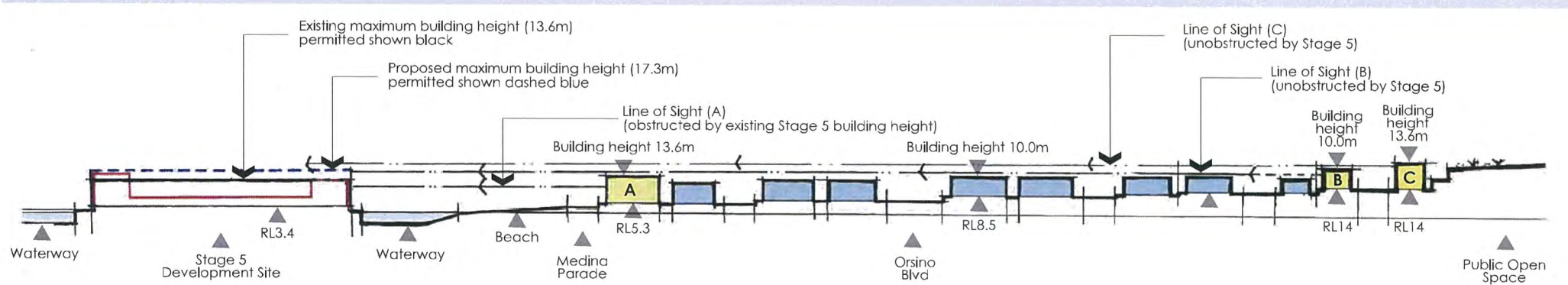


Note: RL heights shown on cross sections represent finished lot levels which maximum building heights are then measured from.

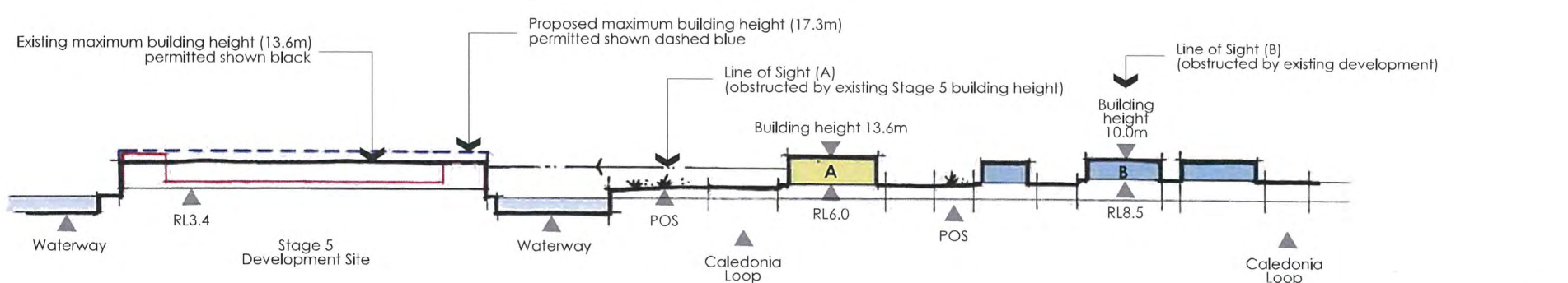
CROSS-SECTION AA



CROSS-SECTION BB



CROSS-SECTION CC



0m 40 80m

VIEW ASSESSMENT - PROPOSED STAGE 5 BUILDING HEIGHT

Port Coogee
An Australand Project

DRAFT



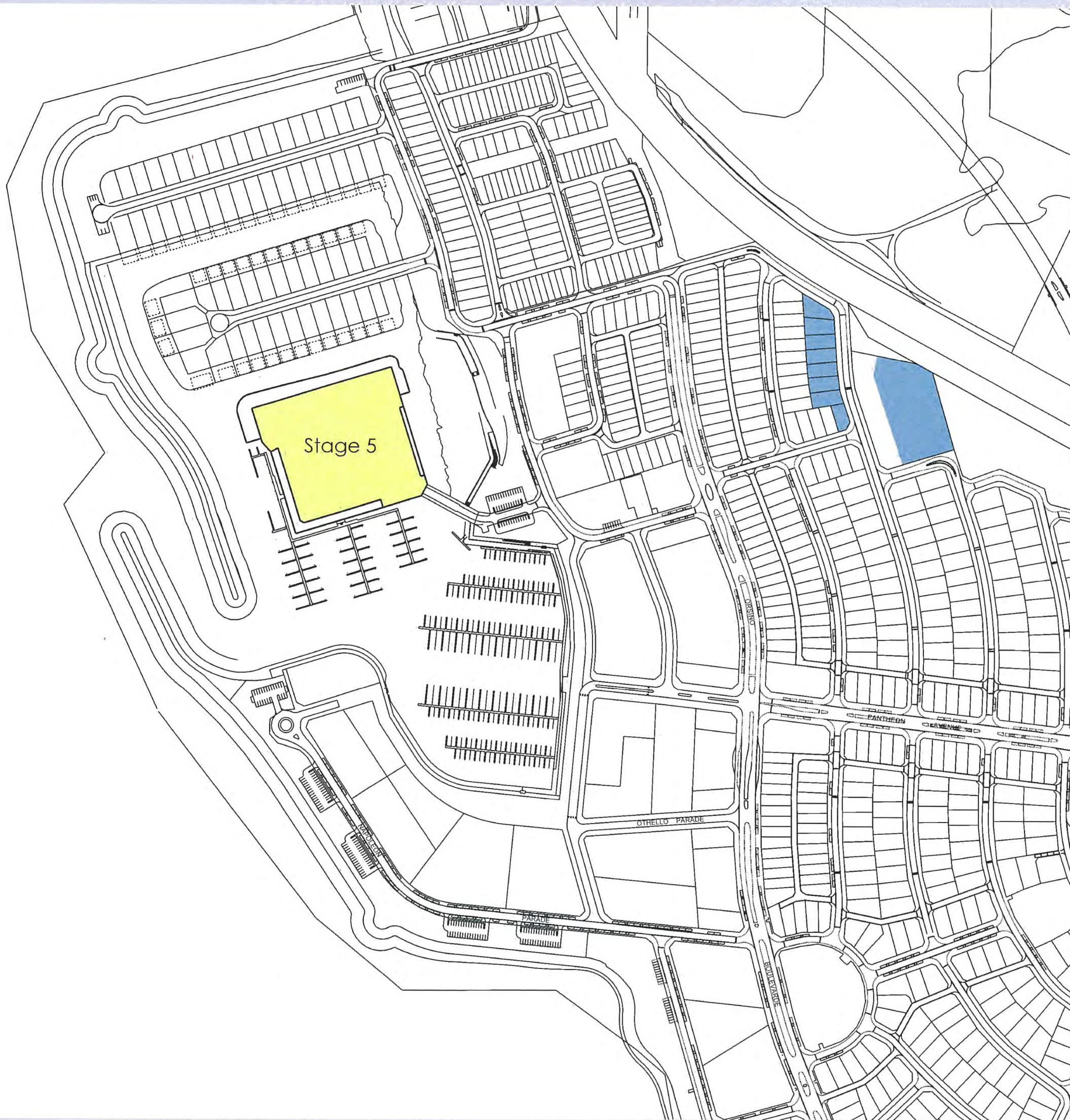
d: 25 May 2015
p: 90/057/314D

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LOTS WITH VIEW OPPORTUNITIES OVER STAGE 5 DEVELOPMENT CURRENT BUILDING HEIGHT SCENARIO



LOTS WITH VIEW OPPORTUNITIES OVER STAGE 5 DEVELOPMENT PROPOSED BUILDING HEIGHT SCENARIO



change.org

Port Coogee Residents and Visitors

Recipient: Chief Executive Officer Stephen Cain

Letter: Greetings,

Stop High Rise Apartments on Ocean Edge in Port Coogee

Signatures

Name	Location	Date
Stephen Quinton	Australia	2015-08-29
Bill brown	Australia	2015-08-29
Turner Carol	Australia	2015-08-29
josh von loeben	Australia	2015-08-29
Paulo De Abreu	Australia	2015-08-29
Cindy De Abreu	Australia	2015-08-29
Stephanie Quinton	Australia	2015-08-29
Marie Edwards	Australia	2015-08-29
Jerry Monteiro	Australia	2015-08-29
Sally Langley	Australia	2015-08-29
Daniel Mendes	Australia	2015-08-29
Teresa Coito	Australia	2015-08-29
David Lill	Australia	2015-08-29
Mike Nelson	Australia	2015-08-29
Heath Whitfield	Australia	2015-08-30
Rocio Leech	Australia	2015-08-30
Alan Beazley	Australia	2015-08-30
Marie Harvey	Australia	2015-08-30
Rebecca Houlahan	Australia	2015-08-30
Julie Houlahan	Australia	2015-08-30
Janine Raffaele	Australia	2015-08-30
Sara Cox	Australia	2015-08-30
Simone Holland	Perth, Australia	2015-08-30
Cherryl Librizzi	Australia	2015-08-30
Megan Civitella	Wembley, WA, Australia	2015-08-30
Vicky Dutton	Australia	2015-08-30
Natalie Lear	Australia	2015-08-30
Gary Grapes	Australia	2015-08-31
Chloe Harvey	Australia	2015-08-31
Pieter Mulder	Australia	2015-08-31

Name	Location	Date
Sandra O'Keefe	Australia	2015-08-31
Jane Smith	Australia	2015-08-31
franz chong	Adelaide, Australia	2015-09-01
Jose Antonio Gonzalez	Australia	2015-09-02
linda Barreto	Australia	2015-09-02
Katie Walker	Australia	2015-09-02
Nancy Davenport-Handley	Australia	2015-09-02
Cathy Williams	Australia	2015-09-02
Simone Hunter	Australia	2015-09-02
Matt Malone	Australia	2015-09-03
Peter Coghlan	Australia	2015-09-03
Olga Boonman	Australia	2015-09-03
vanessa pez	bicton, Australia	2015-09-09
Igor Nujic	Australia	2015-09-10
Richard Hlobil	Australia	2015-09-11
Nigel Richard Elliott	, Australia	2015-09-12
RITA BROOKES	Australia	2015-09-12
Patricia Burgess	Noosa Heads, Australia	2015-09-12
David McKinley	Australia	2015-09-13
Rosemarie Brinkhuizen	Australia	2015-09-13
Katie Jones	Australia	2015-09-13
Steven Dunning	Australia	2015-09-13
Domenic Tassone	Australia	2015-09-13
Rita Proctor	Australia	2015-09-14
David Proctor	Australia	2015-09-14
Mark Brinkhuizen	Australia	2015-09-14
Ashleigh Brinkhuizen	Australia	2015-09-14
mary mc ginnis	Australia	2015-09-14
Leslie Connors	, Australia	2015-09-14
Pascal Berendsen	Australia	2015-09-14
Joanne Martin	Australia	2015-09-14
Rod Lester-Smith	Australia	2015-09-14

Name	Location	Date
Suzanne Connors	Australia	2015-09-14
Greg Martin	Australia	2015-09-14
Bryan Buckley	Perth, Australia	2015-09-14
Gary Nixon	Australia	2015-09-14
Elizabeth Smith	Australia	2015-09-14
Denny Jelichich	Australia	2015-09-14
Jacqui Atkins	Australia	2015-09-14
Zoran Saric	, Australia	2015-09-15

SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN VARIATION - PORT COOGEE (stage 5)

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Steven Dunning 13 Arabella Loop, North Coogee	<p>Objection</p> <ol style="list-style-type: none"> 1. Once again the developer is looking to maximise profits and minimise its expenditure obligations by increasing the R codes and removing the Orsino Boulevard extension. I note that this also removes the Dual Use Path that connects Orsino Boulevard directly to the road behind the power station, which forces cyclists onto into the line of fire with traffic near the Dome café. The Dual Use Path as proposed would link up the coastal cycleway from Fremantle all the way to Coogee beach, potentially removing vehicle traffic and encouraging people to visit Port Coogee on bikes. 2. Additionally the increases to the R codes appears to be once again moving the goal posts and misrepresenting the amenities to previous purchasers. Just like the previous height increases that have adversely impacted on my views, decreasing the value of my home with no consideration or compensation. If any height increases are approved that impact me any further, I shall consider my options at law against both the City of Cockburn and the developer for consequential losses. <p><i>Petition : I am a local resident and oppose these changes that will visually detract from the area with a huge apartment block in the middle of the marina and also the changes to the northern end effectively blocking the allocated Principle Bike Path link to Fremantle</i></p>	<p>Orsino Boulevard is not proposed to be redirected. The current Structure Plan does not include the north south continuation of Orsino Boulevard. The proposed structure plan variation seeks to remove the road reservation only, which does not connect to the southern portion of Orsino Boulevard.</p> <p>The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5. Also included are two plans showing a comparison of lots that currently have a potential for views past Stage 5 versus lots that have a potential for views with the proposed increased height on Stage 5.</p> <p>These plans note that the maximum height of land on Medina Parade obscures potential views from most of the land to the east already under the current height plan.</p> <p>There are a total of 8 lots on the eastern boundary of the estate may be potentially affected if these lots were to build to their 10m maximum building height. According to Frasers Group only one of these lots is sold, two have sales pending and the remaining five are still available for sale and still in the ownership of Frasers Group.</p> <p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.
2	Shane Gow 2 Draper St North Coogee	Objection <ol style="list-style-type: none"> 1. Terrible idea to increase building height. Apartments on the coastline are an ugly, short-sighted idea to begin with, done purely for profit of building companies. WA is unique for its apartment free coastline, let's not become another eyesore like the Gold Coast or Bennidorm, purely so companies can make extra profit. Reducing block sizes reduces outdoor garden space for children, creates concrete ghettos and an obese society. As the 4th fattest country in the world we should be increasing block sizes, not decreasing. Another shorts sighted approach that only benefits the profit takers. 2. Port Coogee has the bare minimum of green spaces as it is, which are already heavily frequented by the minimal residents in the area now. Why be short sighted and increase population density. Its suits no one to increase population density zoning in development that has small blocks already. The Shoreline development has already established that it will be a high density suburb, so it is not required in Port Coogee. I sincerely hope Cockburn council will not pass these changes that are solely beneficial to developers only. 	<ol style="list-style-type: none"> 1. The Port Coogee Structure Plan already includes building heights in the Marina Village of up to 32m (predominately 24.6m), therefore apartment buildings on the coast in this area is not considered in itself to be 'out of character' with Port Coogee. 2. The developer has advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents.
3	Gergana Rupelska 30 Lullworth terrace North Coogee	Objection I am not happy with any changes/increasing of max height of buildings in front of my house.	Noted.
4	Landowner	Support I am writing to express my support of the proposed Port Coogee Structure Plan Variation, as explained to me in your letter dated 24 August 2015. When Port Coogee was first proposed, many years ago, I protested in opposition to the development. My objection was to the reclamation of the sea bed to form the marina and residential islands,	Support noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>although I was supportive of the development of the existing land, particularly at medium to high density. The basis of objection was my understanding of the effect on hydrodynamics and ecological systems these structures. As a marine scientist, the integrity of coastal ecology is something that is important to me and I did not feel the benefit to the local human population was worth the risk to the local marine populations of plants and animals. My objection to this type of development remains unchanged. As the marina and islands are now constructed, pragmatism dictates I must consider this proposed variation without prejudice. I should also disclose I own a property in North Coogee, adjacent to the Port Coogee development. Although the proposed changes will increase the number of properties in the area, and potentially reduce the value of my property, I support the changes for the following reasons:</p> <ol style="list-style-type: none"> 1. Coogee Beach is beautiful. I am lucky enough to own a property nearby, and I'd like as many people as possible to share that privilege. 2. A slight increase in density will result in increased patronage for the businesses that open in the Marina precinct. The greater the patronage, the greater the choice. 3. An increase in population density will result in an increase in infrastructure such as public transport, health and education facilities in the immediate area. 4. Increased density improves the amenity and safety of the area the more people around, the greater the sense of community and personal safety. 5. The proposed changes will not greatly impact on existing residents. Some residents will lose their views as apartments are constructed under the existing structure plan. Although the proposed changes do increase the allowable heights, I do not believe this will result in more of the view being lost. I understand there will be slightly more shading, however this will mostly be in the afternoon, which will be beneficial in summer. 6. The addition of public space for improved pedestrian access is very welcome. Thank you for the opportunity to comment. 	
5	Landowner	<p>Objection</p> <p>I strongly object to the redirection of Orsino Boulevard as in the proposed structural plan. When we purchased our block on Caledonia Loop, the Port Coogee Structural plan clearly had Orsino Boulevard as a main traffic route through to Rob Road. With the new Structural plan the future traffic will be redirected onto Medina Parade in front of our new home. In fact, Medina Parade has many newly completed houses and many more near completion. It is dishonest and misleading to make such a major</p>	<p>Orsino Boulevard is not proposed to be redirected. The current Structure Plan does not include the north south continuation of Orsino Boulevard. The proposed structure plan variation seeks to remove the road reservation only, which does not connect to the southern portion of Orsino Boulevard.</p>

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		traffic route change. Orsino Boulevard has clearly been designed as a major road.	
6	Chris Harris 6 Podman Loop North Coogee	<p>Objection</p> <p>My name is Chris Harris and I object to the new proposed structure plan variation for the Port Coogee Marina precinct. I advise you that views will be lost from the majority of residences with the new proposed scheme, and shadowing will have a larger effect. Wind will also be restricted and degraded, of which people purchase beachside blocks to have the maximum gain from the sea breezes, the Fremantle Doctor.</p> <p>The attraction of buying land close to the beach is not only for its amenities. Fellow landowners and I have purchased these properties in good faith from the developer, knowing that council had given prior approval to the original structure plan, of which the reason being why we purchased land in this development to build our home. I believe that the community will be affected by having an increase in the population density of the area, which has a direct impact on community standards, security, and wellbeing for usage in and around the local foreshore.</p> <p>I purchased the land in Port Coogee and signed the contract for the original structure plan under the apprehension that my block will have ocean glimpses, one of the main reasons for my decision. With the new proposed structure plan depleting my chances for obtaining these views, I feel that revision to the structure plan is unjust, adding that the proposed structure plan variation will decrease the value of majority of land within the development, having detrimental effects to the local amenity.</p>	<p>The proposed increase in building heights for The Island would not obstruct views for the majority of residences.</p> <p>The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5. Also included are two plans showing a comparison of lots that currently have a potential for views past Stage 5 versus lots that have a potential for views with the proposed increased height on Stage 5.</p> <p>These plans note that the maximum height of land on Medina Parade obscures potential views from most of the land to the east already under the current height plan.</p> <p>There are a total of 8 lots on the eastern boundary of the estate may be potentially affected if these lots were to build to their 10m maximum building height. According to Frasers Group only one of these lots is sold, two have sales pending and the remaining five are still available for sale and still in the ownership of Frasers Group.</p>
7.	Landowner	<p>Objection</p> <p>I object to the modification Island (stage 5). I Object to residential density coding of land within stage 3A being changed.</p>	Noted.
8.	Landowner	<p>Objection</p> <p>As a future resident I have misgivings about the increase in occupants which will surely result from the proposed changes. No increase to public open space or commercial space has been proposed which no doubt will put stress on these facilities resulting in a compromise to the environment which many people have already paid for. Additionally the increase in density will put added pressure on street parking which to my mind is</p>	<p>It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion.</p> <p>In response to concerns regarding the provision of POS, the developer states that public open space is being provided in accordance with the</p>

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		already a problem. The proposed height increase to developments on the island will only exacerbate the issue of such a large development interfering with the vista of the majority of residences in the area	<p>quantities originally agreed upon in the Structure Plan. They have advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents.</p> <p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>
9.	Landowners	<p>Objection</p> <p>We strongly object to the R80 variation proposal to increase maximum building heights to 17.3 meters</p>	Noted.
10.	Karin Klicker 20 Medina Parade North Coogee	<p>Objection</p> <p>The current park facilities in this area do not allow for higher density also the proposed rise from 13.6 to 17.3m should not be allowed as people buying property in this area were not made aware of this increase in height</p>	The developer has advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents.
11.	Erich Klicker 20 Medina Parade North Coogee	<p>Objection</p> <p>The current 100 metre stretch of beach along the ocean side of Marina Parade can at this stage not occupy the families visiting the small park and beach area. There are not enough parks and open areas to allow for higher density, and increasing the height from 13.6 to 17.3 m should not be allowed as current owners would not have been made aware of this height increase</p>	The developer has advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents.
12.	Landowner	I object	Noted.

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13	Landowner	<p>Partial support</p> <p>I support the proposal in part, as there are several elements to it.</p> <ol style="list-style-type: none"> 1. I do not support the modification to the island. I don't think the island development is really fair to those already in the Caledonia Loop area and for those on the blocks on the southern side of Othello quays. 2. The homes between Caledonia and Medina will also be marginally impacted by the higher densities behind, but this seems to fit in a planning sense, as it leads towards the Power Station development (proposed), which will itself be a high density. With the higher densities in the northern sector, the developer will bring more people into the area at lower price points. We are in a townhouse at the southern end of the development and appreciate being able to live in such a nice area at a lower cost than building on a 400m2 block. Diversity is good. 	<ol style="list-style-type: none"> 1. Agreed. It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height. 2. Noted.
14	Landowner	<p>Objection</p> <p>I find the proposed variation detrimental to the neighbouring residents and the rest of the Port Coogee community. The increase in structure height and increased density would impact the intended objectives of the current planning scheme to provide harmony and good amenity for all residents of Port Coogee and it's community. Currently there is already plenty of allocated high-density zoned areas, including within the Marina Village area.</p> <p>The variation of the "2. Removal of Orsino Boulevard/Addition" and "1. Re-coding of lots and Re-configuration of access roads" would force the increased traffic density along along the family friendly 'recreational zones' of Caledonia Loop and Medina Parade, thus increasing the risk of vehicle impact with pedestrians, especially children.</p> <p>The proposed plan for "1. Re-coding of lots and Re-Configuration of access roads" indicate less street parking options as per the current plan. With higher density there will be more visitors to residents thus creating increased parking pressures which will especially impact on neighbours. Medina Parade will be especially impacted from this. Lack of available parking is already an issue especially during the summer and popularity of recreational area. Only temporary methods have been applied but, no</p>	<p>Agreed. It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <p>Orsino Boulevard is not proposed to be redirected. The current Structure Plan does not include the north south continuation of Orsino Boulevard. The proposed structure plan variation seeks to remove the road reservation only, which does not connect to the southern portion of Orsino Boulevard.</p>

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		<p>long-term solutions have not been submitted. I object to any of the proposed changes as it is obvious the proposed changes have not address identified or addressed the detrimental impacts these changes will have on the rest of the Port Coogee community, such as: 1. Increased traffic flow redirected through high pedestrian and recreational areas along Medina Parade & Caledonia Loop. 2. Reduced street parking for visitor to residents placing further parking pressures along Medina Parade and Port Catherine Development 3. There is sufficient high density zoning already in the current plan including within the "Marina Village" zone. 4. Loss of amenity to many residents from further reduction of coastal and ocean views. If there was a rational for high-rise it would be on the east side of Orsino Road. The suggested proposed changes undermine an already effective Structure Plan. The proposed changes will be detrimental to the rest of the Port Coogee residents and community.</p> <p><i>Petition : Just because the property market has dropped and developers are looking at higher density to rationalise their profits at the cost of their neighbours. Keep to the current planning structure as there is no benefit to anyone else.</i></p>	<p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5. Also included are two plans showing a comparison of lots that currently have a potential for views past Stage 5 versus lots that have a potential for views with the proposed increased height on Stage 5.</p> <p>These plans note that the maximum height of land on Medina Parade obscures potential views from most of the land to the east already under the current height plan.</p> <p>There are a total of 8 lots on the eastern boundary of the estate may be potentially affected if these lots were to build to their 10m maximum building height. According to Frasers Group only one of these lots is sold, two have sales pending and the remaining five are still available for sale and still in the ownership of Frasers Group.</p>
15	David Neill Livingstone 1 Eudora Way NORTH COOGEE WA 6163	<p>Objection</p> <p>Views have already been lost due to variations to eaves height of domestic dwellings. Now with proposed variation to apartment blocks even more views will be lost. Council has not ensured that the caveats and building restrictions originally in the plans that encouraged people to purchase in Port Coogee are adhered to. The values in Port Coogee are spiralling downwards as a result</p>	<p>The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5. Also included are two plans showing a comparison of lots that currently have a potential for views past Stage 5 versus lots that have a potential for views with the proposed increased height on Stage 5.</p> <p>These plans note that the maximum height of land on Medina Parade obscures potential views</p>

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			<p>from most of the land to the east already under the current height plan.</p> <p>There are a total of 8 lots on the eastern boundary of the estate may be potentially affected if these lots were to build to their 10m maximum building height. According to Frasers Group only one of these lots is sold, two have sales pending and the remaining five are still available for sale and still in the ownership of Frasers Group.</p> <p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>
16	Landowners	<p>Objection</p> <p>We strongly object to the proposed increase in maximum building height limit from 13.6m to 17.3m for "The Island" (Stage 5). This will negatively impact our view of ocean horizon and sunset sky looking West from 1st floor balcony and master bedroom on Orsino Boulevard, Port Coogee and do not support at all this part of the Port Coogee Structure Plan Variation.</p>	<p>The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5. Also included are two plans showing a comparison of lots that currently have a potential for views past Stage 5 versus lots that have a potential for views with the proposed increased height on Stage 5.</p> <p>These plans note that the maximum height of land on Medina Parade obscures potential views from most of the land to the east already under the current height plan.</p> <p>There are a total of 8 lots on the eastern</p>

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			<p>boundary of the estate may be potentially affected if these lots were to build to their 10m maximum building height. According to Frasers Group only one of these lots is sold, two have sales pending and the remaining five are still available for sale and still in the ownership of Frasers Group.</p> <p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>
17	Leon Hodges 2 Chisholm Crescent Kewdale	<p>Objection</p> <p>Good Day to you all Councillors, elected members and others. It is disappointing to have to continue to waste valuable time in responding and defending the current "approved" town planning and structure plan for the Port Coogee Marina development site. Every time we turn around, Australand are trying to gain more leverage and smaller lot sizes to maximize the returns for the sake of their corporate greed. At some point this has to stop. Residents and council alike need to draw a line in the sand and state that enough is enough. It is nothing but pure greed that is now driving the continued effort of Australand to make lot sizes smaller, and buildings taller to further congest the development with more and more people, cars and visitor traffic. This development was approved under a set of guidelines and rules, Australand agreed to those negotiated positions and have done everything in their power since its inception to change the terms under which it agreed to progress with the development. Residents currently living in this area and those in the midst of building and construction have been sold an idealist life style, one that was portrayed as luxury, exclusive, relaxed, own apart of your own beach side community, lazy days in the sun walks on the beach,</p>	<p>There is no evidence to support the notion that higher densities lead to greater levels of crime. Good urban design plays an important role in ensuring that higher densities provide good passive surveillance (thereby reducing crime and fear of crime); and good amenity for residents.</p> <p>It is important that Crime Prevention Through Environmental Design ("CPTED") principles are incorporated into the design of streets and dwellings to facilitate good passive surveillance. In particular this would be addressed at the local development plan ("LDP") stage.</p> <p>It is considered that existing infrastructure is capable of accommodating the proposed increased density.</p>

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		<p>access to the waterway and ocean. Instead the result will be Ghetto style living, increasing crime rates, crowded streets parking congestion, more garbage, late night parties at the beach hooning and burnouts, street drinking and drug deals going down in every dark corner of the development, and generally an unwanted type of visitor to this area will increase more than it currently is. With rental units becoming more prolific than private residents as punters are sold the idea that this is a great place to invest, only to find as it currently stands, a spiralling downward trend in rentals as the mining boom sees workers return to other states and to their homes as the economy here in WA winds down weakens and work becomes scarce.</p> <p>Higher concentration of apartments means higher population density, these apartments that will be purchased by investors being sold the dream will be rented to a demographic unwanted in this once in a life time sea side development. Investors will have to lower rental rates to get some form of return, this in turn has the potential to make these developments into Ghettos. An oversupply of high density accommodation will ultimately lead to falling property values, antisocial enclaves and massive congestion issues for this development. The current Coogee Structure Plan has sufficient high density areas for Australand to develop, there is already too much congestion on weekends where residents cannot even get to the Dome coffee shop with all the traffic and visitors to the beach and café. As the weather warms toward the end of September there will be more loud music and parties on the beach, more hooning , more unwanted people fishing off private jetties and sea walls and other areas they are not permitted in, with absolute impunity as nothing ever gets done to curtail these activities. The BBQs and beach front will become a disaster zone as it always does at this time of year, parking will be a mess, all these amenities being used by non-Coogee residents taking advantage of the huge rates bills we have to pay in order to supply all this to this undesirable element. And yet still Australand want to add more buildings, higher density, taller than ever considered. This proposal is simply not acceptable, nor is it sustainable for this community in the long term. This development is the Jewel in the Crown of Cockburn's land tenure, and to allow any further deviation from the original approved "development scheme is simply deplorable and could be considered gross misconduct of the power and trust entrusted to councillors and elected members if this should be allowed to continue to proceed. There is a new development taking place on the North side of the Old Coogee Power Station site. It will House</p>	<p>Many of these issues are currently experienced in the area currently because there are many vacant landholdings.</p>

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		<p>thousands of people in apartments, town houses and homes and offer shops, restaurants and schools along with a small rail network tom Fremantle. Coogee will have none of this. One can but think Australand are heading for a disaster when this land becomes available next year the pricing is considerably lower than the Coogee Marina it is offering more in shops parks, open space and transport than Coogee and it will have an entertainment precinct. Port Coogee cannot compete with this at any level. Points to consider should the density of the existing development change:</p> <ul style="list-style-type: none"> • Massive jump in population where infrastructure was originally designed for the original lot sizes and population numbers • Large increase in Road traffic • Large increase in pedestrian traffic • Large increase in cycle traffic • Potential rental tenancy increase • Over supply will de-value the area • Added congestion at the beach and existing facilities that don't cope now let alone with more people in the development • Parking issues overall for the influx of vehicles with visitors and guests • Crime will be become more prolific • Rates will rise unabated to try and keep up with the councils obligations to maintain the area with the higher use and it will be residents and land owner who suffer the brunt of this • Water ways and groins will continue to be overwhelmed with fisherman and people illegally fishing in and around private pens and moorings and off the sea wall this is still a huge unresolved and un policed issue. • Theft from building sites will increase with the high volumes of work being carried out • No public transport other than the occasional bus • Access in and around Coogee Marina is already tight and only just meet code • Parking is non-existent <p>This is only some of the fall out we will all see as residents, if this structure plan is approved for change. I have invested a considerable amount of money in this dream and so far it has been nothing but a nightmare, I am disappointed at the approach this developer is taking and consider them not to be very good corporate citizens. This cannot proceed for the sake of ruining this development.</p>	

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18	Emilia Taddei 35 Chelydra Point NORTH COOGEE WA 6163	<p>Objection</p> <p>I strongly disagree with the variations to the structure plan. I live on Chelydra point and have constantly complained to the council regarding lack of public parking and antisocial behaviour. We certainly do not need to increase the congestion in the area further by reducing block sizes. We have been living in this area for three years and have to put up with constant building and construction. We were sold an idealist life style, one that was portrayed as luxury, exclusive, relaxed, own apart of your own beach side community, lazy days in the sun walks on the beach, access to the waterway and ocean. If the proposed changes are accepted the result will be Ghetto style living, increasing crime rates, crowded streets parking congestion, more garbage, late night parties at the beach hooning and burnouts, street drinking and drug deals going down in every dark corner of the development, and generally an unwanted type of visitor to the area</p>	<p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>There is no evidence to support the notion that higher densities lead to greater levels of crime. Good urban design plays an important role in ensuring that higher densities provide good passive surveillance (thereby reducing crime and fear of crime); and good amenity for residents.</p> <p>It is important that Crime Prevention Through Environmental Design ("CPTED") principles are incorporated into the design of streets and dwellings to facilitate good passive surveillance. In particular this would be addressed at the local development plan ("LDP") stage.</p>
19	Landowner	<p>Objection</p> <p>I object to the height increase for stage five and to a lesser extent the density increase.</p> <p>I agree with the redesign of area and the removal of Orsino Blvd and addition of public open space.</p> <p>The developer has sold land marketed on a lifestyle choice, if we had wanted to live among high rise towers we would have bought in the city. Although small lots and units are already part of the development and provide necessary density to make the planned retail businesses successful a further increase runs the risk of turning the area into a cheap unit rental market and with it the risk of high rise slums. If the developer could publish the rationale behind the move and what benefits it may bring to the community I may be inclined to support the changes. It is disappointing to see such an attachment not included on the Council web site on this proposal, because we feel the onus is on the developer to satisfy the community why the changes are necessary and of benefit. Similar to the liquor licence application submitted by Woolworths for the</p>	<p>Agreed. It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays.</p> <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>

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		planned BWS store in the new centre.	
20	Landowner	Objection I strongly object to the increase to the residential density coding of land within Stage 3A (generally bound by Medina Parade, Coromandel Approach and Orsino Boulevard) from R50 and R30 to R80.	Noted.
21	Landowner	Objection I strongly object to the increase to the residential density coding of land within Stage 3A (generally bound by Medina Parade, Coromandel Approach and Orsino Boulevard) from R50 and R30 to R80.	Noted.
22	Landowner	Objection I'm objecting to this height change as I think it's ridiculous that people, like myself, have paid very expensive money for blocks situated near these proposed changes, with ocean views and these are all going to be cut out if massive apartments are being built right in front of us. There are enough apartments all along the front as it is without increasing the height limit even more. The rates are exorbitant in Port Coogee to have changes like this AFTER we have paid a lot of money for our land and building cost to have views North of the marina taken away will be extremely disappointing.	<p>The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5. Also included are two plans showing a comparison of lots that currently have a potential for views past Stage 5 versus lots that have a potential for views with the proposed increased height on Stage 5.</p> <p>These plans note that the maximum height of land on Medina Parade obscures potential views from most of the land to the east already under the current height plan.</p> <p>There are a total of 8 lots on the eastern boundary of the estate may be potentially affected if these lots were to build to their 10m maximum building height. According to Frasers Group only one of these lots is sold, two have sales pending and the remaining five are still available for sale and still in the ownership of Frasers Group.</p> <p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach</p>

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			remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.
23	Alexander J Hislop 32 Lucretia Circle North Coogee 6163	Objection We who have purchased land and built at Port Coogee in good faith that this would be a world class facility with a known density approval, are utterly dismayed at the Frazers Group attempting to increase the density levels in Port Coogee. This latest submission is on top of the changes already made in the Othello Quays precinct. The changes to the R codes proposed will allow approximately another 147 dwellings in this area. The amenity and ambience of the area will be adversely impacted by allowing such a dramatic increase in dwellings notwithstanding the increased traffic and parking problems.	There have been no changes to residential densities in Othello Quays – the re-subdivision of lots that occurred was under the current density. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.
24	Kathy Vost 33 Newark turn North Coogee WA 6163	Objection As residents of Port Coogee for last 3 years and being part of first development we object to any change due to increase of traffic and apartments being built of height therefore impeding on our views. This is a beautiful quiet serene area we live in and pay enormous rates to have that privilege.	It is considered that the current road network can accommodate the increase in traffic. The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5. Also included are two plans showing a comparison of lots that currently have a potential for views past Stage 5 versus lots that have a potential for views with the proposed increased height on Stage 5. These plans note that the maximum height of land on Medina Parade obscures potential views from most of the land to the east already under the current height plan. There are a total of 8 lots on the eastern boundary of the estate may be potentially affected if these lots were to build to their 10m maximum building height. According to Frasers Group only one of these lots is sold, two have

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			<p>sales pending and the remaining five are still available for sale and still in the ownership of Frasers Group.</p> <p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>
25	Landowner	Objection Take a look at what a mess the south beach development is now!!	Objection noted.
26	Landowner	I object	Objection noted.
27	Maria Hodges 19 Hydaspe Vista North Coogee WA 6163	Objection Keep this a beautiful area and do not overcrowd with apartments.	Objection noted.
28	Sandy Forrest 14 Wanstead Street North Coogee WA 6163	I object	Objection noted.
29	Tony Campisi 9 Lullworth Terrace North Coogee WA 6163	Objection I foresee a negative sentiment affecting the desirability of Port Coogee living: Congestion with regards to traffic and public amenities (consequent parking concerns), environmental impact as a result of increased ecological footprint, compromised visual amenity and loss of amenity for current and future residents.	<p>Objection noted.</p> <p>It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion.</p> <p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street</p>

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			setback to accommodate additional resident/visitor parking off-street.
30	Landowner	<p>Objection</p> <p>Hi I object the proposal by Australand/Frasers Property Australia to change residential zoning codes for undeveloped areas of Port Coogee. My investment and subsequently, now a resident of Port Coogee was based on the current planning model for the area which established density targets as per that zoning. This local planning and housing strategy took into account the ability of transportation, local services and infrastructure to service the population. It ensured maximum community outcome and return on investment for those committed to the area and preserves the unique characteristics Port Coogee has to offer and which residents enjoy. All these points I have made become invalid when considering the proposed changes to the zoning being applied for, of which, in short is a consequence of an increased population. The integrity of this great coastal development is compromised and being a little selfish here, so does my lifestyle and investment. No doubt the same impact applies to all current residents. Please reject the proposal being put forward by Australand/Frasers Property Australia</p>	<p>Objection noted.</p> <p>It is considered existing infrastructure is capable of accommodating the proposed increased densities.</p>
31	Nigel R Elliott 46 Orsino Boulevard North Coogee WA 6163	<p>Objection</p> <p>Originally this area was zoned for 3 storey apartments, now we have 9 storeys being built (Marina Rise) where are all these people are going to park. It is devaluing the existing land and the property values in the area have steadily decreased over the last 3 years due to the high rise apartment buildings cutting everyone's views outs.</p> <p>How can Pantheon Ave and Orsino Blvd handle that much traffic, when the traffic management plan was for 3 storey apartments. The requested rezoning would cause me to suffer hardship, it would impact on my amenities in the area, visually it would be unpleasant and environmentally it would be a nightmare, rubbish everywhere, just have to look at the baby beach near the Dome Café, burn out marks on the road, stubbies and cans everywhere and you can move down there when it's a nice day. Finally the density of housing in the Port Coogee area is already adequate, there should not be any more changes to residential density codes at Port Coogee. This is making Port Coogee undesirable, who compensates the existing residents.</p>	<p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays.</p> <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <p>It is considered that the existing roads are adequate to cope with increases to traffic resulting from the proposed increased densities.</p>
32	Tracey Elliott 46 Orsino Boulevard North Coogee WA 6163	<p>Objection</p> <p>I object for the following reasons:</p> <ul style="list-style-type: none"> - loss of amenities 	<p>Details regarding loss of amenity are not stated.</p> <p>It is considered that increased densities can be</p>

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		<ul style="list-style-type: none"> - impact on visual and physical access to area traffic congestion and congestion at public areas. - It will devalue property in the Port Coogee area negative sentiment affecting the desirability of Port Coogee, it does not fit in with the existing development. 	<p>accommodated with the existing infrastructure, and the roads will be able to cope with additional traffic resulting from increased densities.</p> <p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays.</p> <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>
33	Landowner	<p>Objection</p> <p>Far too many high density & high rise buildings already proposed in this area. To increase zonings to allow more high rise buildings or increase previous height restrictions will negatively impact the area & existing residents. Major concerns include:</p> <ol style="list-style-type: none"> 1. Overlooking issues 2. Lack of parking for more residents, busy streets, safety!! This will affect the bikers & walkers whom regularly use the streets that have all been set up & promoted for them to use!! 3. Possible uplift in social unrest/complaints with noise concerns, so many people so close to one another!! 4. Possible decrease in property values to existing residents whom bought in good faith with what was proposed by Australand!! 5. It will make the area which looks great now, turn into what will appear as a large group high rise flats/units- UGLY!!! Of flats !!!! 	<p>The R-Codes deals with overlooking and privacy issues.</p> <p>It is considered that the roads will be able to cope with additional traffic resulting from increased densities.</p> <p>There is no evidence to support the notion that higher densities lead to greater levels of crime. Good urban design plays an important role in ensuring that higher densities provide good passive surveillance (thereby reducing crime and fear of crime); and good amenity for residents.</p> <p>It is important that Crime Prevention Through Environmental Design ("CPTED") principles are incorporated into the design of streets and dwellings to facilitate good passive surveillance. In particular this would be addressed at the local development plan ("LDP") stage.</p>

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34	Landowner	Objection Main issues are : 1. Congestion with regards to parking and traffic flow 2. Overload of amenities 3. Height Changes, the estate is already compromised its height restriction, now proposing further height increases. 4. Negative sentiment affecting desirability of Port Coogee living 5. Environmental impact due to increase of eco. footprint.	1. It is considered that the current roads are capable of accommodating the likely increase in traffic. 2. It is considered that existing infrastructure is adequate to cope with the increased densities. 3. It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height. 4. Noted. 5. It is not considered that the eco footprint would be significantly different from that under the current Structure Plan.
35	Christopher and Claire Hall 69 Ranelagh Crescent South Perth WA 6151	Objection 1. The developer is following the usual cynical pattern: Obtain all relevant approvals, encourage people to buy based on the rules applying at the time, then, when most of the estate has been taken up, seek to vary the Plan to suit themselves. People purchased blocks thinking the area would be developed in a certain way; now they are met with a proposal to cram more and more dwellings into the area. If Council permits the variation it would be a gross betrayal of the existing owners, and would devalue properties around the land the subject of the application. The proposal for the island is particularly obnoxious and would	1. Noted, however the town planning scheme includes a process for variations to structure plans to be sought. 2. The zoning in Othello Quays was not changed, rather lots were re-subdivided in accordance with the current R25 zoning. Consultation was not required for such subdivision for which the Western Australian Planning

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		<p>impact unfairly upon neighbours.</p> <p>2. The developer has already successfully changed the zoning of plots in Othello by what appears to be a back-door method (we were not consulted about those changes). This is a greedy proposal by a greedy developer and must be rejected by Council.</p>	Commission is the decision maker.
36	Landowner	<p>Objection We believe the restructure and additional residential dwellings will have an derogative impact on a number of areas including:</p> <ul style="list-style-type: none"> • Parking • Traffic moving in and out of the area • Extra load on general infrastructure <p>We purchased and built our new home with the understanding that the guidelines in place for development would be adhered to. <i>Petition: I would like to preserve the original plan which is why I built in Port Coogee</i></p>	<p>It is considered that the current roads and infrastructure can accommodate the increase in traffic.</p> <p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>The town planning scheme provides for structure plan amendments to be considered.</p>
37	Landowner	<p>Objection We are residents of Port Coogee and we have reviewed the information available on the council website. We would like to communicate our opposition to the proposal of modification to 'The Island', particularly the increase of the maximum height limit of properties. The increased height of the properties in this area will have an effect on the ocean views of residents in the area. I am also concerned regarding the increase of residential density coding of land, which will increase traffic in the area.</p>	<p>Noted. It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays, which is coded R25.</p> <p>It is considered that current roads are capable of accommodating the likely increased traffic.</p>
38	Mary Stanton 29 Perlinte View North Coogee WA 6163	<p>Objection I strongly object to the Australand/Frasers property proposals to change the Residential zone ratings to increase the residential density of Port Coogee. We bought into this area for the ambience and visual amenity of sea and parkland. We bought at high prices to enjoy the area in our retirement. The car parking in the area is already at a maximum especially in the summer months and where the shark enclosure is situated. There will be negativity about the desirability of Port Coogee living as there is in South Beach, now. I urge the Council to preserve the integrity of one of Australia's finest coastal developments. PLEASE DO</p>	<p>Objection noted.</p> <p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>To minimise the negative impact on visual</p>

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		NOT CHANGE THE R ZONING DO NOT INCREASE DENSITY IN PORT COOGEE	amenity it is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.
39	Landowner	Objection I object as this will interfere with the value of my property as when I purchased the land I took into consideration the height of all high rise in the area. I believe it is just a money grab and should not be allowed to go ahead. People purchased and paid top dollar for their property knowing what was going to be built in the area. Even though we don't own the views, obviously that's what demands the price of the property. I don't believe people should lose money so that developers can make more. I strongly object.	Objection noted.
40	Landowner	Objection APCD have consistently changed the original design concept of the area based on profit rather than amenity. Despite winning UDIA Awards and I refer you to the link below to remind yourself of the vision that was created, falsely or otherwise by the Town Planners to win this award. http://taylorburrellbarnett.com.au/port-coogee-innovation-wins-awards/# . There are currently no precise estimates with regards to the amount of extra dwellings that these proposed changes will allow, however the City of Cockburn has indicated some 'loose' conservative estimates. As a result of even these conservative estimates, some foreseeable consequences include:- <ol style="list-style-type: none"> 1. Loss of Amenity. The only Western Australian development to win a National award, Port Coogee took home top honours in two categories – Best Residential Development and Environmental Excellence – at the UDIA National Awards for Excellence, held in Perth in March. The Awards recognise more than a decade of comprehensive planning and extensive infrastructure works to 	Objection noted. It is not considered that the proposal will have a negative impact on visual amenity given that The Island and Marina Village are already characterised by higher densities and building heights. However, It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may

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		<p>transform the site. For Taylor Burrell Barnett, the Awards recognise more than a decade of comprehensive planning and extensive infrastructure works to transform the site. From the outset, the vision for Port Coogee has been well defined a "unique coastal village". The challenge has been to transform an area of old industrial coastline into a prestigious water-based residential community, with its crowning jewel, the Marina Village.</p> <p>2. Negative sentiment affecting the desirability of Port Coogee Living. I refer to TBB "Thinking Outside the Box". For a project of this scale, history, nature and location, designers and planners were required to think outside the box. Emphasis was placed on creating and sustaining quality of place. The result is a high quality estate that reflects its unique setting on the Australian coast; an iconic coastal destination with a strong image and enviable lifestyle.</p> <p>3. Negative environmental impact as a result of increased ecological footprint. The only Western Australian development to win a National award, Port Coogee took home top honours in two categories – Best Residential Development and Environmental Excellence – at the UDIA National Awards for Excellence, held in Perth in March.</p> <p>4. Compromised visual amenity. You only have to look at the development by Stockland at the most southern end of South Beach to see how quickly it has transformed into a display of Public Housing.</p> <p>These proposed changes will mean high density living with the majority of owners being investors the end result being blocks of American style "Projects" habituated by renters. The approval of these changes will ultimately meal loss of integrity to one of Australia's finest coastal UDIA award developments. That would be a very sad day not only for the current landowners and residents who were lead to believe they were investing into a world class development, but also for the City of Cockburn who could no longer boast "A world class development" in their City.</p>	<p>result from additional building height.</p> <p>It is not considered that the proposal would have a greater eco-footprint than the current plan, and the proposal does make better use of existing residential zoned land.</p> <p>There is no evidence to support the notion that higher densities lead to greater levels of crime. Good urban design plays an important role in ensuring that higher densities provide good passive surveillance (thereby reducing crime and fear of crime); and good amenity for residents.</p> <p>It is important that Crime Prevention Through Environmental Design ("CPTED") principles are incorporated into the design of streets and dwellings to facilitate good passive surveillance. In particular this would be addressed at the local development plan ("LDP") stage.</p>

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41	Coogee Beach Progress Association PO Box 422 SOUTH FREMANTLE WA 6162	<p>Objection</p> <p>The Coogee Beach Progress Association (CBPA) at its meeting on the 11 June 2015 agreed to object to the proposed zoning changes for Seaspray and Othello Quays, following the CBPA meeting of 11 August it was further reinforced that the CBPA is opposed to proposed changes for the undeveloped portions of Port Coogee submitted by Australand/Port Catherine Developments.</p> <p>Many Port Coogee residents at the August meeting were very frustrated with Australand because of the continual and ongoing action to change the original Port Coogee structure plan approved by the City of Cockburn (CoC) in 2004. That plan was developed after detailed and lengthy consultation with the city and the community. The recent proposals to significantly change the R-Codes and increase the building height limit by 3.7m have been submitted without any realistic and meaningful community consultation.</p> <p>The CBPA submits that the proposed building height and R-Code changes do not comply with the general objectives of the residential design codes which are to provide residential development of an appropriate design for intended residential purpose, density, context of place and scheme objectives. The continual attack on the original well planned Port Coogee development, by Australand, to the detriment of residents who purchased land to build homes based on the original plan has caused community anger and disappointment and in many cases will lead to a devaluation of property value and sense of community.</p> <p>Major issues which have not been addressed by the proposed changes are set out as follows:</p> <ol style="list-style-type: none"> 1. Density of R-Code changes to "The Island" (Stage 5) from R60 to R80 reduce the area per dwelling from 120sqm to 100sqm a 20% reduction leading to crowded buildings, not consistent with other already developed areas.. The increase in the height allowance by 3.7m or 27.2% will impact on views of home owners who expected to have a view when they purchased their lot based on the current height limits. Similarly the R-Code changes for the north eastern section from R25, R35, and R50 to R60 and R80 reduce the building area per dwelling from as much as 300sqm to 100sqm a reduction of 200%. Stage 3A increased R-Code from R50 and R30 to R80 reduces the building area per dwelling 	<ol style="list-style-type: none"> 1. To minimise these impacts it is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <ol style="list-style-type: none"> 2. Orsino Boulevard is not proposed to be redirected. The current Structure Plan does not include the north south continuation of Orsino Boulevard. The proposed structure plan variation seeks to remove the road reservation only, which does not connect to the southern portion of Orsino Boulevard. 3. In response to concerns regarding the provision of POS, the developer states that public open space is being provided in accordance with the quantities originally agreed upon in the Structure Plan. They have advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents. 4. It is not considered that the increased population will require an increase to the size of this facility.

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		<p>from as much as 260sqm to 100sqm a reduction of 160%.Of course this density will significantly increase the number of residents and motor vehicles leading to further community problems.</p> <p>2. Road design for Port Coogee was based on the original structure plan and the increased density will cause greater traffic flows and lead to congestion. The structure plan variation does not address this issue. Consideration must be given to upgrading Robb Road to improve the North/South road connection to the Cockburn Coast development currently under construction north of Mc Taggart Court. The conversion of Orsino Boulevard to public open space is a retrograde proposal which will divert traffic through the development to the disadvantage of established homes which were brought on the knowledge that it would remain in situ. The conversion to public open space will only benefit properties that abut the space; public open space should be accessible to all Port Coogee residents. Orsino Boulevard should be retained, as set out in the approved structure plan, as a north south traffic link and northern exit for Port Coogee residents. It will also serve as a necessary dual carriageway connection, via Robb Road, to the Cockburn Coast development and as a future public transport route.</p> <p>3. Increased density will cause a greater need for recreational open space and sporting facilities the increase in population due to density has not been addressed. Australand need to dedicate more land to recreational use in their proposal.</p> <p>4. Australand is to build a community centre to accommodate a CoC library and communal use hall and rooms, has any allowance been made to increase the size of this facility due to increased population caused by the increased density.</p> <p>5. Djenark Beach was designed to accommodate a population based upon the original Port Coogee Structure Plan the density increase will cause overcrowding of this safe beach for residents, no alternative arrangements have been proposed to address this issue.</p> <p>6. Looking at the new road design it is apparent that the current</p>	<p>5. The beach itself cannot be enlarged, however the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents.</p> <p>6. Agreed. It is recommended that the northern most proposed L-shaped laneway be widened to 8.5m to enable safe waste vehicle access.</p> <p>7. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>8. In this instance such matters will be dealt with at the subdivision and development stage.</p>

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		<p>CoC refuse collection vehicles will have difficulties in collecting refuse what arrangements if any have been made to address this issue.</p> <p>7. Public parking including residents parking is already causing concern to residents and the density proposed will only magnify this problem. Australand has not made any provision for more parking and as part of their covenant with current residents, any R- Code increase must include a requirement for new lot owner onsite parking or more dedicated public parking provided at Australind's expense.</p> <p>8. The Fremantle Cockburn freight railway, on the north eastern boundary of Port Coogee development, is expected to have 50% increase in traffic in the near future which will increase noise. The proposal does not include any noise abatement facilities to overcome the impact on new residents due to increased density.</p> <p>The Association is aware that Coogee residents were very pleased with the Councils refusal to approve Port Coogee Structure Plan variation at Othello Quays and stage 4C Seaspray, which it is hoped will send a message to developers that the City is serious about maintaining the integrity of its award winning Port Coogee Structure Plan.</p> <p>Accordingly the CBPA strenuously objects to the Port Coogee Structure Plan Variation proposed by Australand/Port Catherine Developments because of the major issues identified in this submission.</p>	
42	Paul Kruining 48 Newark Turn NORTH COOGEE WA 6163	<p>Objection</p> <p>We bought very early on in the Port Coogee development in 2007 and moved into our new home in 2009. Australand/Port Catherine Developments ("APCD") have failed to meet many promises made at the time of us entering into our contract with them. I hereby formally object to any of the proposed variations on the following grounds:</p> <p>1. APCD have failed in meeting the promises provided to original investors in the area. The retail development now under construction was due to be completed some four years ago. Therefore, the lifestyle promised has not been fully implemented as expected. To reward APCD with a successful variation is punitive towards original investors who acted in good faith and have been continually disappointed; it is APCD who should be punished for their delays; rather than be rewarded with</p>	<p>Some of these comments relate to commitments of the developer and are unrelated to the proposed structure plan amendment.</p> <p>It is considered that the increased densities can be accommodated within existing roads and infrastructure.</p> <p>It should be noted that The Island already has the potential for apartments. However, it is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate</p>

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		<p>the changes they are requesting.</p> <p>2. APCD had covenants on the original blocks purchased that building had to commence within 2 years of settling on the block. Some eight years later, the block next to me is still vacant as are a few others in our street. APCD have not pursued their side of our contracts in protecting what we were originally promised. Once again, they should not be rewarded for disappointing original investors.</p> <p>3. Any increase in building heights would allow APCD to sell additional apartments which will cause further problems to the already congested traffic on Cockburn Road/Hampton Road. The current development is not full and completed; and already traffic backs up significantly during peak periods. With the Landgate development under construction only a kilometre away, further intense pressure will be applied at these bottleneck points. The last thing Port Coogee needs is more people and more cars. This traffic congestion is a MAJOR CONCERN for the residents of Port Coogee at present with no plans imminent on how this will be alleviated in the future.</p> <p>4. With a higher building allowance, this area especially stage 5 of the island, will look disproportionate to the surrounding area and the original aesthetics will be ruined from what the existing residents signed up for. There is no need; apart from developer greed to increase these height allowances.</p> <p>5. Any extra apartments/flats, if not maintained and looked after in the future by strata management, could degrade the area significantly in the future so it could more closely represent the public housing flat slums in other areas. That is something that existing residents do not want; and it will impact on their investment long after the developer has banked his money and left the area.</p> <p>6. Parking facilities at Port Coogee when there are events on is chaotic at present and any further traffic will only again compound this problem for current residents.</p> <p>7. Port Coogee shire rates notices have risen this year by over 20%, which is excessive to say the very least, when the shire average was 3.5%. Port Coogee residents have made many complaints to Council over these increases but as of yet, no reduction has occurred. As a victim</p>	<p>interface with Othello Quays.</p> <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>

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		<p>of these increases which I see will cause undue hardship on working families in the precinct, I would hate to see more innocent investors being attacked financially in such a manner.</p> <p>8. Port Coogee residents currently have to pay with their rates a "Port Coogee Specified Area Charge" for services that are utilised by the Cockburn Community as a whole; and not just the residents paying for it. This is not right in my opinion, especially now with the new GRV system of charging rates. Obviously, the more people would be adversely affected by this again.</p> <p>The original landowners in the Port Coogee area have invested in good faith in purchasing their land and then building houses of a certain architectural standard. Under their original contracts and promises, they have been continually disappointed by the developer's failures in meeting their agreed conditions and promises. Therefore, this developer should not be rewarded for their previous failures to deliver.</p>	
43	Landowner	I object	Noted.
44	Brian Tomlinson 3A Perlinte View NORTH COOGEE WA 6163	Objection I am concerned this variation will impact negatively with visual aspects & amenities. Why should the Council approve a variation to a project that has had a rigorous approval process already.	With the recommended changes to building heights it is not considered that the proposal will negatively impact on visual amenity.
45	Landowner	Objection I don't want to see the area become too densely populated	Noted.
46	Landowner	Objection I would like to offer my objection to the newly proposed variation to land use in the Port Coogee development area by Australand as it does not meet the original scope of the primary plan for this development.	Noted.
47	Landowner	I object.	Noted.
48	Alan & Janet Sammons 41 Perlinte View NORTH COOGEE WA 6163	Objection We object to the proposed changes for the following reasons: <ul style="list-style-type: none"> • Loss of amenity for current and future residents. • Congestion with regard to traffic and public amenities, including problems concerning parking • Negative environmental impact as a result of increased 	<p>With the recommended changes to building heights it is not considered that the proposal will negatively impact on visual amenity.</p> <p>It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure</p>

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		<p>ecological footprint (it will not be the environment we bought into)</p> <ul style="list-style-type: none"> • Compromise visual amenity • Negative sentiment affecting the desirability of Port Coogee living. • As Cockburn Council do not have a short term letting policy, it will consequently evolve as a 'holiday let' area and all that implies, eg party houses, noise, rubbish and general degeneration of a beautiful area. 	<p>Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>It is not considered that the proposal would have a greater eco-footprint than the current plan, and the proposal does make better use of existing residential zoned land.</p> <p>There is no evidence to suggest it will become a 'holiday let' area as a result of the proposed changes.</p>
49	Landowner	<p>Objection</p> <p>I object to any increase in building height on The Island, as this will obstruct many people's view of the ocean. I object to any increase in housing density of future buildings in the North East section and stage 3A of the current Structure plan as Port Coogee will be heavily populated as it is. Traffic and parking will be unbearable as it is.</p>	<p>Noted. It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays.</p> <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <p>It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p>

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50	Landowner	Objection This proposal is unfair in many ways. The congestion around the streets will be high also parking will be severely affected as keen cyclists my wife and I are concerned about the higher volume of traffic on Robb road this is already a dangerous road with no connection of Cycleway between Port Coogee and the northern cycle ways.	It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.
51	Landowner (1/3)	Objection I object to the proposed Residential Design Codes Variation due to the following reasons: 1. It will negatively impact the overall family orientated areas of the marina. 2. Potential congestion due to increased density. 3. Exacerbation of already existing parking issues. 4. Potential of high buildings to cast undesirable shadows on family orientated areas of the marina.	Noted. It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height. It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.
52	Landowner (2/3)	As above	As above.
53	Landowner (3/3)	As above	As above.
54	Landowner	Objection My decision to live in Port Coogee was based on living in a new estate that emphasised family homes with a few apartment blocks which would not exceed five storeys. If I wanted to live in congestion, greater parking issues than we already have and shaded eateries I would've spent my life savings in the city. I thought Cockburn council was a people council not a council that looks after big business.	Objection noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
55	Landowners	<p>Objection</p> <p>This is just another example of corporate greed by Australians without caring about exiting tenants promised lifestyles as advertised and bringing in more smaller blocks, higher density buildings is not good for the area especially in light of the global economy and the mining industry collapse in jobs. Damage to the area will lead to unsold and/or unrentable values with undesirable results and impacts to everyone in the area. This is not acceptable to those of us who agreed to wharves in place before opting to live here. I also protest the exorbitant rates being placed in our apartment based on so little land .another area that needs addressing as soon as possible! Do we want the Port Coogee area to turn into a type of ghetto - no of course not! Please stop these changes now! You are paid to represent the people. False advertising is not acceptable.</p>	These are not planning issues, however the objection is noted.
56	Landowner	<p>Objection</p> <p>I object to the proposed residential design codes variation at Port Coogee. Already there is traffic congestion especially down at the marina, children's beach and the northern beach adjacent to the power station. Parking is limited already and the suburb gets very congested, especially in warmer months, with visitors to the area parking on paths as there is little option. Port Coogee is a beautiful area in which to live however I believe the construction of more apartment and high rise buildings will have a negative impact on the aesthetics of the suburb.</p>	It is considered existing road are capable of accommodating the increased traffic anticipated. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.
57	Lynda Hay 55/37 Orsino Blvd NORTH COOGEE WA 6163	<p>Objection</p> <p>Overcrowding of this area will destroy the beauty and liveability of the area. The previous plan allows for many people to live and enjoy the area. If you increase the dwelling density it is obviously just a money grab with no thought for the people living there or the environment. Current residents, such as myself and my husband, bought in this area with the belief that the zoning had been finalized. To change to increase the amount of people is not fair or morally right.</p>	Objection noted.
58	Terence Burrows and Janet Stanford 26 Orthello Quays NORTH COOGEE WA 6163	<p>Objection</p> <p>We have recently purchased a site on what we believed to be an exclusive coastal development. We spent considerable time assessing this development and had numerous discussions with Australand representatives in this regard. We were only ever shown the original development plans we were never advised by Australand of any changes to the density coding and were assured whilst negotiating to buy one of their vacant blocks on Othello Quays that nothing would change. Having now purchased our block from another seller we are becoming increasing aware of applications to change the original vision of the development. In</p>	<p>In circumstances where an apartment has one allocated bay it is assumed that this will attract residents with one vehicle.</p> <p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p>

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		<p>what can only be described as greed by the developers and not need for high density.</p> <p>We are currently renting an apartment on Medina Parade. The apartment has 2 bedrooms, 2 bathrooms and yet only 1 allocated car parking space. We are forced therefore to park our 2nd vehicle on the public highway. This trend is repeated throughout the Port Coogee development. How soon will it be before the streets are chocked with permanent residents forced to park in this manner. I can only imagine the impact of the development in its current form let alone the impact of higher density. Those who have already invested in this development and future residents will all suffer a loss of amenity as a result of the greed of the developers. There is great emphasis put on the visual impact of new building by Australand yet it doesn't appear to concern them when they stand to make financial gain. I believe this higher density will affect the desirability of Port Coogee living and consequently the value of existing developments. Perhaps in this planning free for all we as owners of this prestige ocean block should consider applying for similar density changes rather than an exclusive iconic residence which will be surrounded by high density living.</p> <p>This change of residential zoning codes for undeveloped areas in Port Coogee must not be allowed to be decided without full and proper consultation with those who are most affected. We are one such party.</p> <p>As we see it Australand are trying to achieve an inflated price for their land by increasing the density whereas current owners are having to reduce their selling price in line with the market as they don't have the option to rezone. If Australand had reduced their prices in line with the market they would have had more success in selling their blocks. Buyers would also have more confidence in buying into the Port Coogee Lifestyle No doubt council spent a long time with the landowners in developing the plan for the Port Coogee area and consulted with experts before giving their consent to the development. Many people have built their dream homes and invested into the lifestyle that was sold to them. Surely it is council's duty of care to oppose Australand's proposed rezoning to protect the existing and future residents from seeing their assets diluted and their dreams become nightmares. If the proposed rezoning were permitted it would make a mockery of the planning process which should offer protection to all the hard working people who have chosen to make Port Coogee their home. We strongly oppose Australand's proposed</p>	<p>Consultation has been undertaken in accordance with the Scheme. The Scheme provide for consideration of amendments to Structure Plans.</p>

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		rezoning and we would ask council to support their residents by disallowing any rezoning.	
59	Hedley Chan 15 Podman Loop NORTH COOGEE WA 6163	Objection Australand is being money greedy rather than sticking to the original plan what was sold to many people already. This will decrease the quality that was originally planned for and I think that it's the council duty to stop it though Australand can legally do what they wish. The council should be the final controlling body that has the final say to protect the community.	Objection noted.
60	David McKinley 13 Lullworth Tce NORTH COOGEE WA 6163	Objection We object to the potential congestion as a result of increased density, parking concerns and the likelihood for higher buildings to cast undesirable shadows on family orientated areas of our marina. We purchased land and a built a home after carefully studying the original plan on the development plan existing, especially the high rise future buildings. <i>Petition: I object to the changes being proposed as we purchased this land in good faith on the basis of the original development and am not happy with some greedy developer wanting to alter this NO!</i>	<p>It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion.</p> <p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>
61	Mark & Rosemarie Brinkhuizen 8 Devonshire Link NORTH COOGEE WA 6163	Objection The current expected development for the Port Coogee area is more than dense enough. Traffic conditions/congestion in and out of the area will NOT cope with such an increase in density living with the current access roads into/out of Port Coogee. We moved out of Jandakot (Glen Iris Estate) due to the traffic congestion problems caused by the lack of infrastructure and increased traffic due to the Piara Waters development - don't let this happen here. Don't turn Port Coogee into another over populated area similar to Cockburn Central. The area will be spoiled should this proposal be allowed to go ahead - let's work together to preserve the charm of Port Coogee and keep the current Structure Plan	It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion.

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		for the benefit of everyone. <i>Petition: Don't turn Port Coogee into another over populated area similar to Cockburn Central.</i>	
62	Landowner	Objection I object to the ruination of a unique exciting and innovative area, by allowing more smaller and smaller lots and higher buildings. I particularly object that consent was given to build 3 storey houses right on the front line of the waterfront. The inevitable road/beach/parking and facilities congestion, will contribute to the destruction of what was originally conceived as an exclusive beachside community.	Objection noted, however Port Coogee includes building heights up to 32m, and a high density character is part of the vision for the Marina Village and The Island. However, it is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.
63	Landowner	Objection I am a resident of Port Coogee and I would like to object to the proposed Port Coogee Structure Plan variation. I believe that changes to the existing Port Coogee Structure Plan will result in congestion in regards to traffic and public amenities with the direct consequence of parking concerns and an increase in undesirable noise levels. I also strongly believe that it will have a negative environmental impact as a result of an increased ecological footprint.	It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.
64	Landowners	Objection My husband and I object to these structure plan changes due to concern that: <ol style="list-style-type: none"> 1. We will suffer loss of amenity 2. There will be increased traffic congestion around our home. 3. The potential increases in density will cause parking issues, this being one of the reasons we avoided buying in the South Beach Development and chose Port Coogee. 	It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-

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		<p>4. Visual amenity will be compromised and there will be increased shadowing over the marina beach.</p> <p>5. The negative aspects associated with these changes will affect the value of our property and make Port Coogee a less desirable place to live.</p>	<p>loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>
65	Stephanie Quinton Apartment 16, 20 Medina Parade NORTH COOGEE WA 6163	<p>Objection</p> <p>Should the proposed changes go ahead, not only will existing property owners be affected, so too will tourists and visitors who travel to this area to enjoy a day where they can relax and take in the picturesque scenery of the Indian Ocean. A beautiful, safe beach area that is perfect for families and young children to play, swim, and enjoy a meal will not be afforded a view beyond the proposed island development. The changes will only benefit those who can afford the extremely high prices that will be required to live on the island. Those who cannot afford the prices will get to look at the back of the proposed development. This is not the West Australian way. All beaches and all ocean views have traditionally been left unobstructed and untouched for everyone to enjoy. If the changes occur, a precedent will be set to allow high rise developments along the entire Perth Metropolitan coastline.</p> <p><i>Petition: No high rises on the islands</i></p>	<p>Objection noted, however the Marina Village already includes greater building heights than proposed on The Island. However, it is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays.</p> <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>
66	Landowner	<p>Objection</p> <p>Should the proposed changes go ahead, not only will existing property owners be affected, so too will tourists and visitors who travel to this area to enjoy a day where they can relax and take in the picturesque scenery of the Indian Ocean. A beautiful, safe beach area that is perfect for families and young children to play, swim, and enjoy a meal will not be afforded a view beyond the proposed island development (see photo at top). Many people now living in this area sold their previous properties and obtained large mortgages in pursuit of a dream to live near a pristine coastal area that is devoid of obstructive high rise developments. The changes will only benefit those who can afford the high prices that will be</p>	

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		<p>required to live on the island. Those who cannot afford the prices will get to look at the back of the proposed development. This is not the West Australian way. All beaches and all ocean views have traditionally been left unobstructed and untouched for everyone to enjoy. If the changes occur, a precedent will be set to allow high rise developments along the entire Perth Metropolitan coastline.</p> <p><i>(attached to this submission was a Change.org petition on behalf of 70 residents with comments and signatures)</i></p>	
67	Landowners	<p>Objection</p> <p>I object to higher density in the remaining vacant blocks and in particular on the Island on the following grounds: Higher density means more houses and apartments, thus more people and car movements. This means overcrowding, congestion and noise. More places to live take away the "exclusivity" that we all bought into and which will keep our property values up over time. Higher buildings, particularly on the Island will make the entire development look like a CBD instead of world class living community. Putting anything else but high end housing on the Island, and in particular high rise developments devalues that part of the entire development and takes away the views for anyone who bought along Medina Parade. Also the shading effect from higher buildings both along Medina parade and on the Island, will be substantial more and for longer periods over the beach area at dawn and dusk. More people living on the Island creates a dangerous situation as there is only one access road onto the island and it is a bridge. If at any time that bridge is blocked, for whatever reason. The entire Island is isolated and non-accessible for emergency services. There is no room for parking already around the wharf and Medina parade, so with this variation the problem for parking, traffic movements etc are compounded. We strongly object to the variation to increase both density and height for the Port Coogee development!</p>	<p>It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion.</p> <p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>
68	Mark Ducksbury 6 Devonshire Link NORTH COOGEE WA 6163	<p>Objection</p> <p>The proposal will significantly increase the number of residents and the number of visitors to the Port Coogee development. Already the traffic flow adjacent to the area of proposed amendment is occasionally chaotic - especially on weekends - and residents have precious little opportunity to enjoy the amenity of the beach, café and surrounding parklands. Parking is already a nightmare with verges and other open space already chock full of day tripper's cars. The proposal will ensure that this access</p>	<p>It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion.</p> <p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-</p>

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		<p>is even further limited. In addition, the access roads (from Cockburn Road and near the old power station) were clearly not designed to cater for an increased flow of traffic and snarls and accidents may become far more frequent. The availability of natural light over the beach and nearby properties may also be compromised; and the level of anti-social behaviour - a growing issue at the beachside - will likely increase. Existing residents and property owners bought their properties at considerable cost on the understanding that resident levels and building heights were to be capped at agreed, fixed levels and that Port Coogee would afford a tranquil, easy lifestyle. The proposal represents a risk to quality of life and erodes confidence in the developers interest in maintaining the interests of residents who purchased property on this basis. I would not like to see the tranquillity of lifestyle at Port Coogee threatened by a developers apparent push for cash and an apparent need to adjust the business model for purely economic reasons.</p>	<p>loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <p>There is no evidence to support the notion that higher densities lead to greater levels of crime. Good urban design plays an important role in ensuring that higher densities provide good passive surveillance (thereby reducing crime and fear of crime); and good amenity for residents. It is important that Crime Prevention Through Environmental Design ("CPTED") principles are incorporated into the design of streets and dwellings to facilitate good passive surveillance. In particular this would be addressed at the local development plan ("LDP") stage.</p>
69	Landowner	<p>Objection</p> <ol style="list-style-type: none"> 1. Parking concerns, potential congestions as a result of increased density, and undesirable shadows on family oriented areas of the marina from higher buildings. <p>Negative environmental impact with increased density.</p>	<p>It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion.</p> <p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual</p>

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			<p>impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <p>There is no evidence to support the notion that higher densities lead to greater levels of crime. Good urban design plays an important role in ensuring that higher densities provide good passive surveillance (thereby reducing crime and fear of crime); and good amenity for residents. It is important that Crime Prevention Through Environmental Design ("CPTED") principles are incorporated into the design of streets and dwellings to facilitate good passive surveillance. In particular this would be addressed at the local development plan ("LDP") stage.</p> <p>It is not considered that the proposal would have a greater eco-footprint than the current plan, and the proposal does make better use of existing residential zoned land.</p>
70	Landowner	<p>Objection I object because:</p> <ol style="list-style-type: none"> 1. The proposal wants to change the existing plan that has already been approved by the City of Cockburn and other government planning authorities. 2. All existing landowners in the area purchased at Port Coogee expecting no increased density in the area. 3. The original approval to the developer was granted with provision of infrastructure commensurate to the number of lots and expected population. Changing the infrastructure/population ratios leading to increased population density will place undue pressure on infrastructure and facilities. 4. It would be unethical for the Council to acquiesce to the 	<ol style="list-style-type: none"> 1. The town planning scheme includes provisions for consideration of amendments to structure plans. 2. As above. 3. It is considered that existing infrastructure can cope with the increase densities and dwelling numbers. 4. As above at 1. 5. Noted. 6. It is considered that existing infrastructure can cope with the increase densities and

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		<p>developer and change their existing approvals and the existing plan. There is no rational reason to vary the original approved plan, other than to benefit the developer.</p> <p>5. There will be no benefit for existing or future owners at Port Coogee with the proposed changes. In fact, the proposal is likely to diminish amenity and quality of life for Port Coogee residents.</p> <p>6. Smaller lot sizes will increase population density, which will increase pressure on existing infrastructure and facilities.</p> <p>7. Parking is already becoming congested at the existing facilities. This will only get worse if there are more people accessing Port Coogee facilities.</p> <p>8. The small village beach and beachfront BBQ area already become congested in the summer months. This congestion will obviously increase with increased density.</p> <p>9. Smaller lot sizes (and increased building heights on the Island) will reduce overall amenity for residents.</p> <p>10. There is no additional parkland, increased beach access, or other community facilities that are being offered by the Developer to offset the proposed increased density.</p>	<p>dwelling numbers.</p> <p>7. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>8. It is considered that existing infrastructure can cope with the increase densities and dwelling numbers.</p> <p>9. It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <p>10. In response to concerns regarding the provision of POS, the developer states that public open space is being provided in accordance with the quantities originally agreed upon in the Structure Plan. They have advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents.</p>

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71	Landowner	<p>Objection</p> <p>I would not like to see more density in this area. This will bring more traffic, more crime and will also take away existing owners views of the ocean and marina. Please keep this area as it is.</p>	<p>The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5.</p> <p>Also included are two plans showing a comparison of lots that currently have a potential for views past Stage 5 versus lots that have a potential for views with the proposed increased height on Stage 5.</p> <p>These plans note that the maximum height of land on Medina Parade obscures potential views from most of the land to the east already under the current height plan.</p> <p>There are a total of 8 lots on the eastern boundary of the estate may be potentially affected if these lots were to build to their 10m maximum building height. According to Frasers Group only one of these lots is sold, two have sales pending and the remaining five are still available for sale and still in the ownership of Frasers Group.</p> <p>There is no evidence to support the notion that higher densities lead to greater levels of crime. Good urban design plays an important role in ensuring that higher densities provide good passive surveillance (thereby reducing crime and fear of crime); and good amenity for residents.</p> <p>It is important that Crime Prevention Through Environmental Design ("CPTED") principles are incorporated into the design of streets and dwellings to facilitate good passive surveillance. In particular this would be addressed at the local</p>

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			development plan ("LDP") stage.
72	Landowner	<p>Objection</p> <ol style="list-style-type: none"> 1. From a practical perspective, the residential zoning and height changes to specified areas of Port Coogee will leave a very bad taste in the mouths of current residents. Views will be obstructed and desirability in the area will take a hit. 2. From a planning perspective, increased density will lead to an unavoidable increase in congestion. This will then lead to parking concerns that are ALREADY existent and the development hasn't even taken its full shape. 3. The height increases on "The Island" will prematurely block out the sun and cast shadows on the family- friendly beach on Medina Parade from about 4pm onwards. Also, if you take into consideration the aesthetics of the area, why would you allow what could be 150m2 lots to exist right behind some of the most prestigious real estate (the canal lots) south of the river?! It is blatantly clear that Australand/Frasers Property Australia is trying to squeeze out every bit of profit they can in these last few stages at the expense of everyone who invested in the area in the first place. Take the recent subdivision on Othello Quays for example. 5 sizeable lots with 15m jetties and each their own mooring envelope were turned into 8 lots with 8, 9 and 10m frontages with every second lot having a mooring envelope. The cited reason for this was "affordability." Well, 5 lots at \$1.8m = \$9m. Now, if you take the bottom parameter of the current advertised price for the 8 lots, you have a total of \$10.6m. Each block is considerably more expensive per m2 than before, which means an extra \$1.6m for the corporation. How was this missed? 	<ol style="list-style-type: none"> 1. The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5. Also included are two plans showing a comparison of lots that currently have a potential for views past Stage 5 versus lots that have a potential for views with the proposed increased height on Stage 5. These plans note that the maximum height of land on Medina Parade obscures potential views from most of the land to the east already under the current height plan. There are a total of 8 lots on the eastern boundary of the estate may be potentially affected if these lots were to build to their 10m maximum building height. According to Frasers Group only one of these lots is sold, two have sales pending and the remaining five are still available for sale and still in the ownership of Frasers Group. 2. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street. 3. It is recommended that building heights

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			adjacent to the town beach (and Othello Quays) remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.
73	Landowner	Objection I do not support any changes to the current Port Coogee plans and fully object to any changes. We moved to Port Coogee for the lifestyle and don't agree with over loading the area.	Objection noted.
74	Danielle Pascucci 15 Lullworth Tce North Coogee WA 6163	Objection <ol style="list-style-type: none"> 1. I'm concerned with the likely increased congestion within the area, as a result of increased density of population. 2. The public spaces provided within the estate are sufficient for the current population, adding even more dwellings to the area will not only cause congestion but also decrease the already low parking availability within the estate. 3. The height of the proposed buildings is another major concern of mine, due to the overshadowing on the marina and family beach area. 	<ol style="list-style-type: none"> 1. It is considered that the existing road network can cope with the proposed increase in residential densities. 2. In response to concerns regarding the provision of POS, the developer states that public open space is being provided in accordance with the quantities originally agreed upon in the Structure Plan. They have advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents. 3. It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.

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75	Landowner	<p>Objection</p> <p>We object on the basis that council should maintain the original village feel of the Port Coogee development. The potential of increased congestion due to the proposed increase in housing density. Not to mention the additional parking issues that the housing density brings with it. The potential higher buildings will cast undesirable shadows over family oriented areas of the Marinas. The current constituents within Port Coogee have paid a premium for their existing properties just to have the value of the properties diluted by the greed of the developers. The rates paid by the home owners in Port Coogee are some of the highest paid in Perth at circa \$3600/annum.</p>	<ol style="list-style-type: none"> 1. It is considered that the existing road network can cope with the proposed increase in residential densities. 2. It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.
76	Landowners	<p>Objection</p> <p>Our vision for the location was primarily about lifestyle. We bought in to the estate based on the proposed development's potential to provide us with a quality lifestyle as it is our intention to retire there. We did not envision a high density environment. The proposal put forward to increase the density and heights in the location - we believe -will have a negative effect on our enjoyment of living in the estate. The proposed built form will provide additional bulk to the area, which has the potential to limit our views and may negatively impact on the value of our property.</p> <p>In addition the increase in density and number of residents and/or renters will prove to be detrimental to the ambience of the location. There are already limited opportunities to enjoy green space in the estate and this will only worsen. It would be much more preferable for the developers to consider greening the location rather than just selling off smaller and smaller lots in the pursuit of greater profits.</p>	<p>It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <p>In response to concerns regarding the provision of POS, the developer states that public open space is being provided in accordance with the quantities originally agreed upon in the Structure Plan. They have advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents.</p>
77	Ken Birch 4 Draper Street NORTH COOGEE WA 6163	<p>Objection</p> <p>I object to the maximum height increases and increased density due to: Potential congestion with more residents in the area and overloading the amenity and faculties in the area. Likelihood for higher buildings to cast undesirable shadows on family orientated areas of the marina. We purchased in the area on understanding of the plans and requirements for future development. Changes sort and purely for the developer and offer no benefit for current residences and rate payers.</p>	<p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late</p>

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			afternoon that may result from additional building height.
78	Landowner	<p>Objection</p> <ol style="list-style-type: none"> 1. I strongly object to the new proposal the area is already quite busy with cars and traffic. If you add even more houses/apartments there will be serious traffic congestion, especially around the children play area and beach. The car parking places are already full on weekends and busy during the day, adding more dwellings will create a real parking problem and then we will have lots of illegal parking on verges and pavements, creating hazards. 2. I also object to apartments built on the island overlooking the children beaches and play areas and think this could create a safety risk and make it no longer family friendly. I certainly wouldn't let kids of mine play in swimwear if there were twenty apartment windows overlooking it. 3. There is already a lack of public open spaces in the area and I object to any land use changes that take community spaces and turn them into housing. Port Coogee is currently a family centred community and it would be a real shame to lose that. And that's what I believe will happen if all of these higher density/taller building are built. 	<ol style="list-style-type: none"> 1. It is considered that the existing road network can cope with the proposed increase in residential densities. 2. The current structure plan already includes the potential development of apartments on 'The Island' facing the beach. 3. In response to concerns regarding the provision of POS, the developer states that public open space is being provided in accordance with the quantities originally agreed upon in the Structure Plan. They have advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents.
79	Landowner	<p>Objection</p> <p>I strongly object to the new proposal. Because:</p> <p>A) We partially moved to the area for the community feeling and open public spaces. If more houses than planned are built then I believe this community feeling will be lost and there will simply be over-crowding at our beaches and public spaces.</p> <p>B) Parking spaces are already at a premium and our visitors frequently have to park quite a walk from our home. During the weekends in the summer we already have people parking all over the pavements are the grassed verges. If more apartments are built in the area then parking will become serious problems.</p> <p>C) Increasing traffic will also cause safety concerns with the above illegal parking and lots of cars using the road behind the children beach</p>	<p>1. Noted.</p> <p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>The current road network is capable of handling increased traffic. Rangers will manage illegal parking.</p> <p>It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the</p>

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		<p>as a through/access road to the proposed Island and Medina Parade housing. This will create an 'accident waiting to happen' situation in an area made for children.</p> <p>D) Higher buildings around the beach will block the sunlight and cast shadows over the children play area making it less safe and it will feel unfriendly.</p>	beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.
80	Jerry Monteiro 13/20 Medina Parade NORTH COOGEE WA 6163	<p>I object. <i>Petition: We have enough high rise apartments in the city, let more people enjoy the views of the ocean.</i></p>	The proposed increase to building heights will have a minimal impact on views overall.
81	Landowner	<p>Objection I strongly oppose the changes. There will be an increase in congestion as a result of increased density. The increase congestion will lead to more parking issues due to lack of parking bays. The current parking problems are already creating a danger to pedestrians and cyclists as cars are being parked on curbs and paths.</p> <p>I feel that the beauty and charm of the marina will be lost to an increase of higher buildings on the island and the potential increased congestion.</p>	<ol style="list-style-type: none"> 1. The current road network is capable of handling increased traffic. Illegal parking will be managed by Rangers. 2. It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>
82	Landowner	<p>Objection I strongly oppose the changes due to potential congestion as a result of increased density. There are already parking issues due to lack of parking bays around the beach and marina area. People are parking on roadside curbs creating a danger to pedestrians and cyclists.</p> <p>The charm of the marina will be lost with the likelihood of higher buildings and increased congestion and parking concerns.</p>	As above.

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83	Roy & Patricia Flintoff 71/37 Orsino Blvd NORTH COOGEE WA 6163	<p>Objection</p> <p>We are very concerned about higher density to this area, nowhere near enough public parking and the island development shadowing child beach area. Further congestion is not suited to this area less construction and more parking needed instead .There must be a stop to the continual sardining these developments.</p>	<p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>The current road network is capable of handling increased traffic. Rangers will manage illegal parking.</p> <p>It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>
84	Denny Jelichich 54 Orsino Boulevard NORTH COOGEE WA 6163	<p>Objection</p> <p>I am against the proposal for a number of reasons. The higher the buildings the uglier they look just look at South Beach tallest building it's hideous.</p> <p>The higher the building, the larger shadow is going to cause especially during sunsets where you want to watch the sunset as much as possible.</p> <p>There will be an increase in congestion, already there are issues with parking, let alone with this increase in density.</p> <p><i>Petition: I live in Port Coogee and I am against proposed changes.</i></p>	<p>It is considered that the design of the buildings themselves are of greater importance than the height on visual appeal.</p> <p>It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p>
85	John Letch & Leanne John 51 Newark Turn NORTH COOGEE WA 6163	<p>Objection</p> <ol style="list-style-type: none"> 1. Modification to 'The Island' (Stage 5) 2. Redesign of the vacant undeveloped north eastern section of the 	<p>The town planning scheme provides for amendments to structure plans to be submitted and considered.</p>

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		<p>Structure Plan area (bound by Medina Parade and Caledonia Loop).</p> <p>3. Increase to the residential density coding of land within Stage 3A.</p> <p>Note: Both residence of the above address (I.e. John Letch & Leanne John) object to all proposed changes indicated on City of Cockburn letter of notice ref. 110/023. Please be advised that any changes to the original Australind PORT COOGEE development plans may result in a class action by the current landowners, due to false advertising and fluctuating planning/development decisions, that are ultimately to the detriment of the Cockburn landowners where profit and greed have unfortunately taken precedence.</p>	<p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays.</p> <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>
86	Landowner	<p>Objection</p> <p>I am a land owner at Caledonia Loop and this large unit structure will devalue my property. I bought the property knowing the information from Australand and now they have changed their mind to build a larger unit development. I believe this will reduce my water views.</p> <p>I am not in favour for the reduction size of blocks in the new development in the Port Catherine area as this will make for too many small blocks and will put pressure on parking and resources in this beautiful location.</p>	<p>The town planning scheme provides for amendments to structure plans to be submitted and considered.</p> <p>The developer has indicated current infrastructure is sufficient to accommodate the proposed changes.</p>
87	Cindy De Abreu 38 Garden Road SPEARWOOD WA 6163	<p>Objection</p> <p>I have purchased an apartment 34/20 Medina Parade North Coogee and were told that there was not going to be any building being built higher than ours was and that was one of the reasons we purchased there. It's not fair that they can say one thing and do another this is the reason that I object.</p>	<p>The town planning scheme provides for amendments to structure plans to be submitted and considered.</p>
88	Landowner	<p>Objection</p> <p>I am lodging this submission to the Port Coogee Structure Plan Variation, and wish to state my objection specifically around the increase of building height on the 'The Island' (Stage 5) from 13.6m to 17.3m, and the general increase of density (residential coding) across the nominated areas.</p> <p>My objections are based on the following:</p> <ul style="list-style-type: none"> • I believe it is disingenuous and underhanded for Australand (ie. Frasers Property) to keep requesting increases in density. The residents at Port Coogee (including myself) paid very good money to Australand for their properties based on the current structure plan at the time. However Australand has kept pushing for more density which arguably devalues 	<p>The town planning scheme provides for amendments to structure plans to be submitted and considered by Council and the WAPC.</p> <p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays.</p> <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach</p>

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		<p>the existing properties, will contribute to a future traffic nightmare and a general decrease in living amenity. Enough is enough – I respectfully ask the councillor s to stop Australand's constant push for more profits at the expense of current residents.</p> <ul style="list-style-type: none"> • Per a previous Structure Plan Variation in 2009 which was approved by the Council, Australand has already achieved a huge increase in density for the development. The number of dwellings in the marina village increased by 656 to 1280. Refer email (Attachment 1) from Chris Schooling - Town Planner - Statutory Planning at the end of this letter dated 5/2/09. This is over a doubling of density! When will Australand be satisfied? • Australand's argument for these revised structure plans largely revolves about their perception of changing market conditions and providing customers which the products they want. <p>Although not being developed by Australand, I understand that the Marina Edge development is selling very slowly. I do not believe that there has ever been a single apartment development in the history of Perth which has had so much marketing as Marina Edge. I have personally seen the advertisement on TV dozens of times so it is a safe bet that the advertisement has been run hundreds of times. There had also been extensive advertising in the West Australian, and the internet. After approximately one year of this very intense marketing, when Mr Tony Perrin (State Manager - Australand) attended a recent meeting at the Coogee Progress Association (18/8/15), he stated that of the 102 units only 62 had been sold. Although the market is tough, I would think part of the failure in sales has been the fact that the units are very small (high density) and overpriced. So much for reading the market!</p> <p>What is particularly annoying is that Mr Perrin said at the meeting that it would be at least another 4 years before Australand owned marina village developments start to be built that will provide restaurants/tavern at the marina principally because of current slow sales and not wanting to be in completion with other developments (such as Marina Edge). By this time it will be approaching 15 years since the marina was started and with no real village development. I believe that the previous revised structure plan in focusing on higher density has only slowed the progress of the development and has meant that residents will be waiting several more years for decent facilities.</p>	<p>remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <p>The proposal is being considered on its planning merits, regardless of market conditions.</p>

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		<p>• My line of sight to the ocean is impacted by the change in building height on the 'The Island'. I am particularly sensitive about this because the change in building heights around the marina village from the previous revised structure plan (six storey to nine story) in 2009 has essentially destroyed any views I had in that direction and decreased my property value. Some of my best remaining views are now over 'The Island'.</p> <p>The line of sight diagrams prepared by Australand as part of their submission to COC (Attachment 2) are highly misleading in that they show line of sight projections from 4 points across the estate from locations which have not yet been built. Very disingenuously, there are no projections from the area in which I live (Bombay Heights) where homeowners have their line of sight impacted. I would respectfully ask the councillors that no more changes are made to building heights.</p> <p><i>Petition : We were told that there was not going to be any high rise buildings in the vicinity</i></p>	
89	TPG P O Box 7375, Cloisters Square PERTH WA 6850	<p>Objection</p> <p>We refer to the advertising by the City of Cockburn (the City) of the proposed Port Coogee Structure Plan variations. TPG Town Planning, Urban Design and Heritage (TPG), on behalf of the owners of 9 Coromandel Approach, is pleased to provide the following submission to the advertised variations.</p> <p>The purpose of the submission is to clearly outline our client's position with and specific concerns in respect to the proposed variations, noting that the following will have significant implications for their development and the surrounding area:</p> <ol style="list-style-type: none"> 1. Height 2. Bulk and Scale 3. Traffic <p>The proposed height increase of four (4) metres and the residential density increase to R80 to the 'Island' land will result in an increase in the bulk and scale of future development, which will have an adverse impact on the view corridors of the developments with frontage to the marina. The significance of Lot 303 on the northern edge of the Marina Village as a designated Icon Building in the Port Coogee Marina Village Built Form Codes will be severely diminished by the increased height proposed for</p>	<p>9 Coromandel Approach has a maximum building height of 32m under the Structure Plan, which is considerably higher than the proposed 17.3m for 'The Island' (also noting the developer is proposing to change the maximum height on the northern side to 13.3m). This height difference is considered significant enough that the Marina Village will still have greater building heights and retain its prominence in the area, and remain a focal point.</p> <p>In terms of traffic increase, it is considered that the existing roads are capable of carrying additional traffic from the proposal.</p> <p>The proposed increase to residential density in this area will ultimately assist the critical mass required for the Marina Village, given that its catchment is essentially the whole Port Coogee area. The Marina Village will remain the only 'Local Centre' zone, therefore while residential densities may 'disperse' as stated, this will not correlate to the commercial uses, which will</p>

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		<p>the 'Island' and will lose its intended iconic nature.</p> <p>The proposed increases in the residential density codings to a significantly more dense R60 and R80 in comparison to the existing density codings of between R25 to R50 across the Structure Plan area will have significant negative implications in terms of traffic volumes in the area, and will result in unforeseen traffic congestion issues on local roads that were planned to accommodate traffic volumes from much lower density development. This has the potential to result in an unacceptable number of vehicle movements on the local roads and will undermine the aspiration for the Marina Village area to be a pedestrian focussed and walkable place.</p> <p>The importance of the Marina Village is clearly specified in the Port Coogee Marina Village Built Form Codes key aspirations, being to:</p> <ul style="list-style-type: none"> • <i>"Define and punctuate the Marina Village; and</i> • <i>Provide a focal point where the Port Coogee community and residents or visitors to the City of Cockburn meet in a refreshing destination."</i> <p>In addition to the above aspirations, the Port Coogee Marina Village Built Form Codes identifies the Marina Village as;</p> <p><i>"... the centrepiece of the Port Coogee community. Located on the waterfront, the Marina Village will provide a vibrant, diverse and sustainable focal point for its community. To realise this potential, the Marina Village requires a critical mass of activities including residential, retail, commercial, community and recreation. This mixed land use strategy will be contained within a high quality built environment and is intended to encourage activation of the Village throughout the day and evening."</i></p> <p>These key aspirations, and the envisaged function and character of the Marina Village will be directly compromised by the proposed increases in height and density, in that the proposal will result in large scale and intense development forms dispersing to areas outside their intended location in the Centre Core, and will potentially cause a reduction in critical mass in the Marina Village area, which will in turn impact on the viability of the Marina Village. Not only does the proposal undermine the intent of the Marina Village, it also contradicts and undermines the intended built form and design philosophy objectives stipulated in the Port Coogee Marina Village Built Form Codes. In particular, the proposal threatens the following objective:</p>	<p>need to be focused in the Marina Village.</p> <p>With less height and density, development of The Island will still differ from the built form of the Marina Village, consistent with the Port Coogee Marina Village Built Form Codes.</p> <p>However, it is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays.</p> <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>

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		<p><i>"The built form compactness and appearance will vary between the development core and edge sites where the Marina Village meets the Port Coogee primarily residential area. This may result in a more solid appearance to the core and a lower scale response at the edges of the Marina Village."</i></p> <p>The Port Coogee Marina Village is a new development that has seen a significant number of new residents commit to it over the last four years. It is reasonable to assume that the existing Built Form Codes and Structure Plan influenced the decision of many, if not all, of those new residents and other stakeholders to invest in the area. The proposed changes clearly disadvantage residents and stakeholders by increasing density in a way that is inconsistent with the existing planning and design philosophy for the area. In conclusion, the proposed amendments will have significant and overwhelmingly negative implications for surrounding development in the Structure Plan Area. Furthermore, it will severely undermine the envisaged character and function of the Marina Village as the Centre for the area, as identified in the Port Coogee Structure Plan, Port Coogee Marina Village Built Form Codes and the Port Coogee Marina Village Masterplan Report (July 2009). As such we strongly object to the proposed variations and respectfully request that the City does not support the proposal.</p>	
90	Landowner	<p>Objection</p> <p>I strongly object to the variation on the basis of undesired increase in density to the area and the height of the buildings creating a very unsightly coast line of high rise. We paid a premium amount of money to live and raise our children in this area and we expect to receive what we researched and paid for - no less. The City of Cockburn has an obligation to the rate payers of North Coogee and surrounding suburbs to honour the existing structure plan set in place and not succumb to corporate greed. There is already enough balance of high rise in North Coogee.</p> <p><i>Petition: Cockburn City Council is creating a coastline of high rise. Australand has acted fraudulently and deceitful towards the residents who have already paid for land in this area. Cockburn City Council do not bow down to corporate greed.</i></p>	<p>The proposed modification to building height only applies to The Island, which was always envisaged to be of medium to high density, and therefore it would not create a 'line of high rise'.</p> <p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>

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91	Landowner	<p>Objection</p> <p>I do not agree with the proposed changes, due to the fact that this will increase traffic and the amount of people living in the area putting additional strain on the infrastructure and environment. The Island wasn't designed to have a lot of people living on it and the building will be too tall and look out of place. In addition, this will have a negative impact on house prices with some houses losing ocean views.</p>	<p>It is considered that the existing infrastructure is sufficient to accommodate the increased densities.</p> <p>The Island was always designed as medium to high density. It still has considerably less height than that proposed for the Marina Village, and with the recommended changes it is not considered that the greater building heights will look out of place.</p> <p>The developer has demonstrated that the proposed increase in height will have minimal impact on viewlines.</p>
92	Landowner	<p>Objection</p> <p>As a concerned resident I oppose the amendments to the proposed changes to the Port Coogee structure plan variation for the following reasons:</p> <p>1. Impact of existing services to the area like open park land that is minimal currently, as the proposed changes will provide extra pressure with increased residents with higher density housing and extra apartments that would have been unlikely planned in the original concept of the plan for Port Coogee. This also applies to the marina area and particular the beach and bbq areas, as a current resident of the area I've seen first hand the pressure with demand in summer.</p> <p>2. Congestion to the area. The marina area in current form is going to be a mixture of residential and commercial i.e shops that will already bring in a number of outside patrons, visitors, shoppers etc. Adding extra capacity to the area through the increase of apartments and higher density housing will add to increased numbers of people visiting these areas. Traffic congestion. 2 ways in ONLY. Adding extra apartments and housing will only add to the traffic and early morning congestion already experienced in the area. This also adds to extra pollution (both noise and environmental) to the area.</p> <p>3. The change to the aesthetic landscape with higher buildings and higher density housing is also a concern as this will provide an inner city feel something unsuitable to a beach lifestyle that has been I would expect the intent from a previous planning perspective. This is taking into consideration the other changes the developer has already made to the</p>	<ol style="list-style-type: none"> 1. In response to concerns regarding the provision of POS, the developer states that public open space is being provided in accordance with the quantities originally agreed upon in the Structure Plan. They have advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents. 2. It is considered that the current roads are capable of coping of an increase to residential densities. 3. The Marina Village heights and densities will set a character for the area that is 'urban'. 4. It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that

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		<p>certain areas with higher density and smaller lots as first allowed.</p> <p>4. Overcasting to the canal area and surrounding areas such as the beach area (higher building heights). An extra storey to the beach area in the afternoon as it is west to the beach precinct would make it undesirable due to the shade casting earlier due to the extra height.</p> <p>5. Extra noise and movement through the area due to its higher density.</p>	<p>may result from additional building height.</p> <p>5. Noted.</p>
93	Rita Brookes Unit 4 - 19 Perlinte View NORTH COOGEE	<p>Objection</p> <p><i>Petition: Where is the fairness in proposing this?</i></p>	The town planning scheme includes provisions for considering amendments to structure plans. The proposal is being assessed on its planning merits.
94	Deborah Jayne Pinchon 100 Orsino Boulevard NORTH COOGEE	<p>Objection</p> <p>I think increasing the urban density will increase the congestion on the roads in the local area, in addition I feel that increasing the density will cause future parking problems. We sometimes struggle to park our car outside our house at present, and considering we still have many 'vacant' lots along Orsino Boulevard it is only going to get worse. I am increasingly seeing the green areas and paved areas damaged by individuals parking in non designated parking areas and that will only get worse with an increasing population.</p> <p>I am also concerned about the casting of shadows from these potential higher rise buildings, not only will it negatively affect the look of the open family spaces which attracted us to the area around the marina, but I am also concerned about the planting and impact upon the native birds in particular as more of their natural vegetation is removed and replaced by concrete and glass.</p>	<p>1. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>2. It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <p>3. The proposal does not include any additional removal of natural vegetation.</p>
95	Landowner	<p>Objection</p> <p>Too high density as it is. There is not enough parking for residents or their visitors now. Lots of hoons on the streets and noisy cars – don't need more of that. Cockburn Road cannot take the extra traffic now and every morning there are bank ups leading to spearwood ave.</p>	In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.

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96	Landowner	<p>Objection</p> <ol style="list-style-type: none"> 1. The recent proposed increase in density for Port Coogee is yet another variation to the original award winning plan. These incremental but significant variations are continuing to erode the quality of the local area for residents and visitors. While I accept that WA needs to look a higher density living, I believe Cockburn Council are already playing their part with the existing plans for Port Coogee, Cockburn Central and the Robbs Jetty Developments. This recent application by the developer is purely profit motivated and a reaction to the current property sales climate. While I am not totally opposed to some re-zoning of housing lots, high rise apartment blocks on a beach front development have always proven to have a negative impact on an area as is well documented up and down the WA coastline. Port Coogee is no different and already has a significant number of planned apartment developments. 2. If the proposed structure variation was approved can the council please advise on how they intend to deal with the following impacts a) There has been no update on how increased traffic will be managed. What does the revised traffic management plan look like? Given there are only two main roads of access and egress and traffic is already starting to bottle neck back from the traffic lights on Cockburn Road/Spearwood Road junction. Could northern access across the railway line on to Cockburn Road be provisioned, other than having to use Robb Road? 3. b) What measures will be taken to prevent over-spill parking onto walkways and green verges, which local residents are paying to be maintained and kept free. Parking on verges is already an issue. 4. c) The current special rates levy for the area has be set on the basis of provide maintenance of "improved" local amenities (one could argue these are being eroded by each variation). Presumably this is a fixed cost to the council, however your resident base has increased and will increase. It is therefore reasonable to expect a reduction or lifting of this special levy. 	<ol style="list-style-type: none"> 1. The Port Coogee Structure Plan already has building heights up to 32.0m in the Marina Village, therefore the proposal does not propose develop that will be out of character with that proposed for the area. It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height. 2. Increase traffic numbers can be accommodated within the existing road network. 3. If required Rangers will enforce parking laws. 4. This issue is separate to consideration of the Structure Plan, and a separate response will be provided.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
97	Landowner	<p>Objection Re: Proposed Port Coogee Structure Plan Variation - Zoning Changes I find it unreasonable that zoning should now be changed at this stage of development. I am sure zoning was based on the State Planning and the ratio of people to available facilities and open areas. Many houses/apartments have been purchased with particular amenities/views in plan, and pricing of such apartments were based accordingly.</p> <p>I own an apartment at the Helm, Medina Parade - a change to zoning and in particular a reduction in height restriction on The Island will impact views and hence the cost that was paid for this benefit. In addition, how do you intend to also meet the State Planning Strategy of connectivity and liveability? I do not see any additional gardens, open areas that are required to foster a sense of belonging, are attractive and make the area comfortable to live. All well and good to provide for additional people but there are no plans for additional facilities or open area.</p>	In response to concerns regarding the provision of POS, the developer states that public open space is being provided in accordance with the quantities originally agreed upon in the Structure Plan. They have advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents.
98	Landowner	<p>Objection I am a resident and land owner at Port Coogee and strongly oppose the proposed changes. I feel the increase in dwellings will result in increased parking and commuter traffic in what is a Port Coogee issue now. Parking: We live in what was effectively Stage 1 (purchased in 2006) with 500 sq/m of land and most of the residences around us have one or two cars parked on the front verge or road. How do the developers/council expect to combat this issue with decreased dwelling sizes? The Helm apartments whether 1 or 2 bedrooms have only one parking bay. There doesn't seem to be any future Beach: There is a lack of parking at the Port Coogee beach for visitors to the area. The beach area is full during the summer months whether a weekday or weekend - for swimming, gatherings, parties are being held there. It's far popular than any "planning" process considered it to be as there is most definitely a lack of parking for this now desirable beach area. Can this be rectified or does it stay as is and does the proposed high rise apartment building form a shadow on the beach?</p> <p>Traffic: With only two ways in and out of Port Coogee and being surrounded by a busy road - how do you expect to alleviate local traffic? Will our Estate become like that of the Glen Iris Estate? I live in Port Coogee and have watched the ongoing changes approved by the Council. My own residence has been affected by the changes approved by the Council in favour of Australand. My husband and I are very much interested in seeing whether greed wins or the preservation and integrity</p>	<p>The current road network is capable of dealing with the increased proposed densities. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>It is recommended that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		of our beautifully formed Port Coogee. Do the right thing.	
99	Chris Piotrowski 9 Hydaspe Vista NORTH COOGEE 6163	<p>Objection I believe that higher density residential developments and population increase will have negative impact on the Port Coogee area:</p> <ul style="list-style-type: none"> Negative environmental impact on the ocean, beach, fauna and flora due to increase car fuel emissions due to increased traffic Decrease the space for the residents to enjoy the beach side living Congestion with regards to traffic and parking facilities We need more parks so the kids can play and develop and be kids not be surrounded by the apartments and cars driving up and down the streets. 	<p>It is not considered that the increase in population would be such that it would result in increased fuel emissions at a level that would have a negative environmental impact.</p> <p>In response to concerns regarding the provision of POS, the developer states that public open space is being provided in accordance with the quantities originally agreed upon in the Structure Plan. They have advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents.</p> <p>It is considered that the existing roads are capable of accommodating the increased densities without unacceptable traffic congestion. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p>
100	Landowner	<p>Objection Potential house price devaluation, traffic congestion, parking concerns and likelihood for higher buildings to cast undesirable shadows on family oriented area of the marina</p>	<p>Objection noted.</p> <p>In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p> <p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current</p>

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			maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.
101	Landowner	Objection Potential house price devaluation, increase traffic congestion and parking concerns. <i>Petition: The increase in traffic, parking, congestion, and lowering the value of our property.</i>	Objection noted. In response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.
102	Landowner	Objection <ol style="list-style-type: none"> 1. I do not agree with the proposed changes, due to the fact that this will increase traffic and the amount of people living in the area putting additional strain on the infrastructure and environment. 2. The Island wasn't designed to have a lot of people living on it and the building will be too tall and look out of place. 3. In addition, this will have a negative impact on house prices with some houses losing ocean views. 	<ol style="list-style-type: none"> 1. Increase traffic can be accommodated within the existing proposed road network, and in response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street. 2. The Island was always designed to be medium to high density, however, it is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. In addition, it is considered reasonable to

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			<p>require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <p>3. The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5.</p> <p>Also included are two plans showing a comparison of lots that currently have a potential for views past Stage 5 versus lots that have a potential for views with the proposed increased height on Stage 5.</p> <p>These plans note that the maximum height of land on Medina Parade obscures potential views from most of the land to the east already under the current height plan.</p> <p>There are a total of 8 lots on the eastern boundary of the estate may be potentially affected if these lots were to build to their 10m maximum building height. According to Frasers Group only one of these lots is sold, two have sales pending and the remaining five are still available for sale and still in the ownership of Frasers Group.</p>
103	Craig and Jennifer Lynn Milne 8 Arabella loop	Objection I have recently moved into Port Coogee. I do not agree with the change of plans the council has for the density of housing and units. I feel that	Objection noted, however the town planning scheme includes the provision for amendments to structure plans to be considered.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	NORTH COOGEE WA 6163	whatever the original plans were at the beginning of the development, and based on those plans people bought the blocks, that is should not alter. You cannot alter things just to suit the council, what is the point of having plans in the first place if they are going to be altered at the sweep of a pen later on down the track. The original plans were good plans. if the densities are altered then I hope my rates bill goes down accordingly, as the extra revenue the council receives in rates can be shared out amongst us all.	
104	Landowner	Objection I object to the proposal. When we bought our block at a premium price we were ASSURED by Australand that the height was not going to increase and on this assurance was the reason we purchased in North Coogee. The new height will compromise our outlook and decrease the value. I feel very cheated and "conned" by Cockburn City Council and Australand if this variant is successful. When I purchased the land, to build a house for my family, I took careful consideration in my choice so that I was not overlooked and my outlook was suitable for the premium price I paid. Cockburn City Council needs to consider the residents who already reside in the area who have already paid a premium and pay more rates than other suburbs in Cockburn. We do not want any more high density, high density variants.	Objection noted, however the town planning scheme includes the provision for amendments to structure plans to be considered.
105	Late Submission Landowner	Objection <ol style="list-style-type: none"> 1. Compromised visual amenity 2. Loss of amenity 3. Congestion of beach, public amenities and parking 4. Environmental impact 5. Negative sentiment around Port Coogee 	<ol style="list-style-type: none"> 1. The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5. <p>Also included are two plans showing a comparison of lots that currently have a potential for views past Stage 5 versus lots that have a potential for views with the proposed increased height on Stage 5.</p> <p>These plans note that the maximum height of land on Medina Parade obscures potential views from most of the land to the east already under the current height plan.</p> <p>There are a total of 8 lots on the eastern</p>

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			<p>boundary of the estate may be potentially affected if these lots were to build to their 10m maximum building height. According to Frasers Group only one of these lots is sold, two have sales pending and the remaining five are still available for sale and still in the ownership of Frasers Group.</p> <p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays.</p> <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <ol style="list-style-type: none"> 2. No details have been provided to explain what amenity will be lost. 3. In response to concerns regarding the provision of POS, the developer states that public open space is being provided in accordance with the quantities originally agreed upon in the Structure Plan. They have advised that the proposed local park is to be developed to a high standard, designed based on local resident feedback, to serve as both an active and passive recreation space for local residents. 4. Environmental impacts are considered to

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>be minimal as there is very little vegetation in the area under the current densities. Increasing densities within existing residential zoned land also provides greater opportunities for housing infill, and can minimise urban sprawl.</p> <p>5. No details provided regarding the specific negative sentiments.</p>
106	Michael Hender 27 Othello Quays NORTH COOGEE WA 6163	<p>Objection</p> <p>We would strongly object to any further increased densities of land at Port Coogee more particularly land close to our clients single residential land as the high rise development to follow will have a detrimental effect on single residential land values in and around the area.</p> <p>These land holders have purchased their lots, some for very significant prices, with the knowledge that the existing land density zonings would remain as is. It is not fair or reasonable for Council to now consider allowing further increases in land development densities.</p>	<p>It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays.</p> <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in the late afternoon that may result from additional building height.</p> <p>The town planning scheme provides for amendments to structure plans to be considered.</p>
107	Len Greenhalgh 2 Madras Link NORTH COOGEE WA 6163	<p>Objection</p> <p>As discussed please find attached my comments regarding the "advertisement For Public Comment: Proposed Port Coogee Structure Plan Variation"</p> <ol style="list-style-type: none"> 1. Modification to The Island Stage 5 coding from R60 to R80. Redesign of vacant undeveloped North Eastern Section of the Structure Plan from R25, R35 and R50 to R60 and R80. This proposal is rejected on the basis of overshadowing and/or overlooking, increased traffic congestion Increased traffic volumes and loss of amenity (particularly given the roads are undersized to start as they were designed for lesser density and have limited on-street parking)., increased noise density proposed are steering away from the exclusive village concept 	<ol style="list-style-type: none"> 1. It is recommended that the height plan be modified to reduce building heights on the northern side of the Island to the current maximum of 13.6m. This ensures that there is an appropriate interface with Othello Quays. <p>In addition, it is considered reasonable to require that building heights adjacent to the town beach remain at the current maximum height of 13.6m to minimise the visual impact of the built form when viewed from the beach, and to prevent any potential additional overshadowing in</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>development to a very urban development. Furthermore, concerns regarding increased noise associated with higher buildings and prevailing winds.</p> <p>2. Redesign of vacant undeveloped north eastern section of the Structure Plan area from R25, R35 and R50 to R60 and R80. This proposal is rejected on the basis of overshadowing and/or overlooking, increased traffic congestion Increased traffic volumes and loss of amenity (particularly given the roads are undersized to start as they were designed for lesser density and have limited on-street parking),, increased noise density proposed are steering away from the exclusive village concept development to a very urban development. Furthermore, concerns regarding increased noise associated with higher buildings and prevailing winds.</p> <p>Increase to the residential density coding of land within Stage 3A from R50 and R30 to R80.This proposal is rejected on the basis of overshadowing and/or overlooking, increased traffic congestion Increased traffic volumes and loss of amenity (particularly given the roads are undersized to start as they were designed for lesser density and have limited on-street parking),, increased noise density proposed are steering away from the exclusive village concept development to a very urban development. Furthermore, concerns regarding increased noise associated with higher buildings and prevailing winds.</p> <p>Currently residents are paying high rates based on the exclusivity and village style of development, if the area is to be downgraded to a common suburban development the rates should be significantly reduces accordingly.</p>	<p>the late afternoon that may result from additional building height.</p> <p>2. There are no proposed increases to building heights in these areas. Overlooking and privacy is dealt with at the development stage through the R-Codes and LDPS. Other comments as above. Current roads are capable of dealing with increase traffic, and in response to parking concerns, the proponent has advised that in the re-designed north-eastern area of the Structure Plan 10m front-loaded lots will provide a sufficient primary street setback to accommodate additional resident/visitor parking off-street.</p>



City of Cockburn
GIS Services Department

10 SEP 2015

Proposed LED signage location 435 Lot 7 Carrington Street
Hamilton Hill.

PRINTED ON:
Monday, 13 May 2013

SCALE = 1:908

DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.



Signage Location

Illustration Purposes Only

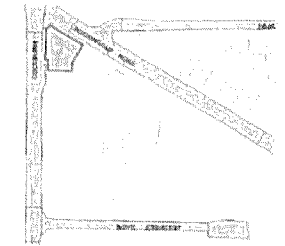
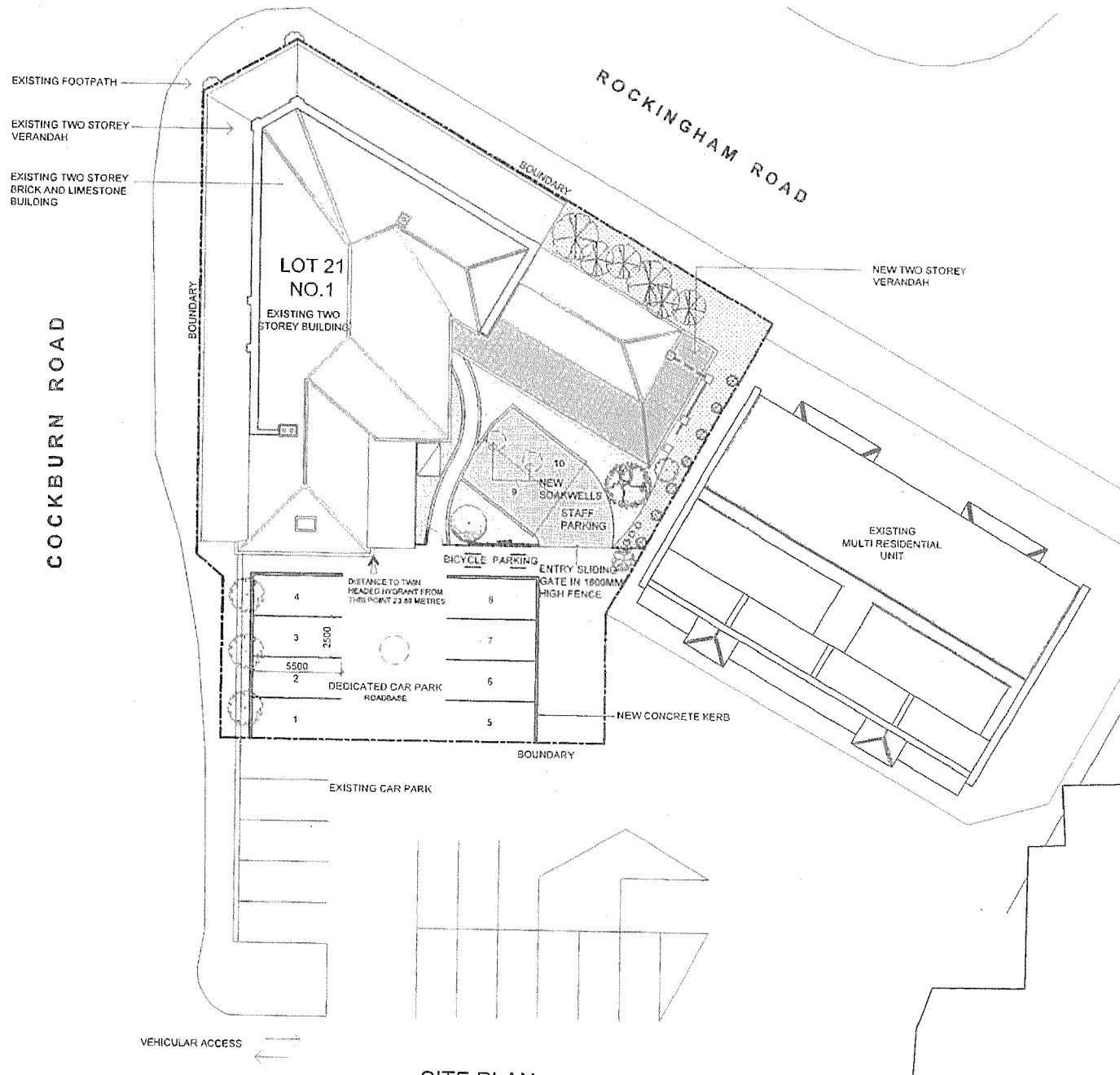


1130mm x 1120mm

48 x 256



Attach 2



LOCATION PLAN
NOT TO SCALE

LANDSCAPING LEGEND

- 1no. ROBINIA PSEUDODACACIA FRIZIA
- 4no. SYZYGIUM AUSTRALE 'CAPTAIN COOK'
- 3no. LAVENDER
- 1no. GLEDITSIA TRIACANTHOS 'HONEY LOCUST'
- 7no. ROSES
- 1no. JACARANDA
- 2no. WISTERIA
- 3no. PLANTERS OF RED GERANIUM PELARGONIUM
- COTTAGE GARDEN: 78.94sqm, NO RETICULATION
- LAWN AREA: 87.7sqm, NO RETICULATION
- BODPAYS GRASS SOWN TRAFFICABLE PAVING: 47sqm, NO RETICULATION
- EXISTING HEDGE TO BE TRIMMED BACK AND MAINTAINED

SITE PLAN
SCALE 1:250

PROJECT NUMBER : 201455

NEWMARKET HOTEL REFURBISHMENT

1 ROCKINGHAM ROAD, HAMILTON HILL



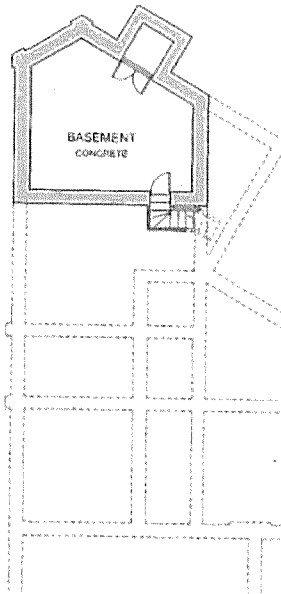
SCALE
DATE
DRAWING

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15/07/2015
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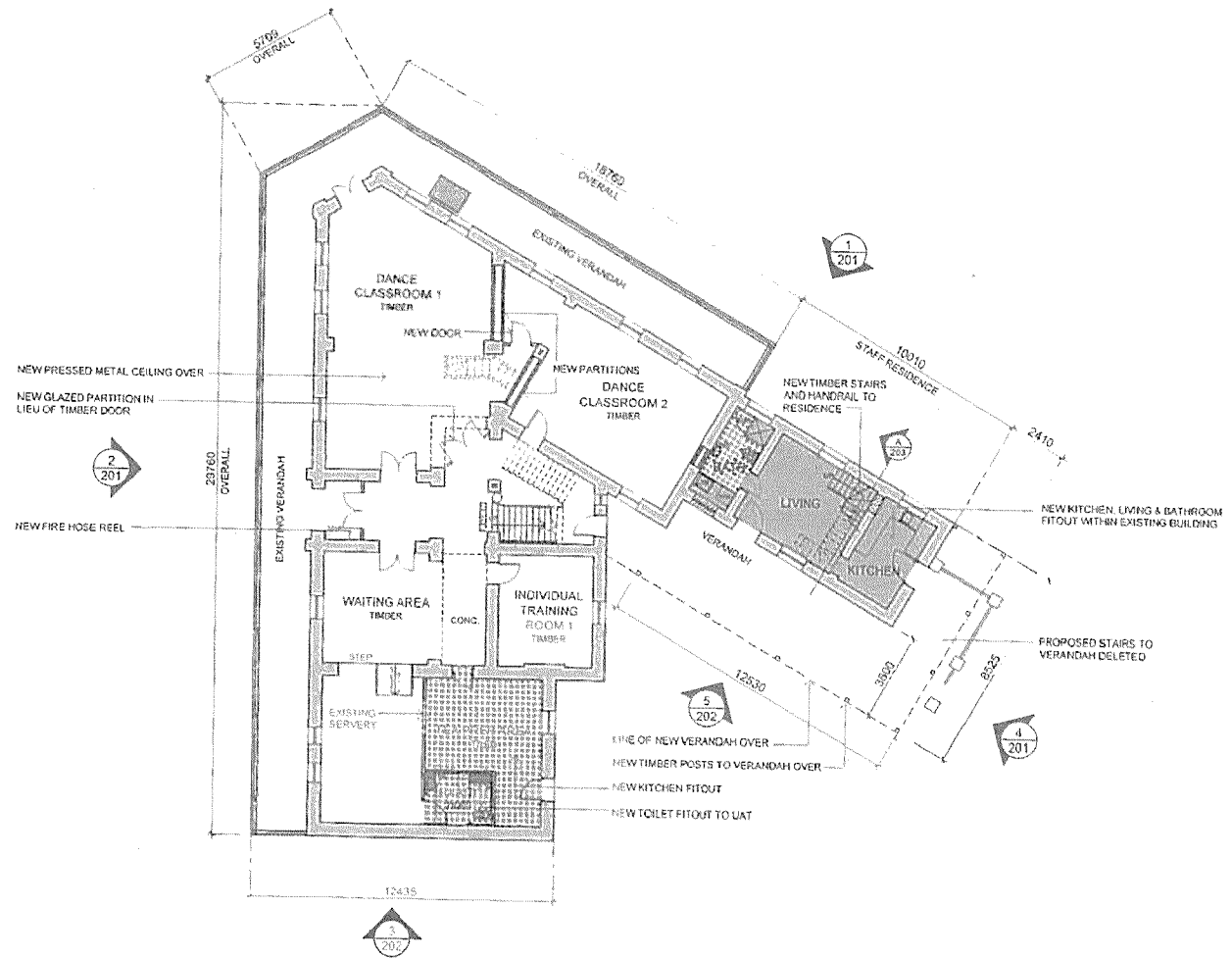


HOCKING
HERITAGE STUDIO

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T +61 8 9388 2610
F +61 8 9388 2617
W www.hockingheritagestudio.com.au



EXISTING BASEMENT PLAN
SCALE 1:200



GROUND FLOOR PLAN
SCALE 1:200

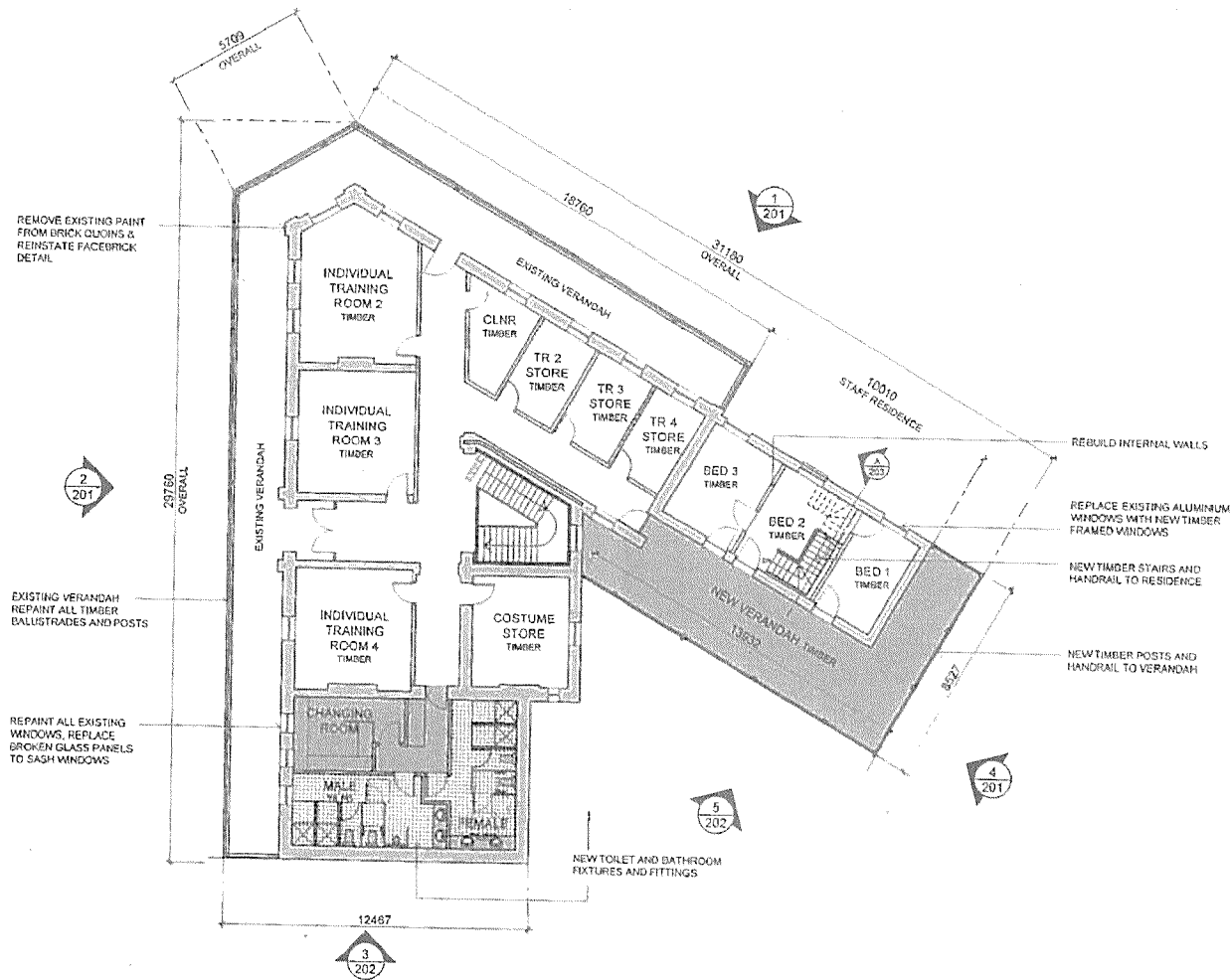
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NEWMARKET HOTEL REFURBISHMENT
1 ROCKINGHAM ROAD, HAMILTON HILL



SCALE 1:200 @ A3
DATE: 15/07/2015
DRAWING: A101_F

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FIRST FLOOR PLAN
SCALE 1:200

*TR STORE - TRAINING ROOM STORE
*CLNR - CLEANERS STORE ROOM

PROJECT NUMBER : 201455

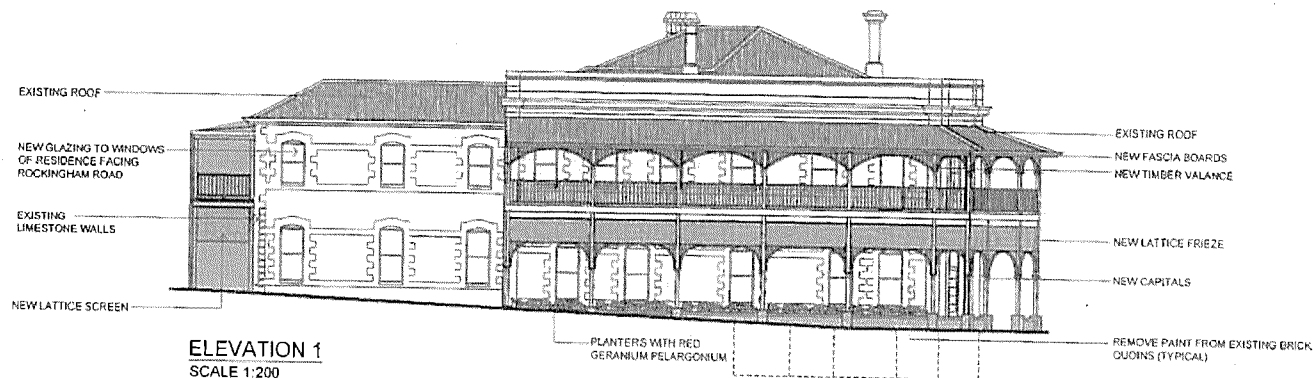
NEWMARKET HOTEL REFURBISHMENT 1 ROCKINGHAM ROAD, HAMILTON HILL



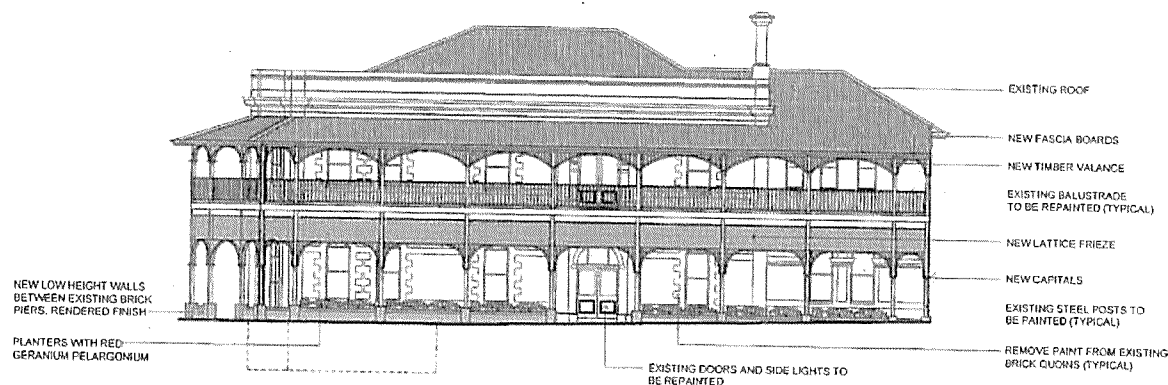
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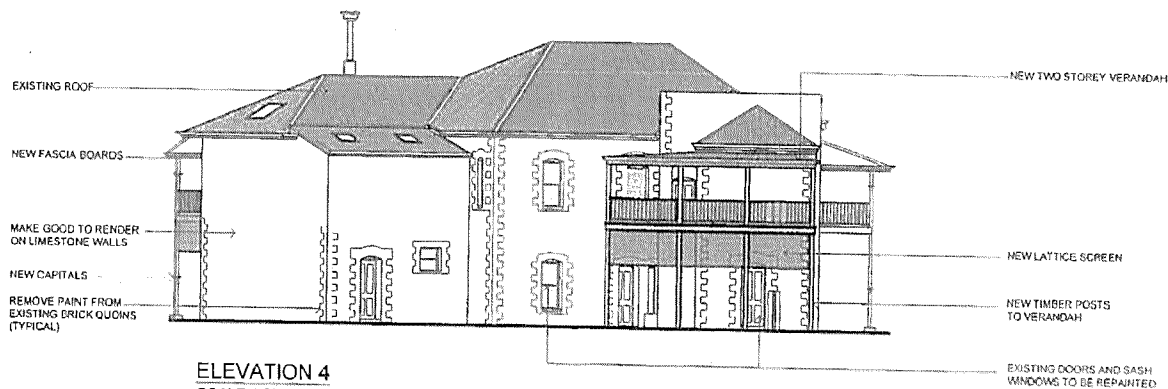
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ELEVATION 1
SCALE 1:200



ELEVATION 2
SCALE 1:200



ELEVATION 4
SCALE 1:200

12 AUG 2015

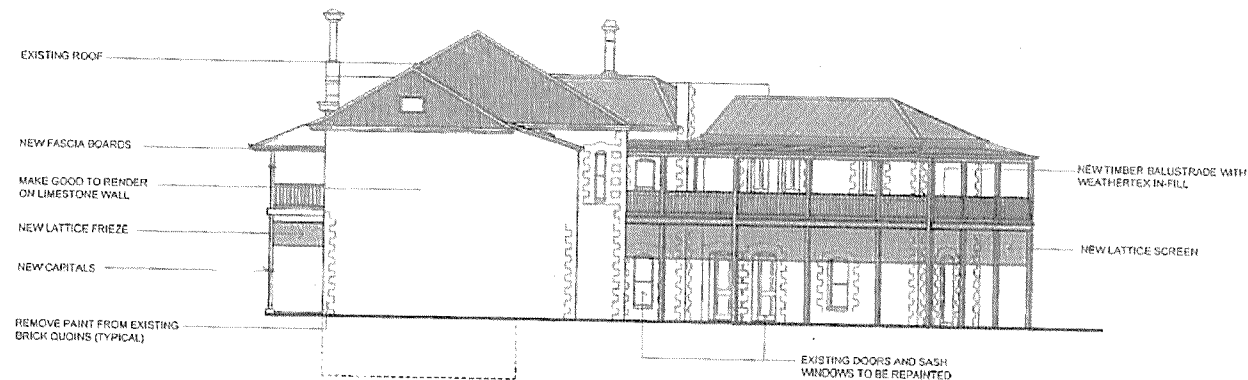
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NEWMARKET HOTEL REFURBISHMENT
1 ROCKINGHAM ROAD, HAMILTON HILL

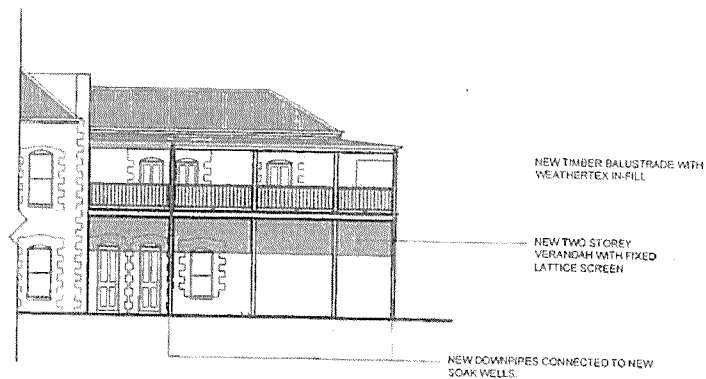
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DATE: 15/07/2015
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ELEVATION 3
SCALE 1:200



ELEVATION 5
SCALE 1:200

PROJECT NUMBER : 201455

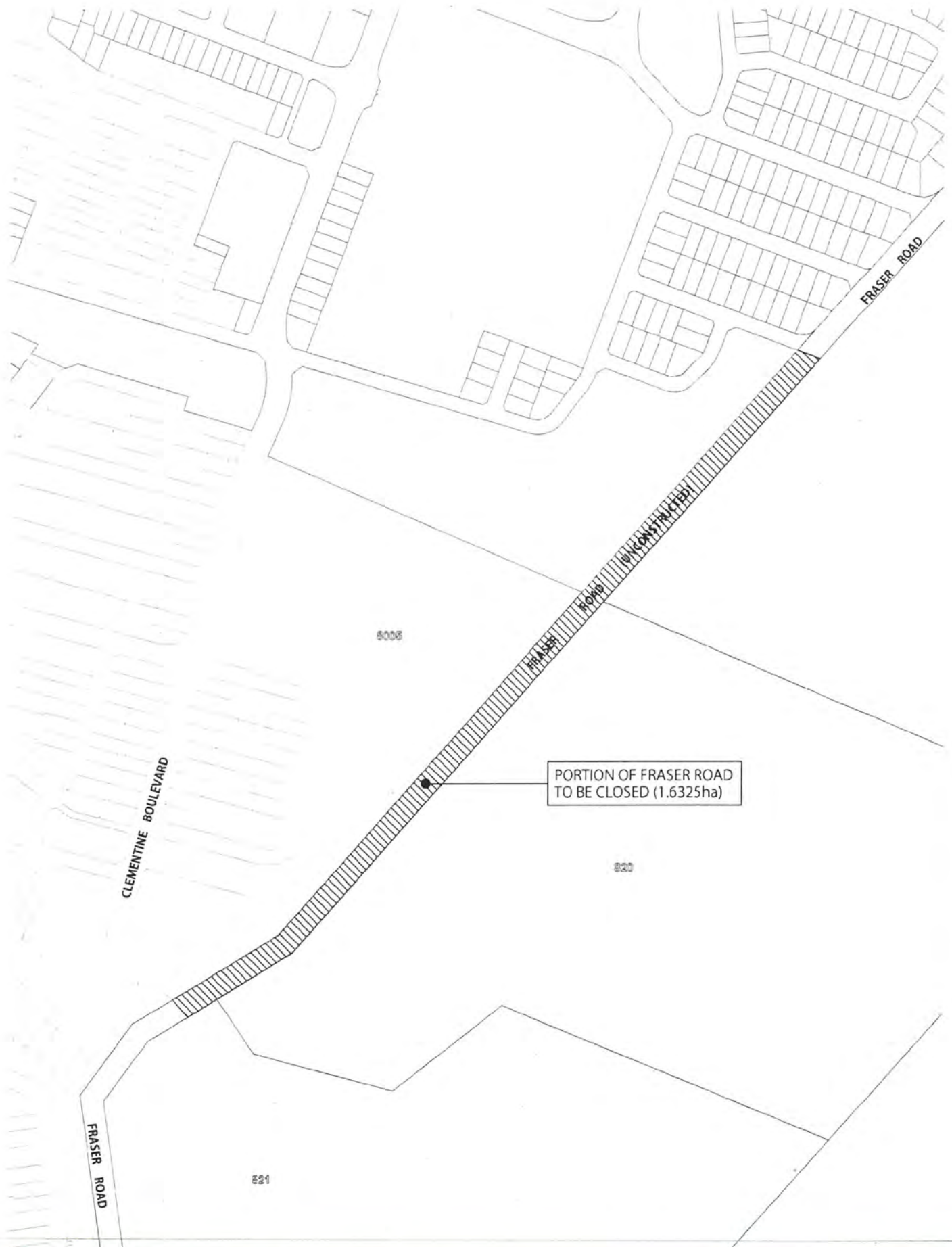
NEWMARKET HOTEL REFURBISHMENT
1 ROCKINGHAM ROAD, HAMILTON HILL

SCALE: 1:200 @ A3
DATE: 15/07/2015
DRAWING: A202_B

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FRASER ROAD CLOSURE Banjup

DRAFT





City of Cockburn
GIS Services Department

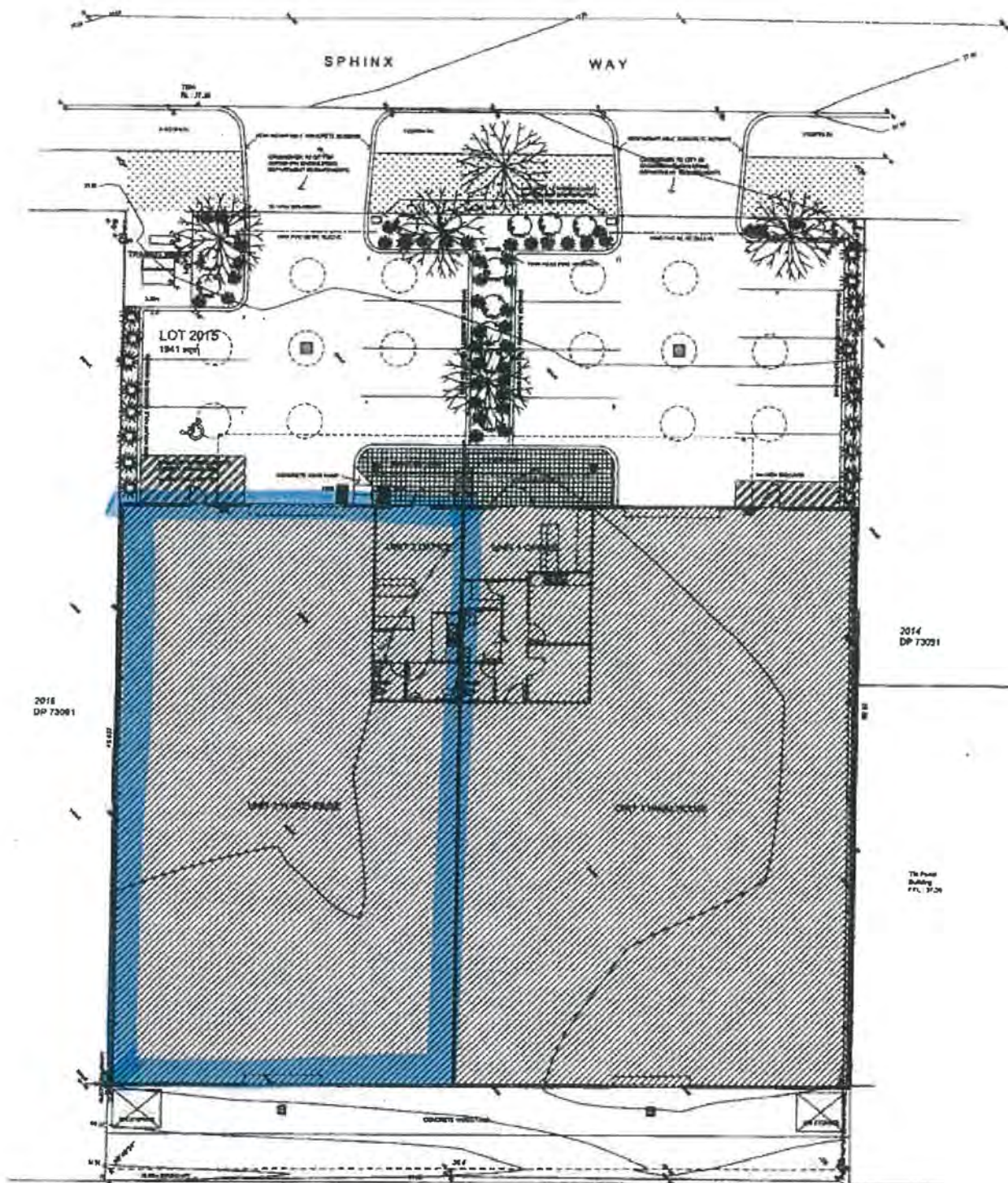
Location Plan – Fraser Road, Banjup
(proposed closure shown in red)

PRINTED ON: 26/10/2015

SCALE = 1:7500

DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.





LANDSCAPE PLAN 1:100



DP 45473

Approximate
Ground Level
RL: 131.35

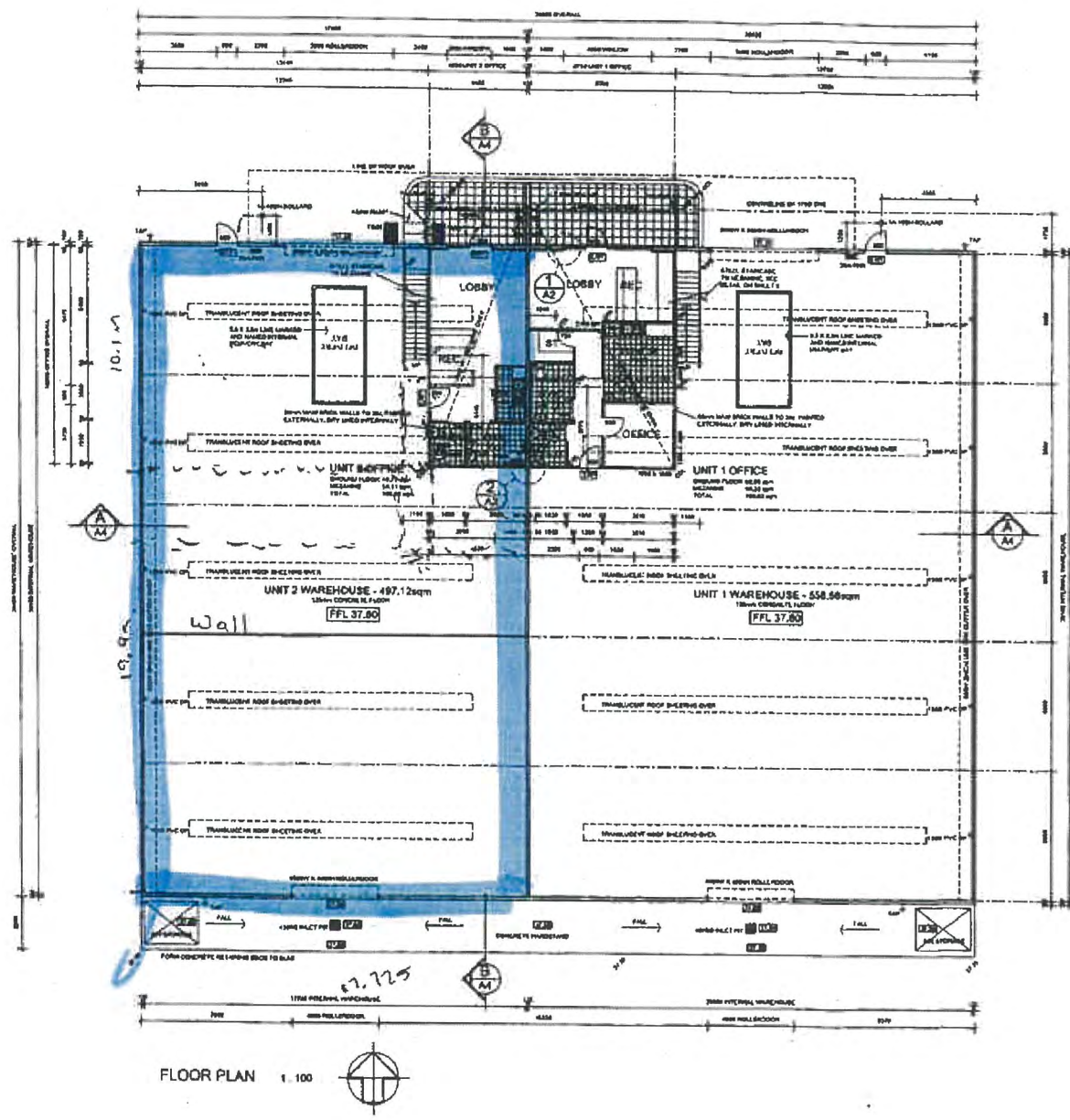
The Pond
Building

S
DP 45473
\$ 50760

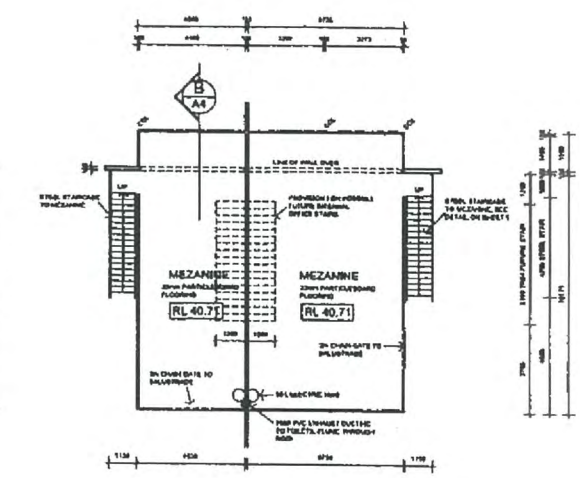
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	PHILADELPHUS CORONARIUS	14
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	PHILADELPHUS CORONARIUS	14
	PHILADELPHUS CORONARIUS	14
	PHILADELPHUS CORONARIUS	14
	PHILADELPHUS CORONARIUS	14

LANDSCAPE NOTES:

- ALL LANDSCAPING AND PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF AUSTIN LANDSCAPE DESIGN MANUAL.
- ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF AUSTIN LANDSCAPE DESIGN MANUAL.
- ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF AUSTIN LANDSCAPE DESIGN MANUAL.
- ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF AUSTIN LANDSCAPE DESIGN MANUAL.

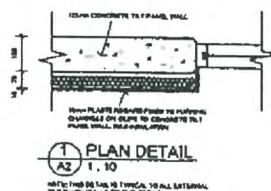


FLOOR PLAN 1:100

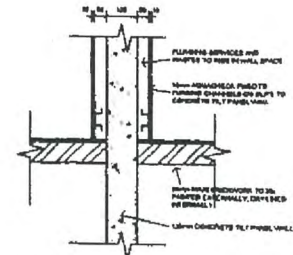


UPPER FLOOR PLAN 1:100

- GENERAL NOTES:**
1. CHECK ALL DIMENSIONS ON SITE PRIOR TO ANY CONSTRUCTION OR RECONSTRUCTION.
 2. FOUNDATION DIMENSIONS ARE INDICATED WITH DASHED LINES.
 3. INSTALL ALL FINISHES TO THE SYSTEMS IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
 4. WAREHOUSE AND OFFICE SHALL BE SELECTED IN ACCORDANCE WITH THE CURRENT SPECIFICATIONS AND SHOWN IN ACCORDANCE WITH THE SITE PLAN.
 5. PLUMBING SHALL BE INSTALLED IN ACCORDANCE WITH THE CURRENT SPECIFICATIONS AND SHOWN IN ACCORDANCE WITH THE SITE PLAN.
 6. THE PROPOSED TO BE INSTALLED IN ACCORDANCE WITH THE CURRENT SPECIFICATIONS AND SHOWN IN ACCORDANCE WITH THE SITE PLAN.
 7. IF INSPECTION SPECIFICATIONS CANNOT BE INSTALLED EXTERNALLY FOR THE REASON OF THE EXISTING CONDITIONS, THE INSPECTION SHALL BE INSTALLED INTERNALLY.
 8. THE PROPOSED TO BE INSTALLED IN ACCORDANCE WITH THE CURRENT SPECIFICATIONS AND SHOWN IN ACCORDANCE WITH THE SITE PLAN.
 9. THE PROPOSED TO BE INSTALLED IN ACCORDANCE WITH THE CURRENT SPECIFICATIONS AND SHOWN IN ACCORDANCE WITH THE SITE PLAN.
 10. THE PROPOSED TO BE INSTALLED IN ACCORDANCE WITH THE CURRENT SPECIFICATIONS AND SHOWN IN ACCORDANCE WITH THE SITE PLAN.
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 14. THE PROPOSED TO BE INSTALLED IN ACCORDANCE WITH THE CURRENT SPECIFICATIONS AND SHOWN IN ACCORDANCE WITH THE SITE PLAN.
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 16. THE PROPOSED TO BE INSTALLED IN ACCORDANCE WITH THE CURRENT SPECIFICATIONS AND SHOWN IN ACCORDANCE WITH THE SITE PLAN.
 17. THE PROPOSED TO BE INSTALLED IN ACCORDANCE WITH THE CURRENT SPECIFICATIONS AND SHOWN IN ACCORDANCE WITH THE SITE PLAN.



PLAN DETAIL 1:10



PLAN DETAIL 2:10



TEMPORARY PARKING (12 MONTHS CY 2016)
 Lot 16 (No. 18) Sphinx Way, Bibra Lake
 City of Cockburn

LEGEND
 Lot 16 subject site boundary

MWURBAN
 planning and development

PLAN: VHSD-2 001A
 DATE: 18/02/20
 PROJECT: VHSD
 DESIGNED: TW

SCALE: 1:250 @ A3



Plan No.: 20762-1
 Revision: REV.0
 Scale: 1:750@A4

0 7.5 15 22.5

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Whelans Planning
 Suite 4 First Floor 40 Hasler Road Osborne Park WA 6017 www.whe/ans.com.au

LOCAL STRUCTURE PLAN
LOTS 662, 663 & 664 HAMILTON ROAD
SPEARWOOD

TOWN PLANNING
whelans

DATE DRAWN: 18/08/2015
 DRAWN BY: CdeL
 CHECKED BY: JP

FILE: 150818 Local Structure Plan Lots 662, 663 & 664 Hamilton road.dgn
 V DATUM: AHD
 H DATUM: MGA84 (50)



City of Cockburn
G.I.S Services Department

**Location Plan – Lots 662, 663 & 664
Hamilton Road, Spearwood**

PRINTED ON:
27/10/2015

SCALE = 1:2421

DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.



NOTES

- (1) Roundabout at intersection of Ocean/Hamilton Roads in accordance with Packham North District Structure Plan and Figure 10 of the Ocean Crest Local Structure Plan Report.
- (2) Development within sewer pressure main corridor (easement) restricted to landscaping only. Corridor not part of 10% POS requirement.
- (3) Elevated R30 lots overlooking parkland.
- (4) Detailed fire management plan required at subdivision stage to address Parks and Recreation Reserve fire risk.
- (5) Buildings located within 100m of the Parks and Recreation Reserve are recommended to be constructed in accordance with AS 3959-2009. This is to be confirmed by preparation of a fire management plan at subdivision stage.
- (6) Location and design of visitor parking for laneway lots to be resolved at subdivision stage.
- (7) Hamilton Road and Ocean Road pavement to be widened in accordance with the City of Cockburn's requirements.
- (8) Proposed pathway to be constructed by others.
- (9) Dry basin areas (1:5yr ARI) shown are indicative only subject to detailed engineering design.
- (10) Perimeter swales (1:1yr ARI) around POS areas provided in addition to 10% POS requirement.
- (11) Approximate location of sewer pumping station subject to final design with 30m buffer to houses.
- (12) Landscaping above the existing waste water pressure main is to be undertaken by developer.
- (13) Rear laneway lots are to be provided with visitor parking directly at the front of lots at the rate of 1 bay for every 2 lots.
- (14) Footpaths are to be provided on all streets in accordance with the requirements of Liveable Neighbourhoods.



PARKS AND RECREATION RESERVE
CITY OF COCKBURN
STRUCTURE PLAN

This Structure Plan was adopted by Council on 13 / 10 / 11

Signed
DIRECTOR OF PLANNING & DEVELOPMENT

File No: sm/m/055

This Structure Plan was endorsed by the Western Australian Planning Commission on 24 / 4 / 12

Signed
DIRECTOR OF PLANNING & DEVELOPMENT

Job Number: 13700
 Sheet Name: 13700-21
 Scale: 1:3000 @ A3
 Date: 15/2012
 Drawn By: SJF
 Checked By: JEP
 File: s:\Projects\13700\planning\drawing & design\13700-21\structure plan\OCP2012.dwg
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 The Co-ordinate system adopted for this plan and digital data has been derived from Leica GPS and is based on MAGNA Datum, December 2009. The statement must accompany this plan and digital data at all times.

- LEGEND**
- Pedestrian access
 - Lots that require Area Specific Plans (or DAPs)
 - R30 lots with mandatory two storey dwellings
 - Area subject to fire management and further consultations with City of Cockburn
 - Lots to be retained for waste servicing until development of neighbouring Land
 - Lots with double crossover for waste servicing
 - Transmission power lines
 - Transmission power line easement
 - Indicative planning over land outside of structure plan subject to future investigation
 - Local Structure Plan boundary
 - Properties affected by Market Garden buffer (300m)
 - ZONES AND RESERVES
 - Public Open Space
 - R20 Residential
 - R25 Residential
 - R30 Residential

OCEAN CREST ESTATE LOCAL STRUCTURE PLAN
LOTS 23 - 28, 500 & 501 HAMILTON RD AND
LOTS 1, 2, 5, 6, 8, 26, 305, 310, 311 & 482 MELL RD
SPEERWOOD/COOGEE

123 Scarborough Beach Road, Mount Hawthorn WA 6016
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whelans
 TOWN PLANNING

SCHEDULE OF SUBMISSIONS

STRUCTURE PLAN PROPOSAL – LOTS 662, 663 & 664 HAMILTON ROAD, SPEARWOOD

NO	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Department of Fire and Emergency Services (DFES) GPO Box P1174 PERTH WA 6844	No Objection I wish to advise that the Department of Fire and Emergency Services have no comment regarding this matter.	Noted.
2	Department of Transport GPO Box C102 PERTH WA 6839	The Structure Plan proposes a modification to the existing Ocean Crest Estate LSP, whereby the abovementioned lots are proposed to be up-coded from the existing zoning from 'R25' to 'R40'. DoT is aware that there are proposed changes to the Residential Design Codes (R-Codes) proposed by WAPC in relation to R40 zone areas that would become effective from October 2015. DoT agrees with the concept to construct high density development close to key activity centres and train stations to make public transport more accessible to the public. However, the proposed changes to this structure plan will not be consistent with the proposed changes to the R-codes and may result in a dis benefit to residents in the longer term wanting to use Public Transportation. The DoT therefore recommends that the proposal be submitted to WAPC for their approval.	Noted. The comments from the Department of Transport are noted. Due to the new Planning and Development Regulations 2015, all structure plans will now be determined by the Western Australian Planning Commission.
3	Local Resident	Objection I purchased my block, Lot 669 (10 Nadilo Drive Spearwood) Ocean Road Estate in December 2014. I purchased this block on the understanding that all blocks surrounding me were zoned 'R25'. I do not want my block to back onto high density living, had I known this I would not have purchased another block. I was told that the owners of Lots 662, 663 and 664 had no intention of selling, and all this happens now after all blocks were sold. This is totally unacceptable and I strongly object to this.	Noted. The concerns of the local resident are noted; however, the proposed rezoning to R40 is not deemed to be 'high density living'. Proposed future development on the subject site is likely to consist of 2 storey grouped or multiple development should lots 662 and 663 Hamilton road be amalgamated in the future. There is unlikely to be any significant impact on surrounding properties from the rezoning of this land. Directions 2031 outlines the need for a greater amount of medium density

NO	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>development in the outer metropolitan area to counter the effects of urban sprawl. The option for the landowners to seek to rezone to a higher density is in keeping with the objectives of the State Government to achieve a greater overall housing density across the metropolitan area.</p> <p>The owners of the property are not obliged to make their intentions on selling or rezoning their land known to other landowners in the area. The residents objections to the proposed structure plan are noted, however these objections do not form part a valid planning argument that goes to inform how the rezoning of this land will affect orderly and proper planning from being achieved.</p> <p>Any impact on surrounding landowners will be addressed in more detail at the development application phase.</p>
4	Department of Indigenous Affairs PO Box 3153 EAST PERTH WA 6892	<p>No Objection</p> <p>It is understood the zoning of this area is proposed to be amended to allow a higher density of dwelling constructions within the area.</p> <p>The Department of Aboriginal Affairs (DAA) has reviewed the information provided with your letter and the Register of Aboriginal Sites and can advise the planned area of the proposed rezoning does not intersect with a registered Aboriginal site or other identified Aboriginal heritage place.</p> <p>It is noted the land area of the proposed structure plan has been highly disturbed with existing dwellings currently occupying the area. It is unlikely that an approval under the Aboriginal heritage act is required for future ground disturbing works at this location.</p>	Noted.
5	Water Corporation PO Box 100 LEEDERVILLE WA 6902	<p>No Objection</p> <p>Reticulated water and sewerage is currently available throughout the subject area, and the existing lots are already served with a water and sewer service. The existing services may be upgraded, as assessed at building application</p>	<p>Noted.</p> <p>The applicant has been made aware of the comments as provided by the Water Corporation.</p>

NO	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>stage.</p> <p>The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. A contribution for Water, Sewerage and Drainage headworks will be required if additional dwellings are developed. The developer may be required to fund new works or the upgrading of existing works and protection of all works.</p>	
6	Main Roads WA PO Box 6202 EAST PERTH WA 6892	<p>No Objection</p> <p>The Structure Plan proposes to modify the existing zoning from of the Lots identified above from R25 to R40. The proposed Structure Plan is acceptable to Main Roads.</p>	Noted.
7	Department of Parks and Wildlife Locked Bag 104Bentley Delivery Centre WA 6983	<p>No Objection</p> <p>No comment.</p>	Noted.
8	WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849	<p>No Objection</p> <p>ATCO Gas Australia does have gas distribution assets currently installed at the indicated location, primarily a DN200mm ST High Pressure Gas Main and DN155mm PVC MP gas main.</p> <p>Before your works are to commence please prove, pothole and protect any installed gas infrastructure at this location. Although not indicated on the attached plans it should also be noted that each property will have individual gas services installed that will also need to be proved and protected. If at any time during your proposed construction it is found to be necessary to expose the installed gas main or service for any length of time, ATCO Gas Australia will require you to provide adequate protection against accidental and malicious damage.</p> <p>ATCO Gas Australia does not have any objections to your proposal at this stage, providing the requirements of the Additional Information Document are adhered to prior to the commencement, and throughout your proposed works.</p>	<p>Noted.</p> <p>The applicant has been made aware of the comments as provided by WA Gas Networks (ATCO Australia).</p>
9	Western Power GPO Box L921 PERTH WA 6842	<p>No Objection</p> <p>No Comment.</p>	Noted.
10	Local Resident	<p>objection</p> <p>The proposal is unsuitable for the following reasons:-</p>	<p>Noted.</p> <p>The concerns are noted; however, the</p>

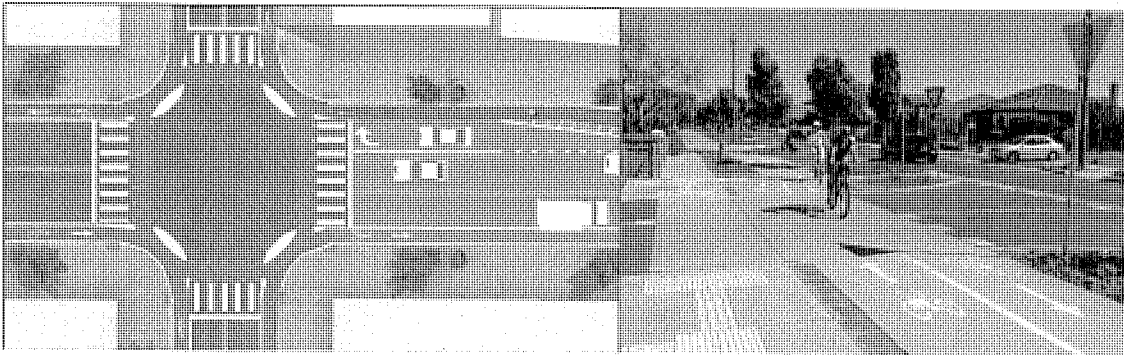
NO	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<ol style="list-style-type: none"> 1 There already is a high density of housing types in the area. 2 The existing zoning is sufficient to build an additional housing if required another 10 houses can possibly be added to an already dense housing environment .this will create an incredibly dense over crowded housing site. The value of the property in the area will be devalued. 3 Hamilton Road is already grossly congested with traffic. There is traffic from 4 am until 1 am constantly along the length of Hamilton Road. More housing will only result in greater traffic congestion and housing congestion. 4 The only outlet for traffic for the proposed re zoning will be Hamilton Road this will cause serious and persistent traffic issues. Most homes have two cars or more. This will add to the traffic issues in the area. It is already very difficult to enter Hamilton Road due to ongoing traffic. 	<p>comments made do not hold significant planning merit to have impact on the proposed structure plan.</p> <p>The comment noting that there is already sufficient high density housing in the area is incorrect. This area was previously structure planned in 2011 and at that time the majority of the area was zoned for lower density residential development. The proposed variations to the existing structure plan are in line with the residential densities recently approved on the lots directly to the south of the subject site.</p> <p>At present, the existing sites are not able to achieve more than 2 extra dwellings on each lot. This limits the landowner's ability to achieve the development potential of each lot. As the lots front on to Hamilton Road, this presents an ideal opportunity to provide greater density along a well-used transport corridor.</p> <p>Traffic counts for this section of Cockburn are in line with the roads district distributor b hierarchy allocation. These roads are often older roads with a traffic demand in excess of that originally intended. The volume of traffic is likely to exceed what was originally intended however, from previous traffic counts the City has undertaken, Hamilton road is not overwhelmed by traffic, averaging approximately 7,000 – 7,500 vehicles per day.</p> <p>Although the resident has concerns, these do not consider valid planning argument as to why the City should not support the proposed</p>

NO	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			structure plan.
11	Telstra, Forecasting & Area Planning Locked Bag 2525 PERTH 6001	No Objection At present, Telstra Corporation Limited has no objection.	Noted.

Document Section	Comment
Element 1 – Objective 2	<p>Urban Structure Requirement 2.3 - States that at least 60% of dwellings to be within a 400m walk from an activity centre or an existing or future public transport stop.</p> <p>Recommend that it read as 'and' not 'or'. Local walkability is vital in reducing car dependency and localised congestion. Having 60% of dwellings within a 400m walk of both an activity centre and a public transit route will work to address both local and regional walkability. Having this listed as an 'or' will only ensure that one or the other is addressed.</p>
Element 1 – Objective 3	Movement Network Requirement – 3.6 – Consider inclusion of 'vibration' into this clause.
Element 1 – Objective 5	<p>p.20 states:</p> <p>Where regional open space (ROS) adjoins the site it should be considered as a major component of the POS network to provide function at a neighbourhood scale.</p> <p>Table 1 on the same page refers to the POS hierarchy and describes the size of neighbourhood parks as typically 1-5ha. On p. 21 it then states regional POS as 15+ha:</p> <p>All regional (+15ha) and district (5-15ha) open spaces, foreshore reserves; and POS that are co-located with a school or have a shared use, community purpose sites and/or POS that serve a water management function are to be determined through sub-regional or district structure plans.</p> <p>It is important that it is demonstrated that POS can be located where nominated without recourse to the use of retaining walls within the POS to support roads and contain swales. Where POS is to be nature based it ideally should be a minimum of 2 hectares. The shape should be such that the perimeter is minimised to reduce the edge effects associated with weed invasion and litter.</p> <p>An analysis of the likely elevation of adjacent road reserves should be undertaken to establish the extent of fill required within the POS.</p> <p>As with streets, concept plans and sketch sections through the POS demonstrating the topography and spatial character of the site must be provided to demonstrate the POS is maintainable and will be useful to surrounding residents.</p>
Element 1 – Objective 6	The DoWs stormwater management manual requires concept plans for POS are provided at water management strategy stage.

Document Section	Comment
	Without over-layering the nominated principle role (Sport /Nature/ Recreation) of the POS onto these concept designs it is unclear whether the concept plan provided at structure plan stage is adequate or appropriate for purpose.
Element 1- Objective 7	Page 25 – The proposed residential density ranges are generally conservative. Consideration should be given to setting more aspirational targets.
Element 1- Objective 8	<p>Table 2 indicates numbers of schools provided based on dwellings. A positive addition to this table compared to the current LN is the 'or portion thereof' clarification.</p> <p>It is unclear from this ratio is what student capacity the school is meant to accommodate - is it 450 students, or up to 600 students? If this ratio only considered the 'standard' 450 student school, then that should be made clear. This will make it clear for all parties (LG, DoE and developers what is considered normal). For example to a developer of 1500 dwellings, the requirement for 1 primary school is clear. But to a developer of 2300 dwellings, the requirement of 1.5 schools is confusing. Does it mean 1 primary school but with a 600 student capacity instead of 450 students? Or does it mean that 1 primary school (even at 600 student capacity) won't be sufficient?</p>
Element 1- Objective 9	Where practical utility easements could be such that they provide ecological linkages across suburbs. Current high voltage powerline easements that are scattered across the City provide excellent ecological linkages and fauna movement corridors. The development of such corridors should be encouraged.
Element 1 – General Comment	<p>Page 21 contains the following statement:</p> <p>All regional (+15ha) and district (5-15ha) open spaces, foreshore reserves; and POS that are co-located with a school or have a shared use, community purpose sites and/or POS that serve a water management function are to be determined through sub-regional or district structure plans.</p> <p>It is unreasonable to have school oval sharing opportunities identified at a subregional or district planning level. As an example, land rezoned in Banjup (currently being developed for the Calleya estate) did not require either of these plans, just a local structure plan and the oval here was to be shared with the school.</p>
Element 2 – Design Principle 1	<ol style="list-style-type: none"> 1. Table 3 - Width of Integrator A road carriageway is reduced to 8.3m from 8.5m. Also 5.5m wide service street should be noted as one way only. 2. Table 4 - Minimum width of Access Street B is noted as 10m instead of 10.1m as shown on figure 20. 3. Figures 12 to 15 should be numbered to match classification of the road for continuity i.e. swap figures 12 with 13 and

Document Section	Comment
	<p>14 with 15 and vice versa.</p> <p>4. Figure 15 - The last note regarding bus stops in travel lane may cause congestion and driver frustration, especially on a 15,000 AWT volume road. Also there will be a conflict point between pedestrians and cyclists with the cycle lane detour behind the bus stop area.</p> <p>5. The photograph of Access Road A shows the verge area and not the typical road.</p> <p>6. Refuse collection from lots less than 16m wide tends to create a sea of bins in the kerb gutter-line, these bins are commonly knocked over by manoeuvring vehicles further exacerbating the cluttered and disorganised character of the street. By requiring developers to nominate garage locations on lots at local structure plan stage a marked improvement in the walkability and coordination of street activities can be achieved.</p> <p>7. Figures 12 to 17 indicate a lack of understanding regarding the constraints imposed upon the location of elements within the street. Trees must be aligned on the 2.7m (power) alignment - as required by the joint utility providers' code of practice. Many if not most of the verge trees on these diagrams are either too close to the footpath, or planted on alignments reserved for other uses. Western power will not allow planting of trees in such close proximity to street lights. The Western Power website provides guidance on the acceptable distance between street trees and light columns; it is a factor of the posted speed limit.</p>
Element 2 – Design Principle 2	The City's preference is for Cul-de-sac bulbs (18m diameter turnaround) to be installed at the end of all terminating roads
Element 2 – Design Principle 3	<p>All intersections should have threshold treatments.</p> <p>Median islands or raised pavement (speed humps) are to be installed at all 90 degree bends.</p>
Element 2 – General Comments	<p>In figure 12 to 15, stormwater drainage will be a big challenge, although underground storage tank currently proposing as suitable option. It might have chances to block/damages by tree roots, trap by truck parking instead of car without control access.</p> <p>In figure 12 to 15, very narrow corridor/reserve for trees, utilities, and stormwater drainage. Any upgrade could be a big challenge and costs.</p> <p>Appropriate level of context sensitive approach, Engineering/technical problem, cost benefit analysis, Road Safety Audit, and risks and hazard to be analysed during planning process</p>

Document Section	Comment
	<p>Element 2 provides no examples of intersection treatment for roads with protected cycle lanes. International examples indicate that these are often the missing link in the route, where cyclists are at their most vulnerable. How these are treated is vital in ensuring that cycling is seen as safe and a practical option for people. Examples below.</p>  <p>Element 2 continues to rely heavily on on-road cycle lanes. This is disappointing. Off-road/protected cycle lane options should be explored on all roads at or above the Neighbourhood Connector level. For cycling to increase there must be a recognition that the majority of trips will be at the local level, undertaking trips of convenience, to local destinations.</p> <p>The cycle lane option included in Figure 17 is sound and should be supported. However the design on Figure 16 should be reverted to an off-road/protected Cycle Lane. It is not wise to continue to expect cyclists to mingle with cars on road with up to 7,000 vehicle movements a day.</p>
Element 3 – General Comments	<p>The draft does not adopt a 'stepping down' structure of: information – objectives – requirements. Rather a whole lot of information is lumped in at the start of sections, followed by several objectives of which do not address all issues discussed in the introductory text. No requirements are provided. It may be that this is deliberate to simplify the process and remove layers however this new outline is not clear on requirements, when or by whom, leaving the reader with the impression the entire chapter needs to be read to understand requirements.</p> <p>Further to this point the title of design principle 4 focuses on safety and movement by emphasising – "facilitate safe and convenient access to....." However the body of the text and the objectives go beyond safety and convenience by discussing the following and therefore there is a miss match between the design principles, the body of the text and the objectives -</p> <ul style="list-style-type: none"> • Land use – particularly mixed use • High density housing • Pedestrian scale environments • Big boxes

Document Section	Comment
	<p>Given activity centres evolve over time, centres should be required at the structure plan stage to identify long term transition requirements and options, including how the shopping centre will integrate with the surrounding residential development over time or where opportunities are built in for future expansion. This is likely to require a partnership approach with Council and therefore further guidance should be provided to support this approach.</p> <p>Page 66 states “enclosed retail mall formats are not supported” however the requirements do not identify this. It will be interesting to see how this is received by the shopping centre industry and developers – not allowing a typology outright is more than likely to attract a lot of comment. The City suspects addressing transition elements in the design over time is more likely to be the key to the boxes rather than banning them entirely.</p> <p>Parking requirement 4.12 identifies the need to provide off-street car parking at the rear of buildings. This then results in buildings having 2 frontages. The new centre at Baldivis is an example where a poor design outcome has resulted when undertaking this objective. Currently trying to be addressed through local art/painted walls. Generally a considerable amount of work and guidance is required to understand how we start transitioning towards consolidating car parking in activity centres.</p>
Element 4 – Design Principle 5	<p>Corner lots to have wider frontage to accommodate crossovers away from the truncation (minimum 2m is required on minor roads).</p> <p>Laneways should be avoiding 90 degree bends.</p> <p>Visitors parking bays shall be installed along the streets fronting lots to be served by laneways (1 bay for 2 laneway lots).</p> <p>It discusses having land capability assessments for land that is low-lying with potential acid sulphate soils, environmental or health implications. Or where trenching results in the need for substantial backfilling etc. It lastly states it is required for where there is reason to doubt the ability of the land to support utility servicing - I think should be expanded to include a note on topography and slope. Traditionally any land with a slope of greater than 20% requires a land capability to assessment to ensure the land is physically capable of development.</p> <p>Also with reference to page 76 - Lot access - Dot point 3 (garages setback behind the dwelling and at least 4.5m from the street frontage to provide an additional tandem parking space for visitors) should be amended to start with 'encouraging'. As this partially conflicts with the R-Codes which allows for reduced seatbacks and doesn't impose a requirement for visitor parking bays on single green-title lots.</p>
Element 4 – Design Principle 6	Table 13 (page 83) Matters for inclusion in local development plans should make reference to lots within moderate to extreme bush fire rated area. i.e. building design requirements (BAL) and buffers.

Document Section	Comment
Element 4 – General Comments	<p>I have noticed that there is no mention in either the lot design or the POS or Movement network in relation to parking bays for laneway lots. It is mentioned in an old document: http://www.planning.wa.gov.au/dop_pub_pdf/DGLRR.pdf but I feel it should really go in Liveable Neighbourhoods. It isn't addressed in the parking requirements under the R-Codes but could be identified when POS is established as by default some laneway lots will be created. Can you please look at the above 'Guidelines' and see what I mean.</p> <p>Higher consideration of Waste Management as a vital service, with the same level of regard as given to other utilities. Waste is a vital part of a functioning Neighbourhood and should have some level of consideration at Structure Plan stage.</p>
Element 5 – Design Principle 8	<p>Any drainage basin to be incorporated in the public open space shall have at least 0.5m vertical separation from the base of the basin to the Maximum Groundwater Level (MGL)</p> <p>Drainage swales in the POS areas to have maximum 1 in 6 side slopes.</p> <p>Drainage basins in the POS areas are to be emptied within 12 hrs for 1 in 5 year events and 96 hrs for 1 in 100 year events.</p> <p><i>Public Open Space function.</i></p> <p>It would be of value in this introduction to refer to the work of UWA's PhD candidate Ram Pandit (et al) in the Australian Journal of Agriculture and Resource Economics edition 57 pp. 1-18. Pandit has established that the effect of an increase in biodiversity within POS has a positive influence on adjacent property values, for a distance of up to 350m from the POS. Trees and Grass sports pitches have a neutral to negative effect on property values.</p> <p>The use of Recreational/Sports/Nature use classes is laudable, but it should be emphasised these are primary use classes. In developments where access to a variety of POS use classes is not possible (due to the presence of major roads, railway lines and so on) it should be mentioned that a blending of use classes is encouraged to facility enjoyment by as wide a range of the community as reasonably possible. The primary use class should remain pre-eminent but not exclusive.</p> <p>Nature based POS areas need to be fenced to restrict access to off road vehicles. Safety to pedestrians and cyclists is paramount. Fencing should be such that it allows pedestrian and cycle access as well as fauna movement. Fencing also reduces rubbish dumping, illegal fire wood collection as well as acts as a deterrent for fire bugs. Where possible nature based POS areas should be connected by either linear POS or vegetated streetscapes to provide for fauna movement between POS areas. It is important to provide ecological connectivity in the urban setting. The size and integrity of nature POS areas should not be compromised by the need to meet bushfire mitigation. Bushfire protection zones and hazard reduction zones should be accommodated by roads and appropriate setbacks.</p>

Document Section	Comment
	<p><i>Recreation spaces.</i></p> <p>The insertion of drainage swales into recreational POS is proving problematic because of the stages during which approval for drainage strategy are approved is prior to any indication being given of relative levels between adjacent lots and road reserves and the POS site. DWMS and LWMS documents provide a theoretical sizing of basins superimposed over the lot boundary of proposed POS sites. However, an analysis of the effect of existing topography, major regional infrastructures (sewers, powerlines and so on) retained vegetation and the need to comply with maximum road gradients and inter-lot retaining wall heights is not given with these stormwater documents. Consequently what is presumed to be a swale at structure plan stage frequently requires to be contained with retaining walls at subdivision stage. Whilst the IPWEA template specifications for subdivision design have establish a 1:7 gradient for safe egress from swales, the IPWEA document remains silent on the acceptability or otherwise of retaining walls. Building permits are not required for retaining walls less than 1m in height.</p> <p>LN POS function and size requirement 8.6</p> <ul style="list-style-type: none"> • drainage swales must not be permitted to flood to the base of any retaining walls • the site and context analysis described in Objective 1 and Appendix 1 must include an analysis of the existing site constraints on the usefulness or otherwise of the POS. • The elevation of the Structure Plan area boundary and the elevation of existing regional infrastructure and vegetation identified for retention must be established at structure plan formulation. The streets proposed in the structure plan must be demonstrated as achievable within the maximum gradients permitted without recourse to retaining walls or gradients greater than 1:7 within POS sites. <p><i>Nature Spaces.</i></p> <p>Australian natural areas are extremely sensitive to disturbance by human activity. 'Bushland' is commonly viewed as 'wasteland' unless its protected status, its boundaries and its intrinsic value is clearly communicated to visitors. Nature spaces in urban areas are commonly subject to fire, dumping, erosion for on street activities, trespass by vehicles and illegal dumping. It is vital that POS sites retained for the provision of Nature Space is:</p> <ul style="list-style-type: none"> • of an adequate size to be self-sustainable • protected from abuse through regulation of access (regulatory signs, fencing, gates, styles and footpaths) • presented as a precious resource (interpretive signs, appropriate naming, and enhancement through revegetation, provision of habitat and removal of weed and feral species) <p>LN POS function and size requirements 8.2 - supplementary bullet points.</p>

Document Section	Comment
	<ul style="list-style-type: none"> • Nature POS sites less than 2Ha are not self-sustainable in the urban environment. • While the retention of native vegetation is important within all POS sites, POS less than 2Ha must be developed anticipating and accommodating its use as primarily Recreational POS. • Access to Nature POS sites must be managed. Damage by unregulated vehicles entering the POS, dumping of rubbish and erosion of the perimeter of the native vegetation (edge effect) by road users responding to the demand for on street parking all demand that fencing, gates, pedestrian styles and regulatory/interpretive signs are installed to enhance protection and successful management of the Nature POS as an ecological and educational resource. <p><i>Linear POS.</i></p> <p>It is extremely important that linear open space is subject to surveillance by passing traffic.</p> <p>15m should be described as the minimum width not an average width.</p> <p><i>LN POS function and size requirements 8.5 - supplementary bullet points.</i></p> <ul style="list-style-type: none"> • Linear POS must be subject to surveillance from a through road. Through roads crossing linear POS must do so at a minimum every 160m (2 x maximum laneway/cul-de-sac length) if the POS does not contain any other through roads. • Rear lot boundaries must not be exposed to linear POS. •
Element 5 – Design Principle 9	<p>The requirements for cash-in-lieu contribution for 5 lots or less are not limited to where provided for in a scheme or structure plan. There is now no mention of endorsed strategies. This seems unreasonable as an LG may produce a housing/infill strategy to identify opportunities for higher rezoning. In areas where the 10% minimum POS is not met, it should be appropriate to refer to the strategy. Is there an expectation that LG's are to introduce a Development Contribution Area for rezoned areas instead?</p> <p>Table 18 - POS refers to small rainfall events as 'less than 15ml'. This seems to be a strange way of referring to drainage requirements, should it not be 1:1, 1:5yr events as per current LN?</p>
Element 6 – Design Principle 10	<p>It is positive to see clarification given to the circumstances when shared oval spaces will be entertained. It makes sense to ensure the playing field is entirely contained on the open space lot and does not impinge on the school. This ensures if a school ever closed the oval would not be compromised. There is a concern this means more of the 10% POS requirement is taken up with playing field though. In terms of the type of playing field required, this must be on the advice of the LG. While</p>

Document Section	Comment
	<p>the Department of Education will likely only insist on junior size playing fields, the LG may specify the field needs to meet senior size requirements to meet community needs.</p>
<p>Element 6 – General Comments</p>	<p>Table 19 indicates school sizes. It is noted that since the introduction of the current LN, Year 7 students have moved from being accommodated in primary schools to within high schools. The sizes stated for government primary schools in draft LN2015 has not changed. It is noted though; there is a change for government high school sites (currently 10ha, proposed 11ha).</p> <p>It is questioned why there is not an adjustment to both?</p> <p>There some text in the draft LN to infer this is because primary school now includes kindergartens. If this is the sole rationale used to not adjust the size, this seems flawed, given the current LN discusses kindergartens being part of primary school sites (e.g. Element 8, R27)</p>
<p>Element 6 – General Comments</p>	<p>There appears to be no regard given to the Department of Education's model for primary school provision, in particular whether a school's capacity is for 450 students or up to 600 students. There is surely a direct correlation between student capacity and the size required for a school? Alternatively, there is an inferred need for larger capacity schools to move from a single storey model to two stories.</p> <p>There should be explicit guidance given if this is the case. This is not the sort of issue that should be left to interpretation later (usually after the site is created).</p>

Banjup District Structure Plan

PROJECT PLAN

City of Cockburn

September 2015



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1 Project Background

The Banjup District Structure Plan ("DSP") has been identified for the 2015-16 year as a key initiative. Recent urban development within the study area along with changes to the metropolitan strategic planning framework over the Banjup locality necessitates the need for local level strategic planning to take place.

The Plan is being prepared to guide the evolution of the future Banjup urban cell.

2 Purpose of the Strategy

It is expected that the Banjup DSP will provide a high level strategic, spatial planning framework to coordinate the development of land and provision of district level services within the Banjup Urban Precinct.

It is expected that the DSP will be supplemented by more detailed Local Structure Plans over the majority of the area. The DSP won't be progressed according to the statutory framework provided within the Local Planning Scheme - instead its intent is to guide the preparation and coordination of future (Local) Structure Plans which will be subject to assessment according to the prevailing statutory framework.

3 Planning framework: key planning documents.

3.1 *Draft Perth and Peel @ 3.5m*

To realise the vision of Directions 2031 and beyond and the State Planning Strategy 2050, the Western Australian Planning Commission has created a series of detailed draft planning frameworks.

The Perth and Peel@3.5million strategic suite of documents has been developed to engage the community in open discussion on expectations of what our city should look like in the future, on how we can maintain our valued lifestyle and on how we can realistically accommodate a substantially increased population.

The draft frameworks provide guidance on where sustainable development should occur over the next 35 to 40 years to ensure the impact of urban growth on areas of environmental significance is minimised; to protect our heritage; and importantly, to maximise the benefits of available land and existing infrastructure.

They provide an unprecedented level of certainty about the amount of land available and the best areas identified for urban expansion, including residential, commercial and industrial development.

3.2 *Draft South Metropolitan and Peel Sub-regional Planning Framework*

The South Metropolitan Peel Sub-regional Planning Framework is one of three frameworks prepared for the outer sub-regions of Perth and Peel, which along with the Central Sub-regional Planning Framework establishes a long-term and integrated framework for land use and infrastructure provision.

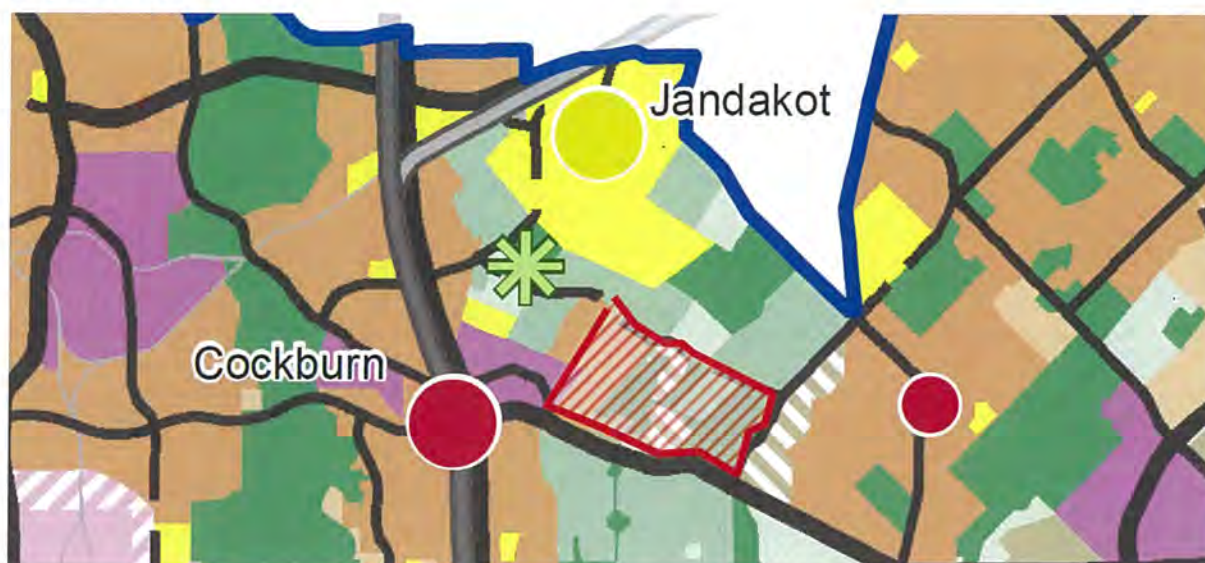
The framework builds upon the principles of Directions 2031 and will provide guidance for:

- the preparation of amendments to the Perth Metropolitan Region Scheme, local planning schemes, local planning strategies/scheme, and district, local and activity centre structure planning; and

- the staging and sequencing of urban development to inform public investment in regional community, social and service infrastructure.

Importantly the Planning Framework, amongst other things, endeavours to develop a consolidated urban form that limits the identification of new greenfield areas to where they provide a logical extension to the urban form, and that places a greater emphasis on urban infill and increased residential density.

The following map excerpt highlights the area of Banjup which the Banjup DSP will apply. Noting the logical extensions of the existing urban form, in what is now close proximity to transit, jobs and major activity centres.



The City has previously supported a broader boundary to the Banjup urban Investigation designation area. This area generally bound by Solomon Road, Armadale Road, Warton Road and Jandakot Road would allow a more holistic approach to the analysis of the subject area. By identifying discrete cells the WAPC has made broad brush decisions on the extent of urban zoned land. However the City believes its approach allows for more thorough analysis of the constraints and opportunities of the site. These would in turn be fleshed out through the District Structure Plan.

The District Structure Plan will regardless of the final extent of the Banjup Urban Investigation area work within the State Strategic Planning Framework.

3.3 Directions 2031 and beyond: Metropolitan planning beyond the horizon

"Directions 2031 and Beyond" is a high level strategic plan that establishes a vision for future growth of the Perth metropolitan and Peel regions, and provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate growth.

One of the key objectives of *Directions 2031 and Beyond* is to improve the relationship between where people live and work, to reduce commuting time and cost, and the associated impact on transport systems and the environment.

Further, the connected city scenario identifies the need to achieve an urban infill target of 47%, meaning that 154,000 of the 328,000 dwellings required by 2031 will be delivered through urban infill.

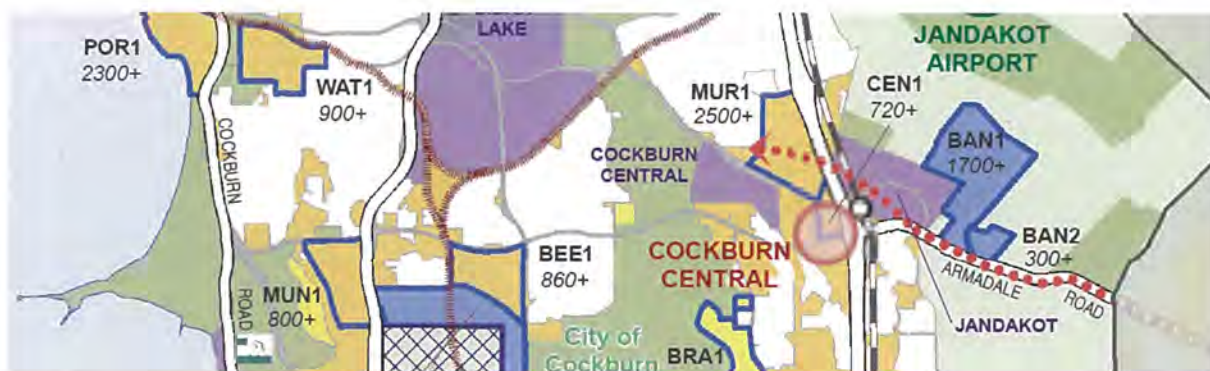
3.4 Outer Metropolitan Perth and Peel Sub Regional Strategy, August 2010

As an implementation mechanism of *Directions 2031 and Beyond*, draft sub regional strategies have been prepared including the *Outer Metropolitan Perth and Peel Sub-regional Strategy* which focuses

on providing an adequate supply of suitable urban land to support the strategic and sustainable growth of the city to 2031 and beyond.

Under the connected City scenario, the City of Cockburn is identified as requiring an estimated dwelling supply (infill developments) of approximately 11,100 dwellings by 2031.

The draft strategy identified two significant landholdings within the DSP study area as 'Urban Investigation 2011 – 2015'. These areas included the Banjup Stockland estate and also a significant Department of Housing landholding. Indicative dwelling yields under the connected city requirements estimated approximately 2000 dwellings on these parcels.



3.5 State Planning Strategy 2012

The State Planning Strategy (SPS) provides the basis for long-term State and regional land use planning within Western Australia. It sets out the key principles, strategies and actions relating to the environment, community, economy, infrastructure and regional development, which should guide all future planning decisions.

The SPS identifies planning considerations and approaches that directly relate to the formulation of the Cockburn Central Activity Centre Plan and set the agenda for more compact urban development in close proximity to public transport nodes as well as urban regeneration projects throughout Perth, those being:

- *Place based approaches* - that plan for the local economy, enhance and protect the identity of places, and provide for diverse, accessible and liveable communities.
- *Affordable Living* – Identifying opportunities for housing diversity, infill development opportunities in appropriate locations and sustainable developments.
- *Health and wellbeing* – Identifying opportunities for the built environment to encourage the wellbeing of communities such as through the design of environments, streets and open spaces that people want to be active within.
- *Land availability* – Providing diverse and affordable housing options.

3.6 City of Cockburn Planning Strategy

The City of Cockburn's Local Planning Strategy (LPS) sets out the long-term planning directions for the municipality and provides the rationale for the zones and other provisions of the TPS3. The LPS sets out the City's general aims and intentions for future long-term growth and change.

The following strategies from the LPS directly relate to the formulation of the Banjup DSP

	Strategy
Transport	<ul style="list-style-type: none"> Maximise development near public transport routes.
	<ul style="list-style-type: none"> Minimise trip lengths in order to maximise local convenience and minimise the environmental impacts of private care users.
	<ul style="list-style-type: none"> Encourage cycling by defining and implementing cycle networks and promoting the provision of end-of-trip facilities.
Open Space	<ul style="list-style-type: none"> Maintain the amount of local open space per capita.
	<ul style="list-style-type: none"> Improve the quality, amenity and accessibility of local and region open space.
Heritage	<ul style="list-style-type: none"> Enhance local identity and character by preserving buildings and places with historic, architectural, scientific or scenic value.

4 Key Objectives

The DSP should respond to the WAPC's Structure Plan Preparation Guidelines and the key district level coordination issues the proposed development of the Precinct presents. These are expected to include:

- Broad land-use arrangement, buffers and any relevant targets (eg density targets);
- Coordination of major infrastructure including:
 - Schools;
 - District water management;
 - District movement networks;
 - Regional & District level Open Space / Conservation areas;
 - District recreation facilities;
- Broad funding arrangements for improvements, potentially including the principles of a Development Contribution Plan (DCP).

5 Outputs

The outputs of the Project will be:

Output	Summary	Application
Draft District Structure Plan	<ul style="list-style-type: none"> Documents findings of background studies Site analysis Contextual analysis Assessment of existing structure planning Discussion of issues affecting the Centre 	Used to inform Community engagement
District Structure Plan	<ul style="list-style-type: none"> Update of the Draft District Structure Plan Incorporate any modifications made following community engagement and Council Final Adoption. 	Used to inform preparation of Structure Plans, Amendments to the Metropolitan Region Scheme and

		Amendments to the City of Cockburn Town Planning Scheme No. 3.
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6 Project Staging

The staging for the preparation of the Banjup DSP is outlined in **Table One - Project Delivery Strategy**. It should be noted that due to requests to expedite the need for district planning the City is actioning this work at a more compact pace. The table outlines a standard timeframe and expedited timeframe.

The Table below outlines the task involved in the preparation of the Strategy, including timing for tasks and associated project deliverables.

Table One - Project Delivery Strategy			
Task	Standard Timing	Expedited Timing	Project Deliverables
Research and Analysis			
<p>Initial Tasks</p> <ul style="list-style-type: none"> Boundary Definition (dependent on review of South West Metropolitan and Peel Sub-regional Planning Framework) Preparation of Base Mapping Prepare Opportunities and Constraints Analysis Compile and review existing documentation and studies; Confirm additional technical inputs required; Compile list of key stakeholders; Undertake preliminary consultation with Department of Planning; Seek approval for preparation of DSP. <p>Opportunities and Constraints Mapping</p> <ul style="list-style-type: none"> Boundaries; Contours; Bush Forever; Any important local natural areas (outside Bush Forever); Regional Reservations; Jandakot Airport Noise Contour; Basic Raw Materials; Active extraction licence areas; Areas subject to mining tenement; Industrial land uses requiring buffer; Distances to rail station, bus stops, Cockburn Central, Jandakot Business Park, Perth CBD; Ground water extraction and monitoring bores; Ground water priority areas; Areas and linkages of remnant vegetation (aerial photography); <p>Site and Context Analysis</p> <ul style="list-style-type: none"> Analysis of existing structure plans Ped-shed assessment to public transport and neighbourhood facilities 	July – December 2016	September – February 2016	<p>Site and Context analysis section of DSP</p> <p>Draft DSP</p> <p>The Draft DSP and its technical appendices it to be prepared by CLE on behalf of and in collaboration with the City.</p> <p>The City will take ownership of the project prior to presentation of the draft DSP to Council for consent to advertise.</p>

<ul style="list-style-type: none"> Streetscape assessment POS provision and quality assessment Environmental Considerations Regional Context Local Context Constraints Heritage Items Review Existing Housing Stock Identify major land holders Audit movement network Public transport Car Pedestrian Cycle Review key demographic of area Audit community services provision in area Review existing land uses <p>Technical Appendices</p> <ul style="list-style-type: none"> Traffic and Transport Strategy (inc. Jandakot road upgrade plan). Residential yield estimates & school demand calculation; DWMS EAR; Infrastructure and Servicing Strategy Detailed flora / fauna / biodiversity assessment Employment / centre assessment;. School/education assessment; Recreation assessment; Development contribution (infrastructure sharing) strategy. 			
Finalised Draft DSP	February 2017	March 2016	Report to Council to adopt the draft DSP for advertising
Community Engagement			
Formal Advertising <ul style="list-style-type: none"> Advertising in Cockburn Gazette Landowner Letter Community Forums? 	December 2016 - February 2017	March – April 2016	Consultation outcomes report (to form part of the Council Adoption Report)
Final DSP			
Assessment of submissions	February – March 2017	April – May 2016	Final DSP
Final presentation of DSP to Council	May 2017	July 2016	
Forwarding Adopted DSP to WAPC for information	June 2017	August 2016	

6.1 Stakeholder and Community Engagement

The DSP will incorporate a comprehensive stakeholder and community engagement process, including a

List of Identified Key Stakeholders:

- Landowners/ The community
- City of Cockburn
- Department of Planning
- Main Roads WA
- Water Corporation
- Department of Environmental Regulation/Office of the EPA
- Perron
- Stockland
- City of Armadale
- Department of Transport & PTA
- Department of Minerals and Energy
- Department of Education
- DFES
- Western Power
- DIA
- Banjup Residents Group
- Jandakot Airport Holdings

7 Project Timing

The total estimated timeline for the Project is 12 months. This project has been funded through Council's annual budgeting process.

8 Project Governance

The Project will be managed by the Strategic Planning Services section of the City of Cockburn, under the coordination of Carol Catherwood, Coordinator Strategic Planning and Chris Hossen, Senior Strategic Planner Officer.

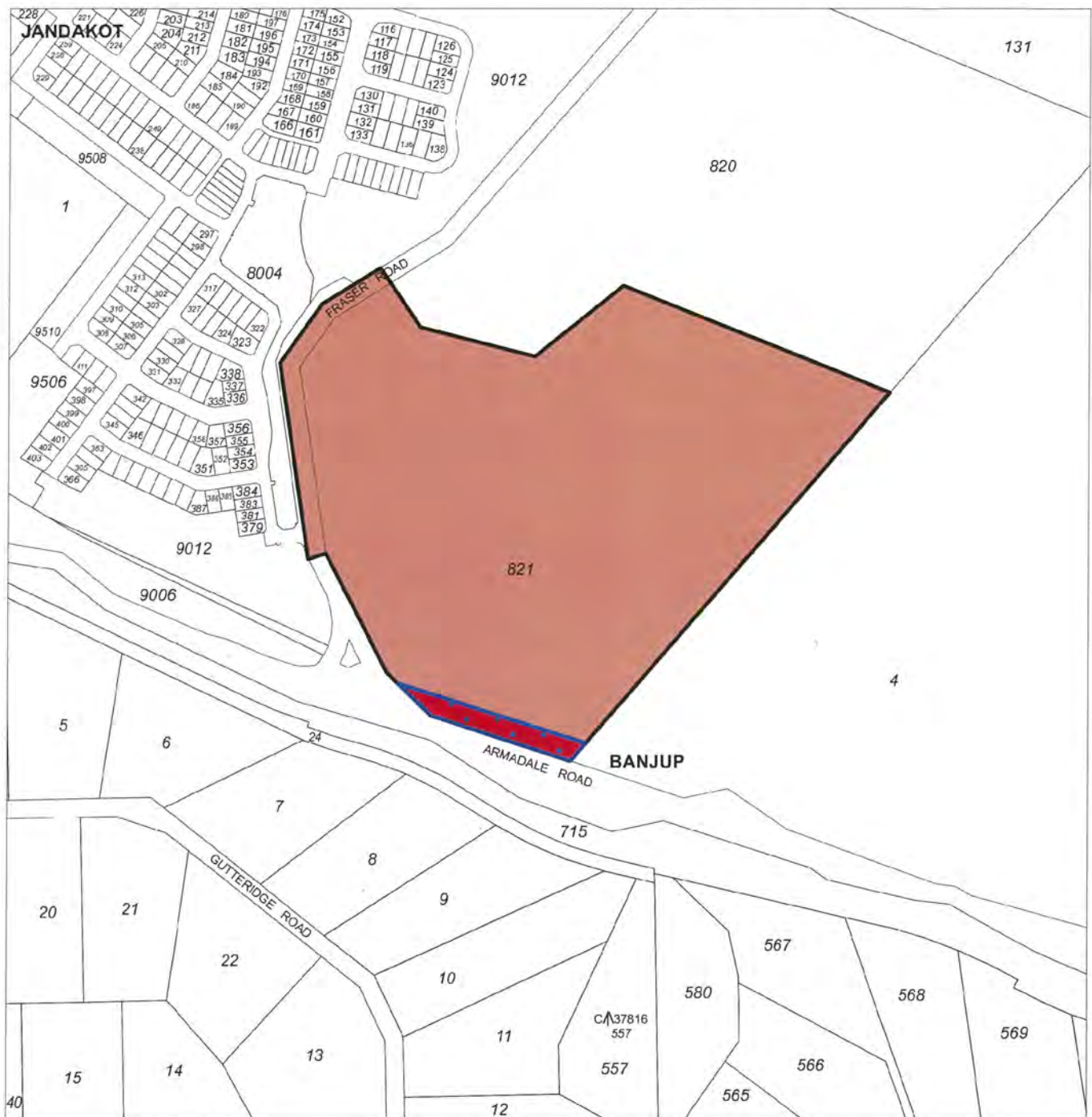
A multi-disciplinary cross-functional internal working group/reference group from relevant stakeholders is envisioned to be developed. This will assist the Strategy during its formulation, evaluation and implementation phases will be formed from the following senior staff and officer within their respective service units:

- Manager Strategic Planning (Chair)
- Coordinator, Strategic Planning
- Senior Strategic Planning Officer
- Representative/s, Engineering Services
- Representative, Environment Team
- Representative, Statutory Planning
- Representative, Health Services
- Representative, Parks Services

A multi-disciplinary cross-functional external working group/reference group from relevant stakeholders is envisioned to be developed. This will assist the Strategy during its formulation, evaluation and implementation phases will be formed from the following organisations:

- City of Cockburn
- Department of Planning
- Main Roads WA;
- Water Corporation;
- Department of Environmental Regulation/Office of the EPA;
- Perron;
- Stockland.
- Department of Transport & PTA;
- Department of Education;
- Western Power;

It is anticipated that both the external and internal working groups will meet on a bimonthly basis.



Lot 821 Armadale Road, Banjup
Proposed minor amendment
as advertised

24 February 2015

Proposal 1

Proposed Amendment:

- Primary regional roads reservation
- Urban zone
- Water catchment reservation addition

Oracle reference no: 2808

File number: 809/02/23/0064P V

Version number: 1

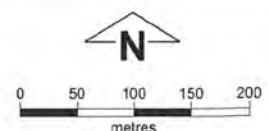


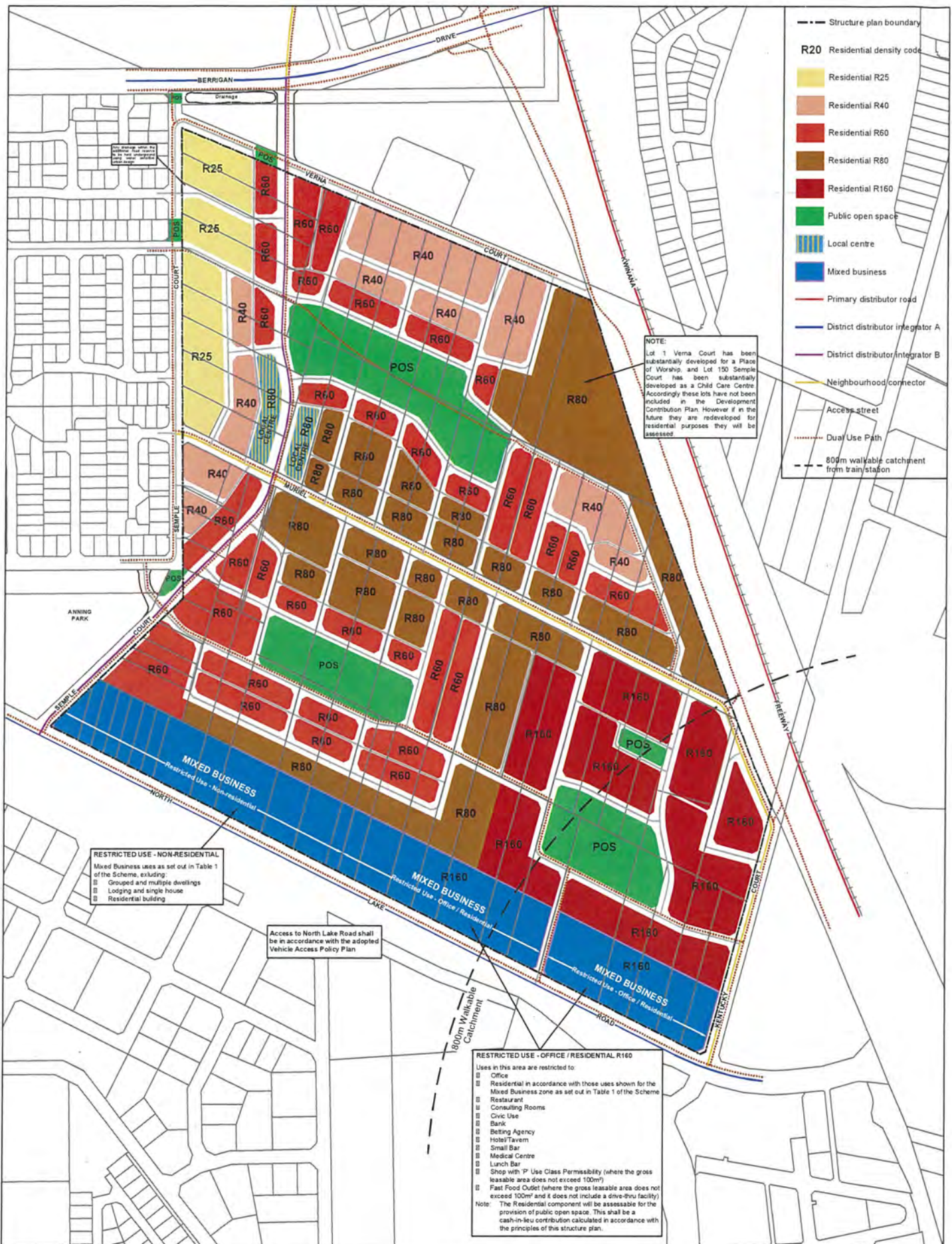
Department of
Planning



Western
Australian
Planning
Commission

Date: 13/04/2015
Produced by GeoSpatial Planning Support, Department of Planning, Perth WA
Base information supplied by Western Australian Land Information Authority LI 646-2014-3



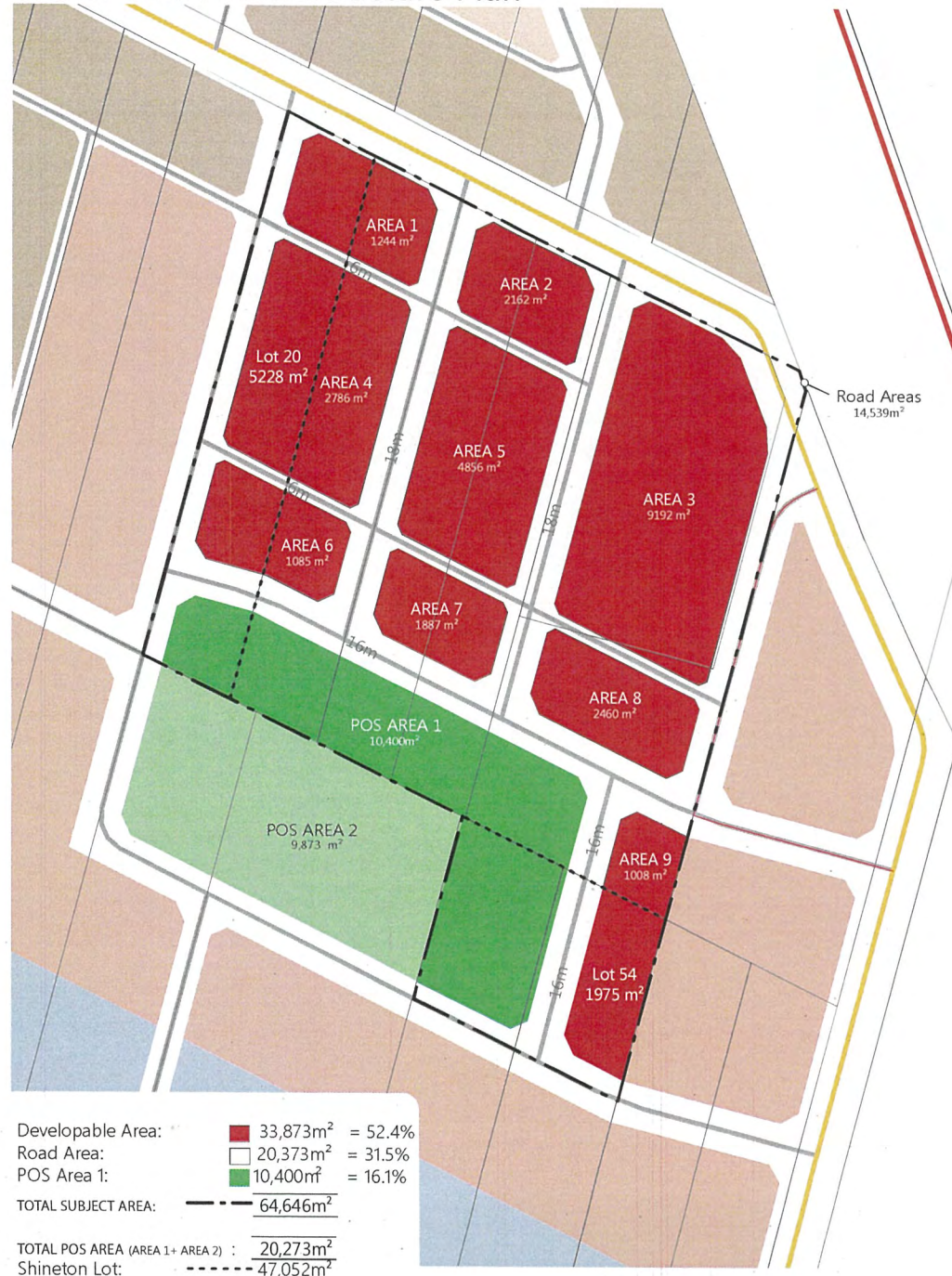


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MURIEL COURT LOCAL STRUCTURE PLAN

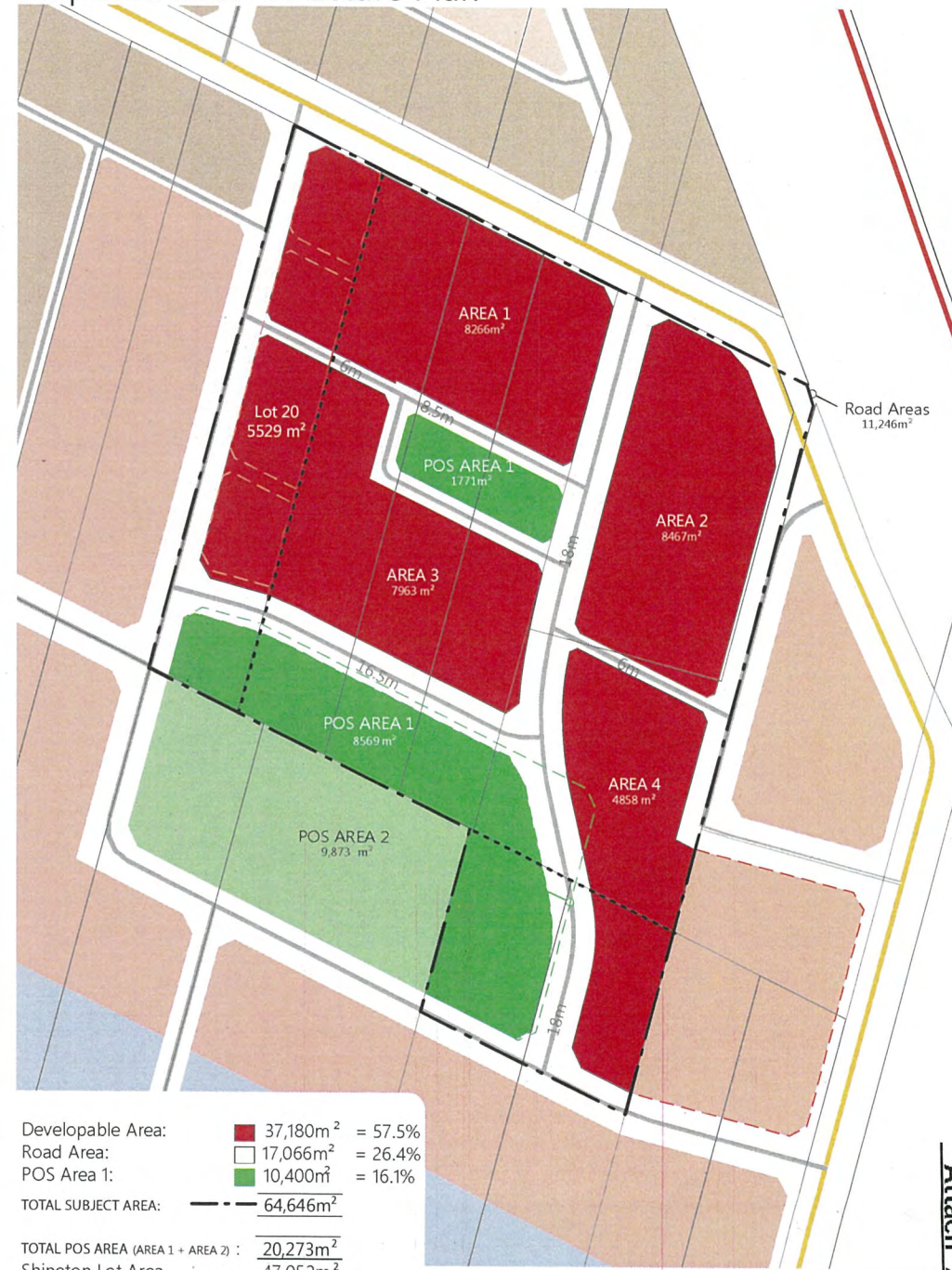
MURIEL COURT, VERNA COURT & SEMPLE COURT,
COCKBURN CENTRAL

Muriel Court Local Structure Plan



MURIEL COURT, COCKBURN CENTRAL

Proposed Local Structure Plan



Scale: 1:2,000 @ A3

0 100m
 © Hames Sharley



Project Number: 43234
 Drawing Number: CP101
 Revision: B
 Date: 09/10/15

Hames Sharley

SCHEDULE OF SUBMISSIONS**PROPOSED STRUCTURE PLAN MODIFICATION – MURIEL COURT COCKBURN CENTRAL**

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Department of Aboriginal Affairs	A review of the Register of Aboriginal Places and Objects as well as the OM Aboriginal Heritage Database reveals that there are no known Aboriginal heritage places within the area defined for the Plan. Therefore, based on the information held by OM no statutory approvals under the Aboriginal Heritage Act 1972 (AHA) are required.	Council Notes the Comments of the Department
2	Mary McGarry 63 Muriel Court Cockburn Central WA 6164	I support. No objection	Council Notes the no objection of the resident
3	Department of Transport	At this stage, DoT does not have any comments to provide however would like to advise the following: <ul style="list-style-type: none"> As the proposal abuts Kwinana Freeway which is designated as primary regional road and falls under Main Roads WA (MRWA) responsibility, please liaise directly with MRWA to obtain their comments. The proposal is also within the vicinity of North Lake Road which is designated as ORR falling under Department of Planning (DoP) responsibility. Please liaise directly with DoP to obtain their comments. 	Council Notes the Comments of the Department. All relevant State Authorities have been consulted as part of the Community Consultation period
4	Department of Fire & Emergency Services	I wish to advise that the Department of Fire and Emergency Services have no comment regarding this matter.	Council Notes the Comments of the Department
5	Department of Education	The Department has reviewed the document and wishes to advise that it has no objection to the increased developable area. However, in due course the Department would appreciate the number of anticipated dwellings and the type of product to be developed. That is the number of bedrooms per dwelling. This information will assist the Department in calculating the anticipated student yield from the overall development and the impact those students will have on the existing school infrastructure.	Council Notes the Comments of the Department. Noted. The City will when known provide the Department of Education with exact dwelling yields and housing typology information.
6	Water Corporation	Water and wastewater planning is available for the area. Existing mains will need to be extended according to planning details previously supplied to the proponent. All main extensions must be laid within existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers	Council Notes the Comments of the Water Corporation.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Code of Practice.</p> <p>The Jandakot Collection Sewer (DN500) is located in North Lake Road. A DN225 reticulation sewer will need to be provided to discharge to this sewer to serve the proposed development.</p> <p>Water is sourced from a DN600 in Berrigan Drive, via a DN200 along Semple Court, and DN100 along Muriel; the latter will require upgrading in size.</p> <p>The subject area falls within the Southern Lakes Drainage Catchment, and outflows from development is to be kept to predevelopment levels.</p> <p>The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is to provide all water and sewerage reticulation (pipes under DN300). A contribution for Water, Sewerage and Drainage headworks may also be required.</p>	<p>The applicant is aware of the servicing requirements of the area.</p>
7	Department of Parks and Wildlife (Swan Region)	<p>Has no comments on the proposal. It is considered that the proposal and any potential environmental impacts will be appropriately addressed through the existing planning framework.</p>	<p>Council Notes the Comments of the Department</p>
8	Main Roads	<p>The proposed modifications to the Structure Plan are acceptable to Main Roads.</p> <p><u>Advice to Applicant</u></p> <ol style="list-style-type: none"> At the time of subdivision the area earmarked for future road widening is to be ceded to the State free of cost for road dedication purposes. The ground levels on the Kwinana Freeway boundary are to be maintained as existing. No vehicle access shall be permitted to or from Kwinana Freeway road reserve from the existing Lots 15 and 102. This shall be noted on the deposited plan in accordance with Section 150 of the Planning and Development Act 2005 as a restrictive covenant for the benefit of Main Roads WA at the expense of the applicant. The applicant is required to undertake a transport noise assessment in accordance with the guidelines of the WAPC State Planning Policy 5.4 "Road and Rail Transport Noise and Freight Considerations in Land Use Planning". The noise report shall pay special consideration in addressing noise amelioration measures for two-storey dwellings. The applicant shall be responsible for all costs in implementing all the recommendations in the report. No earthworks shall encroach onto the Kwinana Freeway reserve. No stormwater drainage shall be discharged onto the Kwinana Freeway 	<p>Council Notes the Comments of Main Roads</p> <ol style="list-style-type: none"> Noted Noted Noted Noted. No change is proposed that modifies the interface of the subject area to the Kwinana Freeway. As such the City will require a noise management plan at both subdivision and development approval stages of the development process. Noted. This comment to be passed on to the applicant Noted Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>reserve.</p> <p>7. The applicant shall make good any damage to the existing verge vegetation within the Kwinana Freeway road reservation.</p>	
9	Department of Water	<p>The Department of Water (DoW) has reviewed the document and provides the following advice:</p> <p>Urban Water Management - Local Water Management Strategy</p> <p>Consistent with Better Urban Water Management (BUWM) (WAPC, 2008) and policy measures outlined in State Planning Policy 2,9, the proposed Local Structure Plan should be supported by a Local Water Management Strategy (LWMS) prior to final approval of the future Structure Plan.</p> <p>The Department has previously approved the Muriel Court Local Water Management Strategy (EN V, 2011) on 13 September 2011, Given Greencap's findings (Appendix E) regarding potential changes to drainage, irrigation and sizing of bioretention areas; the Department requests an addendum to the abovementioned LWMS detailing these changes.</p> <p>The DoW recommends the aforementioned issues, and any comments raised by the City of Cockburn, be addressed in a revised LWMS and submitted for approval.</p>	<p>Council Notes the Comments of the Department.</p> <p>The City's Engineering Department has assessed the addendum to the LWMS provided by the applicant's consultant Greencap. The City is satisfied that this forms a suitable addendum to the approved LWMS. The City will continue to require Urban Water Management Plans with Subdivision applications within the Muriel Court Structure Plan area.</p>

Significant Tree Nomination

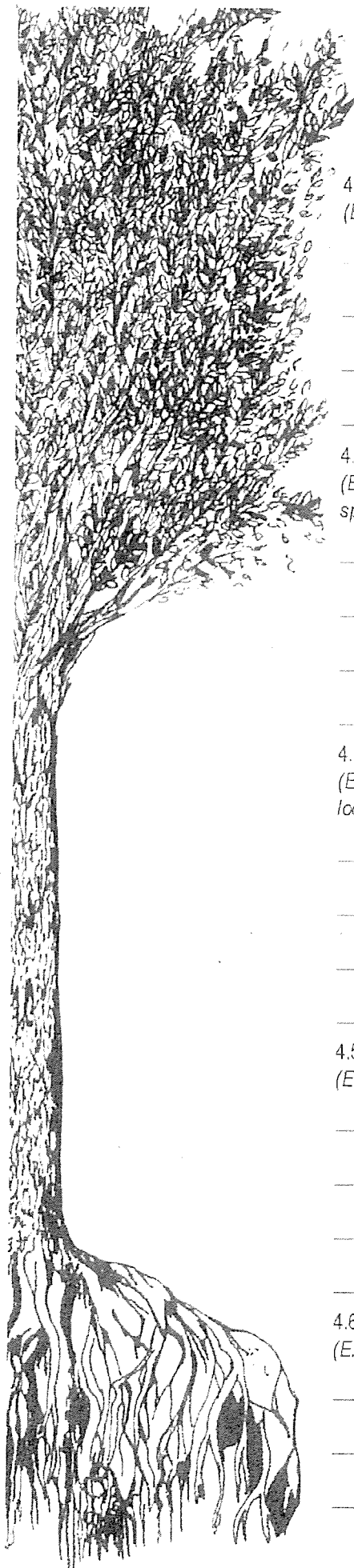
Submitted by The Sustainability Committee at The Perth Waldorf School

The Perth Waldorf School, situated on a beautiful bush block in Bibra Lake is a body for education, teaching approximately 450 students, who care for the native flora and fauna both in and surrounding the School.

We have in our care one of the last surviving Giant Tuart Trees of this great lakes area, which we incorporate into our curriculum. We have engaged a professional Arborist who estimated this tree to be in good health and in excess of 80 years old.

The Tuart is home to many species of wildlife both migratory and local and provides a wonderful feeling, as do all trees, for our students to absorb and sit with its majesty.

We would like to ensure this tree is protected and preserved for its lifetime which could be many years and generations to follow us, by having it named as a Tree of Significance by the Local Council.



4.2 Horticultural Value

(E.g. *Scientific value, propagating potential, tolerance to pest and disease*)

4.3 Rare or Localised

(E.g. *Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct*)

4.4 Location or Context

(E.g. *Unique location or context, aesthetic value, major contribution to landscape and/or local place character*)

Please see attached.

4.5 Exceptional Size, Age and Form

(E.g. *Height, circumference, canopy spread, curious forms*)

4.6 Indigenous Association

(E.g. *Scarred tree, Corroboree tree, Canoe tree*)

**Attachment for the City of Cockburn 'Significant Tree Nomination' prepared by The
Perth Waldorf School
27 May 2014**

4.2 Horticultural value

(E.g. Scientific value, propagating potential, tolerance to pest and disease)

The Eucalyptus gomphocephala tree at the Perth Waldorf School was assessed by a qualified arborist on the 30th July 2014. The results of this inspection confirmed this specimen to be of good health and vitality (arborist report to be submitted with this application). As part of the school commitment to its preservation the tree has been inspected and maintained on a regular basis.

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

The tree is estimated to be between 75-100 years old. It is a remnant local native tree of great value for biodiversity conservation and linkage, and provides unique endemic genetic material among the few remaining Tuarts in the local area. It also provides valuable ecological functions as native habitat and food source for local fauna including the Carnaby's Black Cockatoo. The many other ecological services provided by a tree of that age, in particular in regards to carbon sequestration, are also not to be underestimated.



The tree also provides shade and shelter for the staff, students and visitors to the school. Its prominent position at the highest point of the property makes it a distinctive landmark.

4.3 Rare or Localised

(E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct)

The large Tuart tree at the Perth Waldorf School is considered to be an excellent example of its species due to its age and its size. Trees of this species have the potential to live up to 400 years. This tree is extremely valuable as one of the last remaining mature specimens remaining in the area; it is the only large one at the Perth Waldorf School and among all the neighbouring properties. The species as a whole is critically vulnerable: whereas two hundred years ago vast forests of tuart, jarrah and marri stretched from Jurien Bay to Busselton, more than three quarter of the original Tuart forests have been cleared. Tuart populations are also on the decline due to the species' vulnerability to a newly described dieback organism, *Phytophthora multivora*. This makes the preservation of the rare urban specimens all the more critical.



 <p>City of Cockburn GLS Services Department</p>	<p>Significant Tree LOCATION PLAN</p>	<p>PRINTED ON: 28/10/2015</p>	<p>SCALE = 1:2254</p>	<p> NORTH</p>
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DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.



DEVELOPMENT ASSESSMENT PANELS LOCAL GOVERNMENT MEMBER NOMINATION

Local Government	
DAP name	

	Member 1	Member 2
Name	Clr Stephen Portelli	Clr Kevin Allen
Address		
Phone		
Email		
Date of birth		
Employer name(s)		
Position(s)		
Full/part time		

	Alternate Member 1	Alternate Member 2
Name	Clr Bart Houwen	
Address		
Phone		
Email		
Date of birth		
Employer name(s)		
Position(s)		
Full/part time		

Note: All fields are mandatory, and will assist in determining eligibility for DAPs sitting fees, in accordance with Premier's Circular 2010/02.

LOCAL GOVERNMENT MINUTE TAKER – CONTACT DETAILS			
Name			
Phone		Email	

DAP SECRETARIAT USE ONLY			
Date received		Signature	



Government of **Western Australia**
Department of **Planning**

Our Ref: DP/13/00682
Enquiries: DAP Secretariat
Telephone: (08) 6551 9919

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


Dear Mr Cain

DEVELOPMENT ASSESSMENT PANELS: LOCAL GOVERNMENT NOMINATIONS

As you would be aware, Development Assessment Panels (DAPs) were introduced on 1 July 2011 to determine development applications that meet prescribed criteria. Each DAP comprises five members: three specialist members, including the presiding member, and two local government members. All current DAP members were appointed on 27 July 2015, for the term ending 26 April 2017.

Following the upcoming local government elections to be held on 17 October 2015, 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, who will be considered by the Hon John Day MLA, Minister for Planning.

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* (the Regulations), 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@planning.wa.gov.au.

All local government councils are requested to provide nominations for local government DAP members by Friday 30 October 2015, to ensure local interests are represented in future DAP determinations. I understand that a number of councils hold an extraordinary meeting shortly after the local government elections to finalise various matters. If you are unable to provide nominations by the above date, please contact the DAPs Secretariat to discuss alternative arrangements and implications.

Postal address: Locked Bag 2506 Perth WA 6001 / Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 9000 / Fax: (08) 6551 9001 / corporate@planning.wa.gov.au / www.planning.wa.gov.au
ABN 79 051 750 680
wa.gov.au

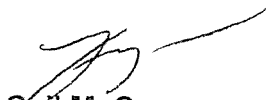
If there is no change to your local government DAP representation following the local government elections, confirmation should also be provided to the DAPs Secretariat as soon as possible.

Once nominations are received, the Minister will consider and appoint local government DAP members for the term ending 26 April 2017.

As you may be aware, changes to Joint Development Assessment Panel (JDAP) boundaries were introduced on 25 July 2015, including the creation of the amalgamated Kimberley/Pilbara/Gascoyne, Mid-West/Wheatbelt and Southern JDAPs. Further information on regional JDAP boundaries is available on the DAPs website, at <http://daps.planning.wa.gov.au>.

If you have any queries regarding the above information, please contact the DAPs Secretariat on 6551 9919, or via email at daps@planning.wa.gov.au.

Yours sincerely



Gail McGowan
Director General

5 October 2015

Enc.

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

OCM 12/11/2015 - Agenda Item 15.1

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF087813	11867	KEVIN JOHN ALLEN MONTHLY COUNCILLOR ALLOWANCE	7/09/2015	2,575.00
EF087814	12740	MAYOR LOGAN HOWLETT MONTHLY COUNCILLOR ALLOWANCE	7/09/2015	11,158.33
EF087815	19059	CAROL REEVE-FOWKES MONTHLY COUNCILLOR ALLOWANCE	7/09/2015	4,398.96
EF087816	20634	LEE-ANNE SMITH MONTHLY COUNCILLOR ALLOWANCE	7/09/2015	2,575.00
EF087817	21185	BART HOUWEN MONTHLY COUNCILLOR ALLOWANCE	7/09/2015	2,575.00
EF087818	23338	STEVE PORTELLI MONTHLY COUNCILLOR ALLOWANCE	7/09/2015	2,575.00
EF087819	23339	STEPHEN PRATT MONTHLY COUNCILLOR ALLOWANCE	7/09/2015	2,575.00
EF087820	23340	SHAHYAZ MUBARAKAI MONTHLY COUNCILLOR ALLOWANCE	7/09/2015	2,575.00
EF087821	25352	LYNDSEY WETTON MONTHLY COUNCILLOR ALLOWANCE	7/09/2015	2,575.00
EF087822	25353	PHILIP EVA MONTHLY COUNCILLOR ALLOWANCE	7/09/2015	2,575.00
EF087823	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	14/09/2015	1,663.80
EF087824	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	14/09/2015	333,315.00
EF087825	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	14/09/2015	3,972.67
EF087826	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	14/09/2015	283.05
EF087827	10944	MCLEODS LEGAL SERVICES	14/09/2015	10,780.95
EF087828	11001	LOCAL GOVERNMENT RACING & CEMETERIES PAYROLL DEDUCTIONS	14/09/2015	410.00
EF087829	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	14/09/2015	250,592.32
EF087830	11795	WESTERN POWER ELECTRICAL SERVICES	14/09/2015	7,745.19
EF087831	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	14/09/2015	590.80
EF087832	11859	STAFF SOCIAL CLUB PAYROLL DEDUCTIONS	14/09/2015	25.30
EF087833	11860	45S CLUB PAYROLL DEDUCTIONS	14/09/2015	22.00
EF087834	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	14/09/2015	13,644.79
EF087835	18598	TOX FREE SOLUTIONS LTD PESTICIDE DISPOSAL	14/09/2015	698.78
EF087836	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	14/09/2015	1,331.70

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF087837	23302	BUILDING SERVIC BUILDING SERVICES LEVIES	14/09/2015	172,274.09
EF087838	23506	HUDSON GLOBAL RESOURCES (AUST) PTY LTD HUMAN RESOURCES CONSULT	14/09/2015	8,744.38
EF087839	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	14/09/2015	567.62
EF087840	26600	TIMMOTHY KELLY ABORIGINAL CULTURAL DANCING	14/09/2015	400.00
EF087841	26614	MARKETFORCE PTY LTD ADVERTISING	14/09/2015	2,553.78
EF087842	99997	MARY O'SULLIVAN BIRD BATH REBATE	14/09/2015	47.50
EF087843	99997	PJ & V KILRAIN BIRD BATH REBATE	14/09/2015	27.50
EF087844	99997	LE & RT DUCRET BIRD BATH REBATE	14/09/2015	47.50
EF087845	99997	DAVID PIGRAM ENTERTAINMENT SERVICES	14/09/2015	500.00
EF087846	99997	CJ & KL SMITH REIMBURSEMENT OF CBA LIABILITY INSURANCE PAYMENT	14/09/2015	469.15
EF087847	99997	HAMILTON HILL COMMUNITY GROUP DONATION	14/09/2015	3,100.00
EF087848	99997	MMJ REALESTATE DONATION	14/09/2015	5,170.00
EF087849	99997	UNIVERSITY OF WESTERN AUSTRALIA CONTRIBUTION OF STUDY FEES	14/09/2015	3,990.00
EF087850	99997	REUBEN DIAS CONTRIBUTION OF STUDY FEES	14/09/2015	1,975.00
EF087851	99997	SOUTH LAKE CHILD CARE CENTRE DONATION	14/09/2015	1,680.00
EF087852	99997	GAIL BOWMAN CONTRIBUTION OF STUDY FEES	14/09/2015	3,950.00
EF087853	99997	DEAN HARVEY PRESCRIPTION SAFETY GLASSES CONTRIBUTION	14/09/2015	300.00
EF087854	99997	PEARL WILSON MISSED CARER PAYMENT	18/09/2015	655.82
EF087855	25096	TECHNICAL RECIPES LTD CONSULTANCY SERVICES	23/09/2015	280.00
EF087856	12565	SOUTHERN METRO REGIONAL COUNCIL - LOAN LOAN REPAYMENT	24/09/2015	387,842.34
EF087857	26647	BROOKFIELD MULTIPLEX CONSTRUCTIONS BUILDING - CONSTRUCTION	24/09/2015	3,740,792.84
EF087858	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	29/09/2015	1,731.40
EF087859	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	29/09/2015	338,687.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF087860	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	29/09/2015	3,855.31
EF087861	10590	DEPARTMENT OF FIRE AND EMERGENCY SERV ESL LEVY & RELATED COSTS	29/09/2015	4,414,966.01
EF087862	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	29/09/2015	283.05
EF087863	11001	LOCAL GOVERNMENT RACING & CEMETERIES PAYROLL DEDUCTIONS	29/09/2015	348.50
EF087864	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	29/09/2015	588.80
EF087865	11859	STAFF SOCIAL CLUB PAYROLL DEDUCTIONS	29/09/2015	24.20
EF087866	11860	45S CLUB PAYROLL DEDUCTIONS	29/09/2015	22.00
EF087867	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	29/09/2015	11,865.01
EF087868	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	29/09/2015	1,331.70
EF087869	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	29/09/2015	567.62
EF087870	26517	CLICKSUPER PAYROLL DEDUCTIONS	11/09/2015	410,936.71
EF087871	10023	ACTIV FOUNDATION INC PACKAGING SERVICES	30/09/2015	227.92
EF087872	10031	ADVANCED SPATIAL TECHNOLOGIES PTY LTD SOFTWARE MAINTENANCE & SUPPORT	30/09/2015	874.50
EF087873	10032	ADVANCED TRAFFIC MANAGEMENT (WA) PTY LTD CONTROLLERS AND SIGNS	30/09/2015	4,296.33
EF087874	10058	ALSCO PTY LTD HYGIENE SERVICES/SUPPLIES	30/09/2015	2,516.57
EF087875	10082	ARMANDOS SPORTS SPORTING GOODS	30/09/2015	296.86
EF087876	10084	ARRB GROUP ROAD MANAGEMENT	30/09/2015	297.00
EF087877	10091	ASLAB PTY LTD ASPHALTING SERVICES/SUPPLIES	30/09/2015	1,740.72
EF087878	10118	AUSTRALIA POST POSTAGE CHARGES	30/09/2015	9,277.25
EF087879	10135	ENVIRONMENTAL HEALTH AUSTRALIA TRAINING SERVICES - HEALTH	30/09/2015	220.00
EF087880	10145	AUST MAYORAL AVIATION COUNCIL AMAC FEES	30/09/2015	5,335.00
EF087881	10160	DORMA AUSTRALIA PTY LTD AUTOMATIC DOOR SERVICES	30/09/2015	774.62
EF087882	10184	BENARA NURSERIES PLANTS	30/09/2015	738.93
EF087883	10207	BOC GASES GAS SUPPLIES	30/09/2015	3,835.42

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF087884	10219	BOUSFIELDS MENSWEAR CLOTHING SUPPLIES	30/09/2015	165.00
EF087885	10220	BOYA EQUIPMENT EQUIPMENT SUPPLIES	30/09/2015	209.00
EF087886	10221	BP AUSTRALIA LIMITED DIESEL/PETROL SUPPLIES	30/09/2015	10,165.30
EF087887	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	30/09/2015	44,828.55
EF087888	10239	BUDGET RENT A CAR - PERTH MOTOR VEHICLE HIRE	30/09/2015	491.98
EF087889	10244	BUILDING & CONST INDUSTRY TRAINING FUND LEVY PAYMENT	30/09/2015	88,924.25
EF087890	10246	BUNNINGS BUILDING SUPPLIES PTY LTD HARDWARE SUPPLIES	30/09/2015	4,326.69
EF087891	10247	BUNZL AUSTRALIA LTD PAPER/PLASTIC/CLEANING SUPPLIES	30/09/2015	865.19
EF087892	10255	CABCHARGE AUSTRALIA PTY LTD CABCHARGES	30/09/2015	8.46
EF087893	10256	CABLE LOCATES & CONSULTING LOCATING SERVICES	30/09/2015	4,747.66
EF087894	10287	CENTRELINE MARKINGS LINEMARKING SERVICES	30/09/2015	550.00
EF087895	10292	CHADSON ENGINEERING PTY LTD MEDICAL SUPPLIES	30/09/2015	132.22
EF087896	10326	CITY OF GOSNELLS REPLACEMENT OF LIBRARY SUPPLIES / LSL	30/09/2015	39.05
EF087897	10333	CJD EQUIPMENT PTY LTD HARDWARE SUPPLIES	30/09/2015	2,616.46
EF087898	10346	COATES HIRE OPERATIONS PTY LTD EQUIPMENT HIRING SERVICES	30/09/2015	233.42
EF087899	10348	COCA COLA AMATIL SOFT DRINK SUPPLIES	30/09/2015	2,803.66
EF087900	10349	COCKBURN BASKETBALL ASSOC INC ELECTRICITY REIMBURSEMENTS	30/09/2015	220.00
EF087901	10351	COCKBURN BMX STADIUM SPORTING EQUIP GRANT/REGIST. FEES	30/09/2015	134.00
EF087902	10353	COCKBURN CEMENT LTD RATES REFUND	30/09/2015	322.08
EF087903	10358	COCKBURN LIQUOR CENTRE LIQUOR SUPPLIES	30/09/2015	1,025.42
EF087904	10359	COCKBURN PAINTING SERVICE PAINTING SUPPLIES/SERVICES	30/09/2015	2,706.00
EF087905	10360	COCKBURN PARTY HIRE OF PARTY EQUIPMENT	30/09/2015	6,871.20
EF087906	10375	VEOLIA ENVIRONMENTAL SERVICES WASTE SERVICES	30/09/2015	6,607.50
EF087907	10384	PROGILITY PTY LTD COMMUNICATIONS AUSTRALIA COMMUNICATION SERVICES	30/09/2015	14,210.80

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF087908	10386	COMMUNITY NEWSPAPER GROUP ADVERTISING SERVICES	30/09/2015	13,799.51
EF087909	10394	CD'S CONFECTIONERY WHOLESALERS CONFECTIONERY	30/09/2015	598.37
EF087910	10422	REITSEMA PACKAGING ROAD LITTER BAGS	30/09/2015	502.92
EF087911	10483	LANDGATE MAPPING/LAND TITLE SEARCHES	30/09/2015	7,224.08
EF087912	10498	DIGITAL MAPPING SOLUTIONS COMPUTER SOFTWARE	30/09/2015	73,458.00
EF087913	10526	E & MJ ROSHER PTY LTD MOWER PARTS	30/09/2015	3,236.80
EF087914	10528	EASIFLEET MANAGEMENT VEHICLE LEASE	30/09/2015	3,006.81
EF087915	10535	WORKPOWER INCORPORATED EMPLOYMENT SERVICES - PLANTING	30/09/2015	11,825.22
EF087916	10580	FC COURIERS COURIER SERVICES	30/09/2015	2,391.29
EF087917	10603	FLOORING SOLUTIONS FLOOR COVERINGS	30/09/2015	27,623.20
EF087918	10609	FORESTVALE TREES P/L PLANTS - TREES/SHRUBS	30/09/2015	9,801.00
EF087919	10636	FUJI XEROX AUSTRALIA PTY LTD PHOTOCOPY CHARGES	30/09/2015	13,981.80
EF087920	10641	GALVINS PLUMBING SUPPLIES PLUMBING SERVICES	30/09/2015	2,938.69
EF087921	10655	GHD PTY LTD CONSULTANCY SERVICES	30/09/2015	13,521.34
EF087922	10709	HECS FIRE FIRE SYSTEM MAINTENANCE	30/09/2015	1,038.40
EF087923	10711	HERALD PUBLISHING COMPANY PTY LTD ADVERTISING SERVICES	30/09/2015	437.80
EF087924	10726	HOLTON CONNOR ARCHITECTS & PLANNERS ARCHITECTURAL SERVICES	30/09/2015	47,960.00
EF087925	10771	INTERLEC PTY LTD STREET LIGHT INSTALLATION & RELOCATION	30/09/2015	36,903.85
EF087926	10779	J F COVICH & CO PTY LTD ELECTRICAL SERVICES	30/09/2015	91,481.36
EF087927	10781	JANDAKOT EARTHMOVING & RURAL CONTRACTORS FIREBREAK CONSTRUCTION	30/09/2015	7,200.00
EF087928	10787	JANDAKOT ACCIDENT REPAIR CENTRE PANEL BEATING SERVICES	30/09/2015	5,285.03
EF087929	10794	JASON SIGNMAKERS SIGNS	30/09/2015	455.40
EF087930	10814	JR & A HERSEY PTY LTD SAFETY CLOTHING SUPPLIES	30/09/2015	1,614.62
EF087931	10836	KERB DOCTOR CONCRETE KERBING - SUPPLY & LAYING	30/09/2015	7,650.50

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF087932	10879	LES MILLS AEROBICS INSTRUCTION/TRAINING SERVICES	30/09/2015	1,115.38
EF087933	10888	LJ CATERERS CATERING SERVICES	30/09/2015	4,233.64
EF087934	10913	BUCHER MUNICIPAL PTY LTD PURCHASE OF NEW PLANT/REPAIR SERV	30/09/2015	7,827.56
EF087935	10918	MAIN ROADS WA REPAIRS/MAINTENANCE SERVICES	30/09/2015	32,843.18
EF087936	10923	MAJOR MOTORS PTY LTD REPAIRS/MAINTENANCE SERVICES	30/09/2015	826.76
EF087937	10939	LINFOX ARMAGUARD BANKING SECURITY SERVICES	30/09/2015	1,765.62
EF087938	10942	MCGEES PROPERTY PROPERTY CONSULTANCY SERVICES	30/09/2015	2,200.00
EF087939	10944	MCLEODS LEGAL SERVICES	30/09/2015	25,808.49
EF087940	10960	METRO FILTERS FILTER SUPPLIES	30/09/2015	468.60
EF087941	10968	MINIQUIP HIRING SERVICES	30/09/2015	18,836.40
EF087942	10990	MOWER CITY SALES & SERVICES PTY LTD LAWN MOWING EQUIPMENT	30/09/2015	1,421.70
EF087943	10991	BEACON EQUIPMENT MOWING EQUIPMENT	30/09/2015	454.90
EF087944	11017	FAMILY DAY CARE AUSTRALIA MEMBERSHIP	30/09/2015	409.40
EF087945	11026	NESTLE FOOD SERVICES CATERING SUPPLIES	30/09/2015	400.20
EF087946	11028	NEVERFAIL SPRINGWATER LTD BOTTLED WATER SUPPLIES	30/09/2015	772.45
EF087947	11030	NEWTON PRIMARY SCHOOL SCHOOL GRADUATION AWARDS	30/09/2015	1,100.00
EF087948	11036	NORTHLAKE ELECTRICAL ELECTRICAL SERVICES	30/09/2015	4,359.82
EF087949	11039	NOVUS AUTO GLASS WINDSCREEN REPAIR SERVICES	30/09/2015	591.50
EF087950	11070	OTIS ELEVATOR COMPANY ELEVATOR REPAIRS/MAINTENANCE	30/09/2015	1,975.81
EF087951	11077	P & G BODY BUILDERS PTY LTD PLANT BODY BUILDING SERVICES	30/09/2015	10,507.20
EF087952	11108	PELIKAN ARTLINE PTY LTD WHITEBOARDS/PINUP BOARDS	30/09/2015	1,272.70
EF087953	11182	PREMIUM BRAKE & CLUTCH SERVICE BRAKE SERVICES	30/09/2015	3,974.08
EF087954	11205	QUALITY TRAFFIC MANAGEMENT PTY LTD TRAFFIC CONTROL SERVICES	30/09/2015	49,751.10
EF087955	11208	QUICK CORPORATE AUSTRALIA PTY LTD STATIONERY/CONSUMABLES	30/09/2015	13,233.48

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF087956	11235	REINFORCED CONCRETE PIPES PTY LTD CONCRETE PIPE SUPPLIES	30/09/2015	36,422.57
EF087957	11240	INITIAL HYGIENE RENTOKIL INITIAL PRT LTD SANITARY SERVICES	30/09/2015	1,619.34
EF087958	11268	TASKERS PTY LTD REPAIRS/MAINTENANCE TO SAILS	30/09/2015	798.60
EF087959	11284	ROYAL LIFE SAVING SOCIETY AUSTRALIA TRAINING SERVICES	30/09/2015	2,335.00
EF087960	11294	SAFEMAN (WA) PTY LTD PROTECTIVE CLOTHING/EQUIPMENT	30/09/2015	952.08
EF087961	11307	SATELLITE SECURITY SERVICES PTY LTD SECURITY SERVICES	30/09/2015	18,911.55
EF087962	11308	SBA SUPPLIES HARDWARE SUPPLIES	30/09/2015	6,865.87
EF087963	11318	SELECT SECURITY WA PTY LTD SECURITY SERVICES	30/09/2015	345.00
EF087964	11337	SHERIDANS FOR BADGES NAME BADGES & ENGRAVING	30/09/2015	612.77
EF087965	11361	SIGMA CHEMICALS PTY LTD CHEMICAL SUPPLIES	30/09/2015	524.84
EF087966	11373	SKIPPER TRUCK PARTS SPARE PARTS & MAINTENANCE SERVICES	30/09/2015	1,153.49
EF087967	11376	SLICKER STICKERS STICKER SUPPLIES	30/09/2015	386.10
EF087968	11380	SNAP PRINTING FREMANTLE PRINTING SERVICES	30/09/2015	4,965.00
EF087969	11387	BIBRA LAKE SOILS SOIL & LIMESTONE SUPPLIES	30/09/2015	2,165.00
EF087970	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL WASTE DISPOSAL GATE FEES	30/09/2015	1,466,870.10
EF087971	11447	SPEARWOOD DALMATINAC CLUB INC COMMUNITY GRANT	30/09/2015	2,607.00
EF087972	11463	SPECTRUM CABINETS CABINET SUPPLIES	30/09/2015	5,379.00
EF087973	11469	SPORTS TURF TECHNOLOGY TURF CONSULTANCY SERVICES	30/09/2015	8,475.50
EF087974	11470	SPORTSWORLD OF WA SPORT SUPPLIES	30/09/2015	471.90
EF087975	11481	ST JEROME'S PRIMARY SCHOOL COMMUNITY GRANT	30/09/2015	2,000.00
EF087976	11483	ST JOHN AMBULANCE AUST WA OPERATIONS FIRST AID COURSES	30/09/2015	402.60
EF087977	11493	SAI GLOBAL LTD PUBLICATIONS - STANDARDS	30/09/2015	3,053.49
EF087978	11505	STATE LIBRARY OF WESTERN AUSTRALIA BOOK SUPPLIES	30/09/2015	10,400.10
EF087979	11531	SUNNY INDUSTRIAL BRUSHWARE PTY LTD BRUSH/ROAD BROOM SUPPLIES	30/09/2015	2,187.90

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EF087980	11546	T FAULKNER & CO INSTALLATIONS/SUPPLY OF HAND RAILS	30/09/2015	10,428.00
EF087981	11557	TECHNOLOGY ONE LTD IT CONSULTANCY SERVICES	30/09/2015	25,884.38
EF087982	11625	TOTAL EDEN PTY LTD RETICULATION SUPPLIES	30/09/2015	5,715.92
EF087983	11642	TRAILER PARTS PTY LTD TRAILER PARTS	30/09/2015	112.66
EF087984	11651	TREE WATERING SERVICES TREE WATERING SERVICES	30/09/2015	8,000.00
EF087985	11657	TRUCKLINE PARTS CENTRES AUTOMOTIVE SPARE PARTS	30/09/2015	3,791.16
EF087986	11665	TUNNEL VISION PLUMBING SERVICES	30/09/2015	341.00
EF087987	11667	TURFMASTER FACILITY MANAGEMENT TURFING SERVICES	30/09/2015	6,141.57
EF087988	11684	UNIVERSITY OF WESTERN AUSTRALIA EDUCATIONAL/RESEARCH SERVICES	30/09/2015	2,200.00
EF087989	11697	VAT MAN-FAT FILTERING SYSTEMS FILTER CLEANING SERVICES	30/09/2015	723.60
EF087990	11699	VERNON DESIGN GROUP ARCHITECTURAL SERVICES	30/09/2015	2,139.50
EF087991	11701	VIBRA INDUSTRIA FILTER SUPPLIES	30/09/2015	1,136.30
EF087992	11704	VINIDEX PTY LTD STORM PIPES	30/09/2015	2,335.96
EF087993	11708	VITAL PACKAGING PTY LTD PACKAGING SUPPLIES	30/09/2015	4,675.00
EF087994	11710	VOLUNTEERING WA SUBSCRIPTIONS	30/09/2015	77.00
EF087995	11715	WA BLUEMETAL ROADBASE SUPPLIES	30/09/2015	21,335.55
EF087996	11722	WA HINO SALES & SERVICE PURCHASE OF NEW TRUCKS / MAINTENANCE	30/09/2015	1,218,575.79
EF087997	11726	WA LIMESTONE LIMESTONE SUPPLIES	30/09/2015	17,071.75
EF087998	11738	WA RANGERS ASSOCIATION INC CONFERENCES/SEMINARS	30/09/2015	164.50
EF087999	11749	WARRENS EARTHMOVING CONTRACTORS EARTHMOVING SERVICES	30/09/2015	2,420.00
EF088000	11773	WESFARMERS LANDMARK LIMITED CHEMICAL SUPPLIES	30/09/2015	8,621.80
EF088001	11786	WESTCARE INDUSTRIES STATIONERY/SAFETY VESTS	30/09/2015	634.70
EF088002	11789	WALGA ADVERTISING/TRAINING SERVICES	30/09/2015	7,911.00
EF088003	11793	WESTERN IRRIGATION PTY LTD IRRIGATION SERVICES/SUPPLIES	30/09/2015	1,545.83

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EF088004	11795	WESTERN POWER ELECTRICAL SERVICES	30/09/2015	10,139.00
EF088005	11806	WESTRAC PTY LTD REPAIRS/MTNCE - EARTHMOVING EQUIP.	30/09/2015	22.69
EF088006	11828	WORLDWIDE ONLINE PRINTING - O'CONNOR PRINTING SERVICES	30/09/2015	4,322.18
EF088007	11835	WURTH AUSTRALIA PTY LTD HARDWARE SUPPLIES	30/09/2015	1,421.08
EF088008	11972	COBEY MAINTENANCE SERVICES TURF MANAGEMENT	30/09/2015	1,980.00
EF088009	11987	SAFETY ZONE AUSTRALIA PTY LTD SAFETY EQUIPMENT	30/09/2015	378.13
EF088010	11990	EARTHCARE (AUSTRALIA) P/L LANDSCAPING SERVICES	30/09/2015	12,632.40
EF088011	12007	SHANE MCMASTER SURVEYS SURVEYING SERVICES	30/09/2015	9,680.00
EF088012	12014	TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY EXCAVATING/EARTHMOVING EQUIPMENT	30/09/2015	8,434.57
EF088013	12024	ACCESS OFFICE INDUSTRIES FURNITURE - STORAGE	30/09/2015	5,640.80
EF088014	12079	CHARTER PLUMBING & GAS PLUMBING SERVICES	30/09/2015	412.50
EF088015	12153	HAYS PERSONNEL SERVICES PTY LTD EMPLOYMENT SERVICES	30/09/2015	5,522.34
EF088016	12173	CHALLENGE CHEMICALS AUSTRALIA CHEMICAL SUPPLIES	30/09/2015	203.61
EF088017	12193	SAGE CONSULTING ENGINEERS P/L CONSULTANCY SERVICES - LIGHTING	30/09/2015	3,300.00
EF088018	12219	PARKS AND LEISURE AUSTRALIA SUBSCRIPTION RENEWAL	30/09/2015	1,336.50
EF088019	12320	MUNDARING GARDEN CENTRE PLANT SUPPLIES	30/09/2015	1,031.03
EF088020	12415	FACE PAINTING FUN AND GAMES ENTERTAINMENT SERVICES	30/09/2015	950.00
EF088021	12497	TROPHY CHOICE TROPHY SUPPLIES	30/09/2015	1,184.70
EF088022	12539	COCKBURN JUNIOR FOOTBALL CLUB INC. SPORTS SERVICES	30/09/2015	1,800.00
EF088023	12542	SEALIN GARLETT CEREMONIAL SERVICES	30/09/2015	400.00
EF088024	12672	NORMAN DISNEY & YOUNG CONSULTANCY SERVICES	30/09/2015	8,558.00
EF088025	12694	SPECIALISED LIFTING SERVICE LIFTING EQUIPMENT & SERVICES	30/09/2015	1,317.69
EF088026	12796	ISENTIA PTY LIMITED MEDIA MONITORING SERVICES	30/09/2015	3,208.67
EF088027	13102	MICHAEL PAGE INTERNATIONAL EMPLOYMENT SERVICES	30/09/2015	9,956.61

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EF088028	13111	OCE-AUSTRALIA LIMITED COPIERS/PRINTERS	30/09/2015	170.65
EF088029	13153	HYDRAULICS DESIGN AUSTRALIA CONSULTANCY SERVICES	30/09/2015	3,025.00
EF088030	13325	MARTINS ENVIRONMENTAL SERVICES WEED SPRAYING SERVICES	30/09/2015	26,708.00
EF088031	13344	INCREDIBLE CREATURES MOBILE ANIMAL FARM ENTERTAINMENT SERVICES	30/09/2015	655.00
EF088032	13409	KLEENIT CLEANING SERVICES	30/09/2015	34,589.20
EF088033	13462	ATI-MIRAGE PTY LTD TRAINING SERVICES	30/09/2015	2,420.00
EF088034	13563	GREEN SKILLS INC EMPLOYMENT SERVICES	30/09/2015	17,423.45
EF088035	13670	HISCO PTY LTD HOSPITALITY SUPPLIES	30/09/2015	243.50
EF088036	13671	STAPLES AUSTRALIA PTY LTD OFFICE/STATIONERY SUPPLIES	30/09/2015	284.59
EF088037	13779	PORTER CONSULTING ENGINEERS ENGINEERING CONSULTANCY SERVICES	30/09/2015	14,269.75
EF088038	13825	JACKSON MCDONALD LEGAL SERVICES	30/09/2015	84,366.88
EF088039	13832	INSIGHT CALL CENTRE SERVICES COMMUNICATION SERVICES	30/09/2015	5,266.32
EF088040	14258	WARP GROUP PTY LTD ROAD CONSTRUCTION MATERIALS	30/09/2015	1,286.45
EF088041	14350	BAILEYS FERTILISERS FERTILISER SUPPLIES	30/09/2015	2,195.61
EF088042	14435	LAKES JUNIOR FOOTBALL CLUB YOUTH ACTIVE PRGM. REGISTRATION FEES	30/09/2015	2,000.00
EF088043	14459	BIDVEST (WA) FOOD/CATERING SUPPLIES	30/09/2015	745.51
EF088044	14746	COOLBELLUP AMATEUR FOOTBALL CLUB SPORTING EQUIPMENT GRANT	30/09/2015	200.00
EF088045	15109	REPEAT PLASTICS (WA) PLASTIC PRODUCTS	30/09/2015	546.90
EF088046	15267	CHEMSEARCH AUSTRALIA CHEMICAL SUPPLIES	30/09/2015	5,925.94
EF088047	15393	GREENWAY ENTERPRISES HARDWARE SUPPLIES	30/09/2015	1,969.43
EF088048	15541	JANDAKOT NEWS NEWSPAPER SUPPLIERS	30/09/2015	213.40
EF088049	15678	A2Z PEST CONTROL PEST CONTROL	30/09/2015	14,701.20
EF088050	15786	AD ENGINEERING INTERNATIONAL PTY LTD SIGNS - ELECTRONIC	30/09/2015	132.00
EF088051	15914	T-QUIP MOWING EQUIPMENT	30/09/2015	2,544.80

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EF088052	16064	CMS ENGINEERING PTY LTD AIRCONDITIONING SERVICES	30/09/2015	34,786.14
EF088053	16108	ALTIFORM PTY LTD OUTDOOR FURNITURE	30/09/2015	2,967.80
EF088054	16175	PUBLIC LIBRARIES AUSTRALIA LTD MEMBERSHIP FEES	30/09/2015	762.00
EF088055	16291	WA PROFILING ROAD PROFILING SERVICES	30/09/2015	27,298.92
EF088056	16396	MAYDAY EARTHMOVING ROAD CONSTRUCTION MACHINE HIRE	30/09/2015	66,660.55
EF088057	16510	LLOYD GEORGE ACOUSTICS PTY LTD CONSULTANCY SERVICES - ACOUSTIC	30/09/2015	5,808.00
EF088058	16704	ACCIDENTAL FIRST AID SUPPLIES - PERTH SOUTH MEDICAL SUPPLIES	30/09/2015	556.42
EF088059	16894	TREBLEX INDUSTRIAL PTY LTD CHEMICALS - AUTOMOTIVE	30/09/2015	3,990.80
EF088060	16985	WA PREMIX CONCRETE SUPPLIES	30/09/2015	3,380.08
EF088061	16996	NEIGHBOURHOOD SECURITY SECURITY SERVICES	30/09/2015	160.00
EF088062	17097	VALUE TISSUE PAPER PRODUCTS	30/09/2015	531.52
EF088063	17178	THE CLEAN UP COMPANY WASTE DISPOSAL SERVICES	30/09/2015	2,088.90
EF088064	17346	ARBOR LOGIC TRAINING	30/09/2015	616.00
EF088065	17362	JOHN EARLEY TRAINING	30/09/2015	250.00
EF088066	17471	PIRTEK (FREMANTLE) PTY LTD HOSES & FITTINGS	30/09/2015	3,896.84
EF088067	17481	ADS AUTOMATION PTY LTD DOOR/GATE REPAIRS	30/09/2015	1,072.50
EF088068	17550	THE IRRIGATION ASSOCIATION OF AUSTRALIA SUBSCRIPTION	30/09/2015	740.00
EF088069	17798	WESTERN DIAGNOSTIC PATHOLOGY ANALYTICAL SERVICES	30/09/2015	1,146.82
EF088070	17887	RED SAND SUPPLIES PTY LTD MACHINERY HIRE	30/09/2015	2,807.20
EF088071	17942	MRS MAC'S FOOD SUPPLIES	30/09/2015	488.70
EF088072	18038	COCKBURN NETBALL CLUB REGISTRATION FEES	30/09/2015	400.00
EF088073	18122	SIGNMAN SIGNAGE	30/09/2015	50.60
EF088074	18126	DELL AUSTRALIA PTY LTD COMPUTER HARDWARE	30/09/2015	21,376.11
EF088075	18193	SAFEMASTER SAFETY PRODUCTS SAFETY SERVICES	30/09/2015	9,605.20

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EF088076	18203	NATSYNC ENVIRONMENTAL PEST CONTROL	30/09/2015	685.00
EF088077	18216	REGEN4 ENVIRONMENTAL SERVICES CONSULTANCY - ENVIRONMENTAL	30/09/2015	1,886.50
EF088078	18272	AUSTRACLEAR LIMITED INVESTMENT SERVICES	30/09/2015	107.21
EF088079	18303	BIBRA LAKE JUNIOR FOOTBALL CLUB REGISTRATION FEES	30/09/2015	3,100.00
EF088080	18508	JOHN TURNER BRICK LAYING SERVICES	30/09/2015	4,731.10
EF088081	18533	FRIENDS OF THE COMMUNITY INC. DONATION	30/09/2015	2,402.50
EF088082	18613	ECO-HIRE EQUIPMENT HIRE	30/09/2015	10,833.33
EF088083	18621	PLANNING INSTITUTE AUSTRALIA REGISTRATION	30/09/2015	540.00
EF088084	18695	MYAREE CRANE HIRE CRANE HIRE	30/09/2015	627.00
EF088085	18734	P & R EDWARDS ENTERTAINMENT SERVICES	30/09/2015	525.00
EF088086	18764	AFFIRMATIVE PAVING BRICK PAVING SERVICES	30/09/2015	462.00
EF088087	18799	DOWN TO EARTH TRAINING & ASSESSING TRAINING SERVICES	30/09/2015	2,703.00
EF088088	18962	SEALANES (1985) P/L CATERING SUPPLIES	30/09/2015	2,074.57
EF088089	19066	DVA FABRICATIONS LIBRARY SUPPLIES	30/09/2015	2,882.00
EF088090	19293	SPRAYLINE SPRAYING EQUIPMENT SPRAYING EQUIPMENT	30/09/2015	325.16
EF088091	19436	WHITCHURCH REFRIGERATION & AIRCONDITIONING AIR CONDITIONING SERVICES	30/09/2015	275.00
EF088092	19505	ADVANCED WINDOW SHUTTERS WINDOW SHUTTERS	30/09/2015	900.00
EF088093	19533	WOOLWORTHS LTD GROCERIES	30/09/2015	3,138.11
EF088094	19541	TURF CARE WA PTY LTD TURF SERVICES	30/09/2015	13,266.00
EF088095	19623	ERGOLINK OFFICE FURNITURE	30/09/2015	687.08
EF088096	19652	TMS SERVICES TAPPS MOBILE SECURITY SECURITY SERVICES	30/09/2015	44.86
EF088097	19657	BIGMATE MONITORING SERVICES PTY LTD COMPUTER HARDWARE/SOFTWARE	30/09/2015	1,648.44
EF088098	19673	WA INTERPRETERS PTY LTD TRANSLATION/INTERPRETING	30/09/2015	100.10
EF088099	19718	SIFTING SANDS CLEANING SERVICES - SAND	30/09/2015	18,366.96

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EF088100	19731	IPDAT COMMUNICATIONS CONSULTATION CONSULTANCY SERV. - COMMUNICATIONS	30/09/2015	704.00
EF088101	19747	ALLERDING & ASSOCIATES CPLANNING CONSULTANCY SERVICES	30/09/2015	2,112.00
EF088102	19847	PFD FOOD SERVICES PTY LTD CATERING SERVICES	30/09/2015	1,996.05
EF088103	19856	WESTERN TREE RECYCLERS SHREDDING SERVICES	30/09/2015	32,234.25
EF088104	19916	THE FUNK FACTORY KP ALLEN & JB MURPHY ENTERTAINMENT SERVICES	30/09/2015	880.00
EF088105	20000	AUST WEST AUTO ELECTRICAL P/L AUTO ELECTRICAL SERVICES	30/09/2015	19,708.95
EF088106	20146	DATA#3 LIMITED CONTRACT IT PERSONNEL & SOFTWARE	30/09/2015	2,588.79
EF088107	20215	POWERVAC CLEANING EQUIPMENT	30/09/2015	325.05
EF088108	20321	RIVERJET P/L EDUCTING-CLEANING SERVICES	30/09/2015	23,174.25
EF088109	20322	PLANTRITE PLANT SUPPLIES	30/09/2015	761.20
EF088110	20457	IAN PERCY NARRATIVE THERAPY	30/09/2015	187.00
EF088111	20549	A1 CARPET, TILE & GROUT CLEANING CLEANING SERVICES - TILES/CARPET	30/09/2015	4,653.00
EF088112	20556	DVG MOUNTWAY MELVILLE PURCHASE OF NEW VEHICLES	30/09/2015	25,513.80
EF088113	20693	RENTOKIL INITIAL PTY LTD PEST CONTROL SERVICES	30/09/2015	594.00
EF088114	20763	JECODA CONCRETE CONCRETE SUPPLY	30/09/2015	1,500.00
EF088115	20833	BOOMERS PLUMBING & GAS PLUMBING SERVICES	30/09/2015	299.75
EF088116	20882	BELL-VISTA FRUIT & VEGETABLE FRUIT & VEGETABLE	30/09/2015	1,224.45
EF088117	20934	GREENLINE AG P/L AGRICULTURAL EQUIPMENT	30/09/2015	402.33
EF088118	20943	EDWARD MARCUS CONSULTANCY SERVICES - HERITAGE	30/09/2015	1,230.35
EF088119	21005	BRAIN TEASERS OZ PTY LTD EDUCATIONAL PRODUCTS	30/09/2015	132.00
EF088120	21010	REDMAN SOLUTIONS PTY LTD COMPUTER SOFTWARE	30/09/2015	2,420.00
EF088121	21127	JOANNA AYCKBOURN INSTRUCTION - SINGING	30/09/2015	650.00
EF088122	21131	STATE WIDE TURF SERVICES TURF RENOVATION	30/09/2015	715.00
EF088123	21139	AUSTRAFFIC WA PTY LTD TRAFFIC SURVEYS	30/09/2015	7,700.00

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EF088124	21193	SPM CONSULTANTS PTY LTD CONSULTANCY SERVICES	30/09/2015	1,980.00
EF088125	21291	CHITTERING VALLEY WORM FARM ENVIRONMENTAL EDUCATION	30/09/2015	2,365.00
EF088126	21294	CAT HAVEN ANIMAL SERVICES	30/09/2015	928.00
EF088127	21363	TENDERLINK.COM PTY LTD COMPUTER SOFTWARE	30/09/2015	550.00
EF088128	21364	OFFICINO OFFICE FURNITURE OFFICE FURNITURE	30/09/2015	731.50
EF088129	21371	LD TOTAL SANPOINT PTY LTD LANDSCAPING WORKS/SERVICES	30/09/2015	134,626.36
EF088130	21527	TOUCHWOOD NURSERY PLANT SUPPLIES	30/09/2015	9,442.29
EF088131	21529	BRAND SUCCESS PROMOTIONAL PRODUCTS	30/09/2015	611.88
EF088132	21627	MANHEIM PTY LTD IMPOUNDED VEHICLES	30/09/2015	10,437.08
EF088133	21665	MMJ REAL ESTATE (WA) PTY LTD PROPERTY MANAGEMENT SERVICES	30/09/2015	11,241.84
EF088134	21697	ICT EXPRESS PTY LTD CONSULTANCY SERVICES - IT	30/09/2015	6,055.50
EF088135	21791	THE LEISURE INSTITUTE OF WA (AQUATICS) INC PROFESSIONAL ORGANISATION	30/09/2015	120.00
EF088136	21794	PRACSYS MANAGEMENT SYSTEMS MARKET RESEARCH SERVICES	30/09/2015	5,500.00
EF088137	21796	GREEN LEAF GARDENS LANDSCAPING SERVICES	30/09/2015	7,100.00
EF088138	21879	SPOTLESS SERVICES AUSTRALIA LTD (CLEANIN CLEANING SERVICES	30/09/2015	56,364.23
EF088139	21946	RYAN'S QUALITY MEATS MEAT SUPPLIES	30/09/2015	1,321.72
EF088140	21988	O'BRIEN HARROP ACCESS PTY LTD CONSULTANCY SERVICES - DISABILITY	30/09/2015	2,574.00
EF088141	21990	MEDIBANK HEALTH SOLUTIONS PTY LTD MEDICAL SERVICES	30/09/2015	1,804.93
EF088142	22012	ELEGANT GLOVES EVENTS AND SERVICES CATERING SERVICES	30/09/2015	2,583.00
EF088143	22119	BINDI BINDI DREAMING MARISSA VERMA CONSULT - ABORIGINAL EDUCATION/ENT	30/09/2015	600.00
EF088144	22197	LOCAL GOVT MANAGERS AUSTRALIA - VICTORI TRAINING SERVICES	30/09/2015	1,500.00
EF088145	22242	ASPHALT SURFACES PTY LTD ASPHALTING SERVICES	30/09/2015	8,636.57
EF088146	22332	MACQUARIE EQUIPMENT RENTALS PTY LTD LEASE RENTAL	30/09/2015	1,615.13
EF088147	22349	FREMANTLE TRAIL TRAILERS - BOAT AND BOX	30/09/2015	15,968.87

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EF088148	22388	CARRINGTON'S TRAFFIC SERVICES TRAFFIC MANAGEMENT SERVICES	30/09/2015	3,416.88
EF088149	22404	CLEVERPATCH PTY LTD ARTS/CRAFT SUPPLIES	30/09/2015	665.06
EF088150	22448	CAKES WEST PTY LTD CATERING	30/09/2015	116.42
EF088151	22553	BROWNES FOOD OPERATIONS CATERING SUPPLIES	30/09/2015	1,670.83
EF088152	22569	SONIC HEALTH PLUS PTY LTD MEDICAL SERVICES	30/09/2015	2,486.00
EF088153	22613	VICKI ROYANS ARTISTIC SERVICES	30/09/2015	400.00
EF088154	22624	AUSSIE EARTHWORKS PTY LTD EARTHWORKS	30/09/2015	104,649.36
EF088155	22653	PCYC FREMANTLE SPONSORSHIP	30/09/2015	1,874.79
EF088156	22681	ABBEY BLINDS PTY LTD BLINDS	30/09/2015	2,863.30
EF088157	22682	BEAVER TREE SERVICES PTY LTD TREE PRUNING SERVICES	30/09/2015	46,017.13
EF088158	22805	COVS PARTS PTY LTD MOTOR PARTS	30/09/2015	1,350.04
EF088159	22806	PUMA ENERGY (AUSTRALIA) FUELS PTY LTD FUEL SUPPLIES	30/09/2015	86,759.21
EF088160	22854	LGISWA INSURANCE PREMIUMS	30/09/2015	34,324.13
EF088161	22859	TOP OF THE LADDER GUTTER CLEANING GUTTER CLEANING SERVICES	30/09/2015	1,361.61
EF088162	22903	UNIQUE INTERNATIONAL RECOVERIES LLC DEBT COLLECTORS	30/09/2015	486.40
EF088163	22913	AUSTRALIAN OFFICE LEADING BRANDS.COM.AU ENVELOPES	30/09/2015	611.16
EF088164	22914	LADY LATTE CATERING SERVICES	30/09/2015	160.00
EF088165	22967	BLUECHIP TIMING PTY LTD COMPUTER SOFTWARE	30/09/2015	8,668.66
EF088166	23213	SPOTLESS FACILITY SERVICES PTY LTD (LAUNDRY) LAUNDRY SERVICES	30/09/2015	481.28
EF088167	23215	MELVILLE MAZDA PURCHASE OF NEW VEHICLES	30/09/2015	32,137.10
EF088168	23253	KOTT GUNNING LEGAL SERVICES	30/09/2015	11,516.13
EF088169	23302	BUILDING SERVICE BUILDING SERVICES LEVIES	30/09/2015	131,661.30
EF088170	23309	FUN IN TRAINING AUSTRALIA PTY LTD FITNESS CLASSES-INSTRUCTIONS	30/09/2015	1,881.00
EF088171	23348	ZUMBA WITH HONEY FITNESS CLASSES	30/09/2015	1,584.00

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EF088172	23351	COCKBURN INTEGRATED HEALTH LEASING FEES	30/09/2015	886.69
EF088173	23379	CAMBRON PTY LTD SOFTWARE	30/09/2015	123.20
EF088174	23453	THECOMPUTERSCHOOL.NET ELECTRONIC DATABASES/RESOURCES	30/09/2015	1,287.00
EF088175	23457	TOTALLY WORK WEAR FREMANTLE CLOTHING - UNIFORMS	30/09/2015	1,502.11
EF088176	23570	A PROUD LANDMARK PTY LTD LANDSCAPE CONTRUCTION SERVICES	30/09/2015	35,158.32
EF088177	23579	DAIMLER TRUCKS PERTH PURCHASE OF NEW TRUCK	30/09/2015	163.69
EF088178	23670	LIEBHERR AUSTRALIA PTY LTD SPARE PARTS	30/09/2015	690.80
EF088179	23685	ASTRO SYNTHETIC TURF PTY LTD SITE INSPECTIONS	30/09/2015	1,430.00
EF088180	23696	JULIE REIDY DRAFTING SERVICES	30/09/2015	8,800.00
EF088181	23844	IDEAL SYSTEMS (WA) PTY LTD LIFTING EQUIPMENT	30/09/2015	620.40
EF088182	23849	JCB CONSTRUCTION EQUIPMENT AUSTRALIA PLANT/MACHINERY	30/09/2015	11,011.00
EF088183	23858	SPECIALISED SECURITY SHREDDING DOCUMENT DESTRUCTION SERVICES	30/09/2015	30.36
EF088184	23968	BLACK COCKATOO PRESERVATION SOC OF AUS ENVIRONMENTAL SERVICES	30/09/2015	319.00
EF088185	23971	FIND WISE LOCATION SERVICES LOCATING SERVICES - UNDERGROUND	30/09/2015	3,057.45
EF088186	23985	WINNACOTT KATS JUNIOR FOOTBALL CLUB INC REGISTRATION FEES-KIDSPORT	30/09/2015	200.00
EF088187	24131	GLASSRENU WA GLASS CLEANING	30/09/2015	8,800.00
EF088188	24156	MASTEC AUSTRALIA PTY LTD PURCHASE OF NEW BINS	30/09/2015	86,143.75
EF088189	24183	WELLARD GLASS GLASS REPAIR SERVICES	30/09/2015	2,824.25
EF088190	24186	ELAN ENERGY MANAGEMENT PTY LTD RECYCLING SERVICES - TYRES	30/09/2015	1,712.54
EF088191	24195	PAYNE'S WINDOW CLEANING AND SERVICES WINDOW CLEANING SERVICES	30/09/2015	6,156.94
EF088192	24506	AMARANTI'S PERSONAL TRAINING PERSONAL TRAINING SERVICES	30/09/2015	150.00
EF088193	24524	CALO HEALTH HEARTMOVE CLASSES	30/09/2015	2,860.00
EF088194	24595	CONTEMPORARY IMAGE PHOTOGRAPHY PTY LT PHOTOGRAPHY SERVICES	30/09/2015	1,375.00
EF088195	24599	POOLWERX SPEARWOOD ANALYTICAL SERVICES	30/09/2015	1,691.95

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EF088196	24655	AUTOMASTERS SPEARWOOD VEHICLE SERVICING	30/09/2015	5,976.00
EF088197	24734	MYRIAD IMAGES PHOTOGRAPHY SERVICES	30/09/2015	250.00
EF088198	24736	ZENIEN CCTV CAMERA LICENCES	30/09/2015	2,684.71
EF088199	24748	PEARMANS ELECTRICAL & MECHANICAL SERVI ELECTRICAL SERVICES	30/09/2015	25,637.25
EF088200	24805	KAREN WOOLHEAD DANCING CLASSES	30/09/2015	1,120.00
EF088201	24886	A NATURAL SELF ENTERTAINMENT SUPPLIES	30/09/2015	192.00
EF088202	24945	NS PROJECTS PTY LTD PROJECT MANAGEMENT SERVICES	30/09/2015	32,345.28
EF088203	24946	WT PARTNERSHIP QUANTITY SURVEYING SERVICES	30/09/2015	4,950.00
EF088204	24949	BITUMEN SURFACING BITUMEN SUPPLIES	30/09/2015	7,084.00
EF088205	24974	SCOTT PRINT PRINTING SERVICES	30/09/2015	3,879.70
EF088206	24976	SNAP PRINTING - COCKBURN CENTRAL PRINTING SERVICES	30/09/2015	578.00
EF088207	25060	DFP RECRUTIMENT SERVICES EMPLOYMENT SERVICES	30/09/2015	14,324.77
EF088208	25102	FREMANTLE MOBILE WELDING WELDING SERVICES	30/09/2015	8,654.90
EF088209	25115	FIIG INVESTMENT MANAGEMENT SERVICES	30/09/2015	2,750.00
EF088210	25121	IMAGESOURCE DIGITAL SOLUTIONS BILLBOARDS	30/09/2015	35,785.09
EF088211	25158	MPIRE SECURITY SECURITY SERVICES	30/09/2015	5,615.61
EF088212	25192	CANNING COSMOS REGISTRATION FEES	30/09/2015	200.00
EF088213	25262	SANDOVER PINDER ARCHITECTS ARCHITECTURAL SERVICES	30/09/2015	74,600.57
EF088214	25263	SYSTEM MAINTENANCE SEWERAGE PUMP MAINTENANCE	30/09/2015	600.05
EF088215	25264	ACURIX NETWORKS PTY LTD WIFI ACCESS SERVICE	30/09/2015	1,940.40
EF088216	25395	HART TO HART AUSTRALIA PTY LTD PRINTING SERVICES	30/09/2015	715.00
EF088217	25415	JANDAKOT STOCK & PET SUPPLIES PET SUPPLIES	30/09/2015	349.65
EF088218	25418	CS LEGAL LEGAL SERVICES	30/09/2015	641.86
EF088219	25540	JOHN MASSEY GROUP PTY LTD BUILDING SURVEYING SERVICES	30/09/2015	1,485.00

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EF088220	25586	ENVIROVAP PTY LTD HIRE OF LEACHATE UNITS	30/09/2015	5,197.50
EF088221	25644	DYMOCKS GARDEN CITY PURCHASE OF BOOKS	30/09/2015	3,698.93
EF088222	25657	LOCK JOINT AUSTRALIA LOCKSMITH SERVICES	30/09/2015	935.00
EF088223	25713	DISCUS ON DEMAND PRINTING SERVICES	30/09/2015	1,531.59
EF088224	25731	WHEELIE CLEAN CLEANING SERVICES	30/09/2015	189.75
EF088225	25733	MIRACLE RECREATION EQUIPMENT PLAYGROUND INSTALLATION / REPAIRS	30/09/2015	52,046.50
EF088226	25832	EXTERIA ENGINEERING & DESIGN SERVICES	30/09/2015	15,041.40
EF088227	25875	COOGEE PLUMBING SERVICES PLUMBING SERVICES	30/09/2015	31,599.53
EF088228	25940	LEAF BEAN MACHINE COFFEE BEAN SUPPLY	30/09/2015	1,200.00
EF088229	25962	ALL LINES LINEMARKING SERVICES	30/09/2015	5,280.00
EF088230	26020	GRANT ELEVATORS LIFT MAINTENANCE	30/09/2015	858.00
EF088231	26046	KNOWLEDGE ONLINE SURVEY SERVICES	30/09/2015	7,260.00
EF088232	26066	COCKBURN CAVALIERS JUNIOR CRICKET CLUB JUNIOR CRICKET CLUB	30/09/2015	165.00
EF088233	26090	FREMANTLE MILK DISTRIBUTORS MILK DISTRIBUTORS	30/09/2015	234.85
EF088234	26114	GRACE RECORDS MANAGEMENT RECORDS MANAGEMENT SERVICES	30/09/2015	852.63
EF088235	26171	KIMBERLEY MICKLE PRESENTATION SERVICES	30/09/2015	1,000.00
EF088236	26173	SOUTHSIDE PLUMBING PLUMBING SERVICES	30/09/2015	8,406.99
EF088237	26188	ROCKWELL OLIVIER (PERTH) PTY LTD LEGAL FEES	30/09/2015	4,137.54
EF088238	26189	J. P. BENNETT PTY LTD CONSULTANCY SERVICES	30/09/2015	4,400.00
EF088239	26211	AMCOM PTY LTD INTERNET/DATA SERVICES	30/09/2015	6,510.00
EF088240	26253	CREATE IT TIME LAPSE CAMERA	30/09/2015	913.00
EF088241	26257	PAPERBARK TECHNOLOGIES ARBORICULTURAL CONSULTANCY SERV.	30/09/2015	2,577.50
EF088242	26260	TES ELECTRICAL ELECTRICAL SERVICES	30/09/2015	1,802.90
EF088243	26303	GECKO CONTRACTING TURF & LANDSCAPE MA TURF & LANDSCAPE MAINTENANCE	30/09/2015	34,724.80

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EF088244	26314	CPE GROUP TEMPORARY EMPLOYMENT SERVICES	30/09/2015	1,978.40
EF088245	26323	AT THE KITCHEN CATERING SERVICES	30/09/2015	710.00
EF088246	26330	KENNARDS HIRE - BIBRA LAKE EQUIPMENT HIRE	30/09/2015	2,989.73
EF088247	26359	WILSON SECURITY SECURITY SERVICES	30/09/2015	186,331.84
EF088248	26386	AIRMASTER AUSTRALIA PTY LTD AIRCONDITIONING MAINTENANCE SERV.	30/09/2015	2,892.12
EF088249	26399	PAPERSCOUT GRAPHIC DESIGN SERVICES	30/09/2015	2,601.50
EF088250	26403	CHES POWER GROUP ENGNG SOLUTIONS/BACKUP GENERATO	30/09/2015	320.83
EF088251	26418	INTEGRANET TECHNOLOGY GROUP PTY LTD ICT CONSULTANCY SERVICES	30/09/2015	40,565.25
EF088252	26419	CORPORATE SCORECARD PTY LTD CREDIT REFERENCE CHECKS	30/09/2015	2,362.80
EF088253	26424	JITTERBUGS SYNCHRO ICE SKATING CLUB INC KIDSPORT REGISTRATION FEES	30/09/2015	200.00
EF088254	26442	BULLANT SECURITY PTY LTD LOCKSMITH & SECRUITY SERVICES	30/09/2015	4,350.63
EF088255	26461	777 MAINTENANCE PTY LTD MAINTENANCE SERVICES	30/09/2015	4,680.00
EF088256	26470	SCP CONSERVATION AND LAND MANAGEMENT FENCING SERVICES	30/09/2015	7,680.00
EF088257	26477	UTILITY MANAGEMENT SOLUTIONS PTY LTD PLUMBING SERVICES	30/09/2015	350.00
EF088258	26479	ACTION ASBESTOS REMOVALS ASBESTOS REMOVAL SERVICES	30/09/2015	3,575.00
EF088259	26480	MATTRESS REMOVAL WA MATRESS REMOVAL SERVICES	30/09/2015	10,235.50
EF088260	26486	BIBRA LAKE FABRICATORS PTY LTD FABRICATION SERVICES	30/09/2015	6,952.00
EF088261	26502	TERRESTRIAL ECOSYSTEMS ANIMAL HANDLING SERVICES	30/09/2015	500.00
EF088262	26513	CLAREMONT FINANCE CORPORATION (AUSTRALIA) FINANCIAL SERVICES - XCELLERATE LEASE	30/09/2015	12,221.06
EF088263	26516	ULTIMATE LIMESTONE CONSTRUCTION SERVICES	30/09/2015	95,513.00
EF088264	26525	ENVIRO CONTRACTING PTY LTD BUILDING MAINTENANCE SERVICES	30/09/2015	16,929.16
EF088265	26534	7TH HEAVEN ENTERTAINMENT PERFORMANCE - SENIORS DINNER DANCE	30/09/2015	1,000.00
EF088266	26536	SKYLINE LANDSCAPE SERVICES (WA) LANDSCAPING SERVICES	30/09/2015	53,755.18
EF088267	26542	ALTITUDE IMAGING PTY LTD VIDEO PRODUCTION SERVICES	30/09/2015	1,870.00

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EF088268	26544	DIVERSIFIED FIRE SERVICES BUSHFIRE SPRINKLER SYSTEMS	30/09/2015	319.00
EF088269	26561	MOSS AND FERN FLORIST	30/09/2015	145.00
EF088270	26562	ACTIVE GYMNASTICS GYMNASTICS - KIDSPORT REGISTRATIONS	30/09/2015	1,000.00
EF088271	26568	UNITED DIAMOND TOOLS DIAMOND CUTTING TOOLS	30/09/2015	1,910.00
EF088272	26574	EVA BELLYDANCE ENTERTAINMENT - BELLY DANCING	30/09/2015	300.00
EF088273	26576	WIZARD TRAINING SOLUTIONS TRAINING SERVICES	30/09/2015	3,300.00
EF088274	26580	ONYX FIT PTY LTD PERSONAL TRAINING, MUAY THIA, BOXING	30/09/2015	2,000.00
EF088275	26586	WA TEMPORARY FENCING SUPPLIES FENCING - TEMPORARY	30/09/2015	495.00
EF088276	26588	SOURCE SEPARATION SYSTEMS P/L PROVIDING WASTE AND RECYCLING BINS	30/09/2015	1,556.62
EF088277	26595	STATE 28 INTERIORS INTERIOR DESIGN	30/09/2015	6,336.00
EF088278	26596	QUANTUM BUILDING SERVICES BUILDING MAINTENANCE	30/09/2015	2,992.00
EF088279	26603	3E CONSULTING ENGINEERS PTY LTD ELECTRICAL CONSULTING SERVICES	30/09/2015	10,230.00
EF088280	26604	SERLING CONSULTING (AUSTRALIA) PTY LTD CIVIL ENGINEERING CONSULTANCY	30/09/2015	19,580.00
EF088281	26607	ARMADALE SOCCER CLUB (INCORPORATED) COMMUNITY SPORTING CLUB	30/09/2015	200.00
EF088282	26609	BASICS APPROVAL SERVICES BUILDING SURVEYING	30/09/2015	605.00
EF088283	26610	TRACC CIVIL PTY LTD CIVIL CONSTRUCTION	30/09/2015	62,710.23
EF088284	26611	PETE'S CONCRETE CONSTRUCTION CONCRETE SERVICES	30/09/2015	4,620.00
EF088285	26613	AVE BIN AND BBQ CLEANING PTY LTD CLEANAING SERVICES (BBQ - BINS)	30/09/2015	3,225.00
EF088286	26614	MARKETFORCE PTY LTD ADVERTISING	30/09/2015	430.14
EF088287	26617	VERGOLA WA PERGOLA - ELECTRICAL OPENING & CLOSING	30/09/2015	495.00
EF088288	26619	SPEARWOOD NEWS DELIVERY NEWSPAPER DELIVERY	30/09/2015	626.74
EF088289	26620	GRA EVERINGHAM PTY LTD CONSULTING/ADVISORY	30/09/2015	16,500.00
EF088290	26623	TELFORD INDUSTRIES CHEMICALS - POOL	30/09/2015	502.70
EF088291	26626	SENVERSA PTY LTD ENVIRONMENTAL AUDITING	30/09/2015	1,540.00

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EF088292	26635	THE BRITSTOP ROAD REPAIR PRODUCTS	30/09/2015	5,552.80
EF088293	26636	MOVE CONSULTANTS TAFFIC CONSULTANT	30/09/2015	550.00
EF088294	11867	KEVIN JOHN ALLEN MONTHLY COUNCILLOR ALLOWANCE	30/09/2015	2,575.00
EF088295	12740	MAYOR LOGAN HOWLETT MONTHLY COUNCILLOR ALLOWANCE	30/09/2015	11,158.33
EF088296	19059	CAROL REEVE-FOWKES MONTHLY COUNCILLOR ALLOWANCE	30/09/2015	4,398.96
EF088297	20634	LEE-ANNE SMITH MONTHLY COUNCILLOR ALLOWANCE	30/09/2015	2,575.00
EF088298	21185	BART HOUWEN MONTHLY COUNCILLOR ALLOWANCE	30/09/2015	2,575.00
EF088299	23338	STEVE PORTELLI CLR ALLOW./MILEAGE CLAIM JULY-AUG '15	30/09/2015	3,143.52
EF088300	23339	STEPHEN PRATT ALLOW./REIMBUR. SISTER CITY CASH ADV	30/09/2015	2,056.94
EF088301	23340	SHAHYAZ MUBARAKAI MONTHLY COUNCILLOR ALLOWANCE	30/09/2015	2,575.00
EF088302	25352	LYNDSEY WETTON MONTHLY COUNCILLOR ALLOWANCE	30/09/2015	2,575.00
EF088303	25353	PHILIP EVA ALLOWANCE / REIMBURSEMENT SISTER CITY CASH ADV	30/09/2015	2,284.54
EF088304	99997	FLORENCE WARD GRANTS, DONATIONS & REFUNDS	30/09/2015	150.00
EF088305	99997	CRYSTAL KNIBBS JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088306	99997	ASHLEIGH SANTICH JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088307	99997	LETICIA MCKENNA JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088308	99997	MITCHELL CHASE JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088309	99997	COREY REYNOLDS JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088310	99997	RAFAEL CIPRIANO JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088311	99997	JAMIE LUFF JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088312	99997	LUKE STRNADICA JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088313	99997	BEN DREW JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088314	99997	ZAC HICKEY JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00

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EF088315	99997	OLIVER PURSER JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088316	99997	MEGAN BERGAMASCHI JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088317	99997	TANE WAIKARI-GRAHAM JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088318	99997	JOEL BERRY JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088319	99997	MARNIE MCKENNA JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088320	99997	ALEZZANDRO DE A BASTO JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088321	99997	NOTORIOUS BRIL JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088322	99997	NICHOLLAS MONTERO JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088323	99997	JACK COLLINS JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088324	99997	FINN DUNCAN JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088325	99997	ARON BOYLE-ELLIS JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088326	99997	APRYL RICHARDS JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088327	99997	BRYANNA RAMOS JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088328	99997	SAMANTHA MOIR JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088329	99997	HANA LOWRY JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088330	99997	KEEGAN GRANT JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088331	99997	BRIANNA CURRAN-TURNER JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088332	99997	KATE WALLINGTON JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088333	99997	TREY PENI JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088334	99997	TYLER MCMILES JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088335	99997	BRODIE BURNS JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088336	99997	NICHOLAS HARDWICK JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088337	99997	ETHAN RAINE JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088338	99997	EMERSON TAYLOR JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00

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EF088339	99997	CALVIN KAMARA JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088340	99997	MADISON COPELAND JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088341	99997	REECE LUKOWIAK JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088342	99997	ANTHONY TINI JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088343	99997	DALLYS TINI JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088344	99997	TOM ATKINSON JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088345	99997	J MURRAY JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088346	99997	BROOKE MALONE JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088347	99997	BRANDON WILMAN JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088348	99997	SASKIA ZAPPIA JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088349	99997	JAMAL YUSOF JUNIOR TRAVEL ASSISTANCE	30/09/2015	400.00
EF088350	99997	SPEARWOOD DALMATINAC CLUB INC GRANTS, DONATIONS & REFUNDS	30/09/2015	11,307.90
EF088351	99997	COCKBURN WETLANDS EDUCATION CENTRE GRANTS, DONATIONS & REFUNDS	30/09/2015	48,357.05
EF088352	99997	NATIVE ARC GRANTS, DONATIONS & REFUNDS	30/09/2015	48,357.05
EF088353	99997	BEELIAR PRIMARY SCHOOL SCHOOL GRADUATION AWARDS	30/09/2015	100.00
EF088354	99997	SOUTH LAKE PRIMARY SCHOOL GRADUATION AWARDS	30/09/2015	100.00
EF088355	99997	ATWELL PRIMARY SCHOOL SCHOOL GRADUATION AWARDS	30/09/2015	50.00
EF088356	99997	KERRY STREET SCHOOL SCHOOL GRADUATION AWARDS	30/09/2015	100.00
EF088357	99997	SPEARWOOD PRIMARY SCHOOL SCHOOL GRADUATION AWARDS	30/09/2015	100.00
EF088358	99997	HARMONY PRIMARY SCHOOL SCHOOL GRADUATION AWARDS	30/09/2015	100.00
EF088359	99997	HAMILTON SENIOR HIGH SCHOOL SCHOOL GRADUATION AWARDS	30/09/2015	200.00
EF088360	99997	SUCCESS PRIMARY SCHOOL SCHOOL GRADUATION AWARDS	30/09/2015	100.00
EF088361	99997	YANGEBUP PRIMARY SCHOOL SCHOOL GRADUATION AWARDS	30/09/2015	100.00
EF088362	99997	SOUTHWELL PRIMARY SCHOOL SCHOOL GRADUATION AWARDS	30/09/2015	100.00

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EF088363	99997	COOGEE PRIMARY SCHOOL SCHOOL GRADUATION AWARDS	30/09/2015	50.00
EF088364	99997	COOLBELLUP PRIMARY SCHOOL SCHOOL GRADUATION AWARDS	30/09/2015	100.00
EF088365	99997	KYLIE FULLER DONATION	30/09/2015	200.00
EF088366	99997	HARMONY PRIMARY SCHOOL REIMBURSEMENT OF SAND COSTS	30/09/2015	362.70
EF088367	99997	ATWELL PRIMARY SCHOOL REIMBURSEMENT OF SAND COSTS	30/09/2015	389.09
EF088368	99997	COOGEE PRIMARY SCHOOL REIMBURSEMENT OF SAND COSTS	30/09/2015	154.00
EF088369	99997	NEWTON PRIMARY SCHOOL REIMBURSEMENT OF SAND COSTS	30/09/2015	218.18
EF088370	99997	BIBRA LAKE RESIDENTS ASSOCIATION DONATION	30/09/2015	106.70
EF088371	99997	BIBRA LAKE RESIDENTS ASSOCIATION REIMBURSEMENT OF EXPENSES	30/09/2015	617.50
EF088372	99997	ROCHELLE RODGERS FUN RUN WINNER	30/09/2015	300.00
EF088373	99997	TARINAH NAZAROFF FUN RUN WINNER	30/09/2015	200.00
EF088374	99997	SANDRA VOESENEK FUN RUN WINNER	30/09/2015	100.00
EF088375	99997	SCOTT TAMBLIN FUN RUN WINNER	30/09/2015	300.00
EF088376	99997	KURT WESLEY FUN RUN WINNER	30/09/2015	200.00
EF088377	99997	JOSHUA CHUGG FUN RUN WINNER	30/09/2015	100.00
EF088378	99997	KATIE MCGOWN FUN RUN WINNER	30/09/2015	150.00
EF088379	99997	ANN ANDERSON FUN RUN WINNER	30/09/2015	100.00
EF088380	99997	CARMEL LEON FUN RUN WINNER	30/09/2015	50.00
EF088381	99997	MASATOSHI TAKEDA FUN RUN WINNER	30/09/2015	150.00
EF088382	99997	RODNEY MARTIN FUN RUN WINNER	30/09/2015	100.00
EF088383	99997	WILLIAM SWALLING FUN RUN WINNER	30/09/2015	50.00
EF088384	99997	REBECCA DUNSTAN ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088385	99997	LINDA M DEMARCO ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088386	99997	MAGDALENA CZANOWICKA ANIMAL REGISTRATION REFUND	30/09/2015	50.00

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EF088387	99997	LUCY BEECHMORE ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088388	99997	SERENA GAMBLE ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088389	99997	LEANNE S HOLLIS ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088390	99997	JESSIE & JOSE GONCALVES ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088391	99997	JESSVEEN KAUR ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088392	99997	JESSVEEN KAUR ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088393	99997	M L WOOD ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088394	99997	ALFRED ZAMMIT ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088395	99997	MARK GAZIA ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088396	99997	EIGIL HANSEN ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088397	99997	A J PARKES ANIMAL REGISTRATION REFUND	30/09/2015	50.00
EF088398	99997	DEBLINA SEN CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088399	99997	REBEKAH HUGHES CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088400	99997	DAMIAN & LEANNE MCCOY CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088401	99997	ADAM JAMBANIS & SARA LOUISE ANZA CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088402	99997	ROSLYNE M MAHER CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088403	99997	LENNON C CORREIA CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088404	99997	ASHMY PTY LTD CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088405	99997	SHANE MICHAEL REILLY CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088406	99997	PC & K CRESEY CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088407	99997	AH LEK TONG CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088408	99997	DEREK SMITH & PETA PARKS CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088409	99997	VENKATA KONDEPATI CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088410	99997	OLIVER ZANDER CROSSOVER CONTRIBUTION	30/09/2015	300.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF088411	99997	RB CJ TACKEN CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088412	99997	MAN HO LO CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088413	99997	ATRI ACHARYA CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088414	99997	JACKSON HALL BATTLE OF THE BANDS WINNER	30/09/2015	250.00
EF088415	99997	JASON HOGGAN EXPENSES REIMBURSEMENT	30/09/2015	160.00
EF088416	99997	SARAH MCELWEE LANDOWNER BIODIVERSITY GRANT	30/09/2015	3,000.00
EF088417	99997	VENKATA KONDEPATI CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088418	99997	TOM DE'CEGLIE CROSSOVER CONTRIBUTION	30/09/2015	300.00
EF088419	99996	JOHN KIRKLAND PROPERTY EFT REFUNDS	30/09/2015	205.53
EF088420	99996	DIANA M HOUSE PROPERTY EFT REFUNDS	30/09/2015	296.54
EF088421	99996	ALISON O'MEARA PROPERTY EFT REFUNDS	30/09/2015	389.40
EF088422	99996	C & S M GUIDOTTI PROPERTY EFT REFUNDS	30/09/2015	87.36
EF088423	99996	ANNETTE PICHLER PROPERTY EFT REFUNDS	30/09/2015	212.49
EF088424	99996	LJ HOOKER PROPERTY EFT REFUNDS	30/09/2015	375.48
EF088425	99996	ST JOHN AMBULANCE AUSTRALIA PROPERTY EFT REFUNDS	30/09/2015	4,695.75
EF088426	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	30/09/2015	58,802.44
EF088427	12025	TELSTRA CORPORATION COMMUNICATIONS SERVICES	30/09/2015	21,524.78
EF088428	17555	ALLEASING PTY LTD LEASE REPAYMENTS	30/09/2015	61,430.68
EF088429	25823	ENIGIN WESTERN AUSTRALIA ELECTRICITY USAGE/SUPPLIES	30/09/2015	12,387.43
026390	10747	IINET LIMITED INTERNET SERVICES	2/09/2015	769.69
026391	14598	ALF REBOLA THE GOOD GUYS ELECTRICAL GOODS	2/09/2015	193.00
026392	17343	RAC BUSINESSWISE MEMBERSHIP SUBSCRIPTION	2/09/2015	81.65
026393	18259	DAYNITE TOWING TOWING SERVICES	2/09/2015	280.50
026394	13932	ARMAGUARD BANKING SERVICES	3/09/2015	1,437.65

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
026395	13932	ARMAGUARD BANKING SERVICES	9/09/2015	1,261.30
026396	13932	ARMAGUARD BANKING SERVICES	9/09/2015	1,261.30
026397	10589	FINES ENFORCEMENT REGISTRY FINES ENFORCEMENT FEES	14/09/2015	3,120.00
026398	13932	ARMAGUARD BANKING SERVICES	17/09/2015	3,137.95
026399	10589	FINES ENFORCEMENT REGISTRY FINES ENFORCEMENT FEES	17/09/2015	3,120.00
026400	10747	IINET LIMITED INTERNET SERVICES	17/09/2015	769.69
026401	14598	ALF REBOLA THE GOOD GUYS ELECTRICAL GOODS	17/09/2015	193.00
026402	17343	RAC BUSINESSWISE MEMBERSHIP SUBSCRIPTION	17/09/2015	81.65
026403	99999	JOSEPH D HILL BUILDING REFUND	16/09/2015	92.00
026404	99999	JENNIFER L FOOTE HALL BOND REFUND	16/09/2015	150.00
026405	99999	GOLD ESTATES HOLDING OF AUSTRALIA PTY L BOND REFUND	16/09/2015	18,845.00
026406	99999	CARMELA HARTNETT HALL BOND REFUND	16/09/2015	150.00
026407	99999	LANDCORP BOND REFUND	16/09/2015	9,366.72
026408	99999	GOJKO ERGIC PLANNING REFUND	16/09/2015	147.00
026409	99999	E & G DEVELOPMENTS BOND REFUND	16/09/2015	5,185.00
026410	99999	GIOVANNI VALENTE PLANNING REFUND	16/09/2015	295.00
026411	99999	BYRON LAST PLANNING REFUND	16/09/2015	736.00
026412	99999	ZENIEN BOND REFUND	16/09/2015	3,502.00
026413	99999	LAKE SIDE VILLAGE SOCIAL CLUB BOND REFUND	16/09/2015	200.00
026414	99999	TODE ERGIC BOND REFUND	16/09/2015	4,000.58
026415	13932	ARMAGUARD BANKING SERVICES	25/09/2015	1,694.55
026416	13932	ARMAGUARD BANKING SERVICES	30/09/2015	1,483.75
026417	10747	IINET LIMITED INTERNET SERVICES	30/09/2015	769.84
026418	14598	ALF REBOLA THE GOOD GUYS ELECTRICAL GOODS	30/09/2015	3,454.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
026419	18259	DAYNITE TOWING TOWING SERVICES	30/09/2015	242.00
026420	22175	OPTUS BILLING SERVICES PTY LTD SINGTEL OF COMMUNICATION SERVICES	30/09/2015	231.00
026421	20679	OFFICE OF STATE REVENUE RATES REFUND	25/09/2015	464.25
026422	26456	HOUSING AUTHORITY RATES REFUND	25/09/2015	37,494.07
026423	10047	ALINTA ENERGY GAS SUPPLIES	30/09/2015	4,161.25
026424	11758	WATER CORP WATER USAGE SUPPLIES ADD RETENTION HELD NIL LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS	30/09/2015	31,914.06
026390	10747	IINET LIMITED	17/09/2015 -	769.69
026391	14598	ALF REBOLA THE GOOD GUYS	17/09/2015 -	193.00
026392	17343	RAC BUSINESSWISE	17/09/2015 -	81.65
026395	13932	ARMAGUARD	9/09/2015 -	1,261.30
026397	10589	FINES ENFORCEMENT REGISTRY	17/09/2015 -	3,120.00
EF084504	26171	KIMBERLEY MICKLE	24/09/2015 -	1,000.00
EF087519	18598	TOX FREE SOLUTIONS	14/09/2015 -	698.78
EF087717	26600	TIMMOTHY KELLY	14/09/2015 -	400.00
EF087757	99997	DAVID PIGRAM	14/09/2015 -	500.00
PAYMENT LIST TOTAL				17,057,910.52
TOTAL AS PER AP SOURCE 16GLACT9991000				17,057,910.52
TOTAL AS PER TR SOURCE 16GLACT9991000				17,057,910.52
ADDITIONAL DIRECT PAYMENTS				
BANK FEES				
MERCHANT FEES COC				42,059.51
MERCHANT FEES SLLC				3,461.89
MERCHANT FEES VARIOUS OUT CENTRES				146.80
NATIONAL BPAY CHARGE				2,778.51
RTGS/ACLR FEE				34.50
NAB TRANSACT FEE				-
MERCHANDISE / OTHER FEES				-
				48,481.21
FAMILY DAY CARE AND IN HOME CARE PAYMENTS				
FDC PAYMENTS				58,621.89
IHC PAYMENTS				68,277.37
				126,899.26

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
		PAYROLL TRANSACTIONS		
		COC 08/09/15 CITY OF COCKBURN 042958		3,076.29
		COC 08/09/15 CITY OF COCKBURN 042958		1,054,601.87
		COC 21/09/15 CITY OF COCKBURN 042958		363.64
		COC 22/09/15 CITY OF COCKBURN 042958		2,997.73
		COC 22/09/15 CITY OF COCKBURN 042958		1,079,298.55
		COC 26/08/15 CITY OF COCKBURN 042958		2,430.45
		COC 28/08/15 CITY OF COCKBURN 042958		5,895.61
		COC 31/08/15 CITY OF COCKBURN 042958		10,961.56
				2,159,625.70
		CREDIT CARD PAYMENTS		
		CBA CREDIT CARD PAYMENT		53,095.48
				53,095.48
		TOTAL PAYMENTS FOR SEPTEMBER		19,446,012.17

PAYMENT SUMMARY

CHEQUE PAYMENTS

026390 - 026424

CANCELLED PAYMENTS

026390; 026391; 026392; 026395; 026397
EF084504; EF087519; EF087717; EF087757

ELECTRONIC FUNDS TRANSFER PAYMENT

EF087813 – EF088429

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 September 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Operating Revenue						
Governance	89,486,924	89,536,282	0%	(49,359)	97,258,212	99,121,749
Financial Services	329,685	201,762	63%	127,923	657,050	657,050
Information Services	60	375	-84%	(315)	1,500	1,500
Human Resource Management	74,689	71,498	4%	3,191	286,000	286,000
Library Services	10,590	16,506	-36%	(5,915)	57,790	57,790
Community Services	956,204	1,087,463	-12%	(131,260)	4,661,929	4,671,929
Human Services	1,865,488	1,567,928	19%	297,559 ✓	6,256,783	6,240,453
Corporate Communications	1,655	8,650	-81%	(6,995)	13,400	13,400
Statutory Planning	382,649	434,754	-12%	(52,105)	1,739,015	1,739,015
Strategic Planning	964,267	917,750	5%	46,517	2,430,924	2,435,924
Building Services	579,411	585,338	-1%	(5,927)	1,607,963	1,607,963
Environmental Health	208,886	56,425	270%	152,461	225,500	225,500
Waste Services	4,186,102	5,058,108	-17%	(872,006) ✗	13,181,768	13,181,768
Parks & Environmental Services	7,410	3,475	113%	3,935	13,900	13,900
Engineering Services	95,665	73,424	30%	22,241	293,695	293,695
Infrastructure Services	24,791	824	2908%	23,966	92,297	3,297
	99,174,475	99,620,563	0%	(446,088)	128,777,726	130,550,933
Total Operating Revenue	99,174,475	99,620,563	0%	(446,088)	128,777,726	130,550,933

Operating Expenditure						
Governance	(1,031,244)	(1,037,484)	-1%	6,240	(5,442,318)	(5,625,919)
Financial Services	(2,075,499)	(1,995,263)	4%	(80,237)	(5,444,589)	(5,444,589)
Information Services	(1,255,122)	(1,111,200)	13%	(143,922)	(4,624,634)	(4,589,733)
Human Resource Management	(542,704)	(708,630)	-23%	165,926	(2,676,655)	(2,676,655)
Library Services	(875,101)	(820,230)	7%	(54,871)	(3,503,879)	(3,502,079)
Community Services	(2,032,145)	(2,209,482)	-8%	177,338	(9,798,066)	(9,768,892)
Human Services	(1,565,632)	(1,926,479)	-19%	360,847 ✓	(7,879,667)	(7,646,969)
Corporate Communications	(483,984)	(613,995)	-21%	130,011	(3,140,452)	(3,033,146)
Statutory Planning	(280,764)	(324,812)	-14%	44,048	(1,433,266)	(1,350,078)
Strategic Planning	(444,898)	(401,904)	11%	(42,994)	(1,709,443)	(1,689,560)
Building Services	(340,723)	(377,631)	-10%	36,908	(1,650,628)	(1,650,628)
Environmental Health	(352,274)	(403,000)	-13%	50,726	(1,699,818)	(1,690,419)
Waste Services	(4,597,489)	(4,872,410)	-6%	274,921 ✓	(21,754,940)	(21,691,182)
Parks & Environmental Services	(2,293,876)	(2,911,180)	-21%	617,304 ✓	(12,070,814)	(12,051,467)
Engineering Services	(1,883,035)	(1,954,087)	-4%	71,051	(8,125,698)	(8,051,738)
Infrastructure Services	(1,806,774)	(2,250,022)	-20%	443,248 ✓	(9,194,316)	(8,952,654)
	(21,861,263)	(23,917,808)	-9%	2,056,545	(100,149,183)	(99,415,708)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 September 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Less: Net Internal Recharging	480,126	981,426	-51%	(501,300) X		3,024,460	3,024,460
Add: Depreciation on Non-Current Assets							
Computer & Electronic Equip	(56,337)	(8,023)	602%	(48,315)		(32,091)	(32,091)
Furniture & Equipment	(36,888)	(35,930)	3%	(958)		(143,718)	(143,718)
Plant & Machinery	(703,093)	(737,064)	-5%	33,971		(2,949,690)	(2,949,690)
Buildings	(1,231,909)	(1,345,749)	-8%	113,840		(5,382,841)	(5,382,841)
Roads	(2,640,376)	(2,795,496)	-6%	155,120		(11,181,984)	(11,181,984)
Drainage	(627,910)	(631,053)	0%	3,143		(2,524,212)	(2,524,212)
Footpaths	(290,785)	(300,330)	-3%	9,545		(1,201,320)	(1,201,320)
Parks Equipment	(678,508)	(754,878)	-10%	76,370		(3,019,512)	(3,019,512)
Landfill	(288,262)	(311,604)	-7%	23,342		(1,246,416)	(1,246,416)
	(6,554,069)	(6,920,126)	-5%	366,058		(27,681,784)	(27,681,784)
Total Operating Expenditure	(27,935,206)	(29,856,508)	-6%	1,921,302		(124,806,507)	(124,073,032)
Change in Net Assets Resulting from Operations	71,239,269	69,764,055	2%	1,475,214		3,971,219	6,477,902
Non-Operating Activities							
Profit/(Loss) on Assets Disposal							
Plant & Machinery	107,082	(375,433)	-129%	482,514 ✓		72,771	(266,729)
Freehold Land	-	4,160,002	-100%	(4,160,002) X		24,457,938	8,437,938
Furniture & Office Equipment	-	-	0%	-		-	-
Buildings	(90,767)	-	0%	(90,767)		-	-
	16,315	3,784,569	-100%	(3,768,255)		24,530,709	8,171,209
Asset Acquisitions							
Land and Buildings	(5,015,811)	(11,178,881)	-55%	6,163,070 ✓		(69,953,899)	(63,968,000)
Infrastructure Assets	(1,917,485)	(5,318,048)	-64%	3,400,563 ✓		(25,247,509)	(13,135,576)
Plant and Machinery	(1,228,730)	(2,220,490)	-45%	991,760 ✓		(6,189,490)	(4,568,000)
Furniture and Equipment	-	(6,000)	-100%	6,000		(6,000)	(6,000)
Computer Equipment	(121,520)	(401,742)	-70%	280,222 ✓		(1,041,971)	(503,800)
Note 1.	(8,283,547)	(19,125,161)	-57%	10,841,614		(102,438,869)	(82,181,376)
Add: Transfer to Reserves	(9,956,021)	(13,501,105)	-26%	3,545,084 ✓		(78,432,230)	(63,087,125)
	53,016,016	40,922,358	30%	12,093,658		(152,369,170)	(130,619,390)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 September 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Add Funding from							
Grants & Contributions - Asset Development	5,033,212	6,319,370	-20%	(1,286,157) X		28,444,447	26,705,947
Proceeds on Sale of Assets	107,082	4,745,002	-98%	(4,637,920) X		32,410,500	16,051,000
Reserves	10,842,595	21,930,065	-51%	(11,087,469) X		51,577,710	31,635,188
Loan Funds Raised	-	-	0%	-		25,000,000	25,000,000
	68,998,905	73,916,795	-7%	(4,917,889)		(14,936,513)	(31,227,255)
Non-Cash/Non-Current Item Adjustments							
Depreciation on Assets	6,554,069	6,920,126	-5%	(366,058) X		27,681,784	27,681,784
Profit/(Loss) on Assets Disposal	(16,315)	(3,784,569)	-100%	3,768,255 ✓		(24,530,709)	(8,171,209)
Loan Repayments	-	-	0%	-		(1,423,320)	(1,423,320)
Non-Current Leave Provisions	132,614	-	0%	132,614		-	-
	75,669,273	77,052,351	-2%	(1,383,079)		(13,208,758)	(13,140,000)
Opening Funds	13,676,287	13,500,000	1%	176,287		13,500,000	13,500,000
Closing Funds	Note 2, 3.	89,345,560	-1%	(1,207,138)		291,242	360,000
	-	-		-		-	-

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 \$
Land and Buildings	(5,015,811)	(75,732,988)	(80,748,800)	(11,178,881)	(69,953,899)	(10,794,901)
Infrastructure Assets	(1,917,485)	(3,739,586)	(5,657,071)	(5,318,048)	(25,247,509)	19,590,438
Plant and Machinery	(1,228,730)	(137,919)	(1,366,649)	(2,220,490)	(6,189,490)	4,822,841
Furniture and Equipment	-	-	-	(6,000)	(6,000)	6,000
Computer Equipment	(121,520)	(97,917)	(219,437)	(401,742)	(1,041,971)	822,534
	(8,283,547)	(79,708,410)	(87,991,957)	(19,125,161)	(102,438,869)	14,446,912

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	169,352,600	133,263,738	113,947,104	120,256,114
Rates Outstanding	42,126,142	41,210,079	700,000	700,000
Rubbish Charges Outstanding	379,200	469,005	320,000	320,000
Sundry Debtors	1,916,794	3,470,757	2,700,000	2,700,000
GST Receivable	976,662	-	-	-
Prepayments	(32)	350,000	350,000	350,000
Accrued Debtors	322,866	-	-	-
Stock on Hand	8,315	80,000	80,000	80,000
	215,082,547	178,843,580	118,097,104	124,406,114
Current Liabilities				
Creditors	(12,492,070)	(10,507,650)	(5,935,000)	(5,935,000)
Income Received in Advance	-	-	-	-
GST Payable	(138,564)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(2,891,311)	(3,000,000)	(3,000,000)	(3,000,000)
Provision for Long Service Leave	(1,852,386)	(2,148,995)	(2,595,980)	(2,595,980)
	(17,374,331)	(15,656,645)	(11,530,980)	(11,530,980)
Net Current Assets	197,708,216	163,186,935	106,566,124	112,875,134
Add: Non Current Investments	4,542,883	4,541,761	4,541,761	4,541,761
	202,251,099	167,728,696	111,107,885	117,416,895
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(106,187,192)	(77,175,998)	(112,459,478)	(117,056,895)
Deposits & Bonds Liability *	(6,718,347)	(6,802,184)	(6,802,184)	(6,802,184)
Grants & Contributions Unspent *	-	6,802,184	6,802,184	6,802,184
	89,345,560	90,552,698	(1,351,593)	360,000
Closing Funds (as per Financial Activity Statement)	89,345,560	90,552,698	(1,351,593)	360,000

See attached Reserve Fund Statement

* See attached Restricted Funds Analysis

Note 3.

Amendments to original budget since budget adoption. Surplus/(Deficit)

Ledger	Project/ Activity	Description	Council Resolution	Classification	Non Change (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended budget Running Balance
					\$	\$	\$	\$
		Budget Adoption		Closing Funds Surplus(Deficit)				360,000
OP	6818	Remove lease income		Operating Income			5,000	355,000
GL	480	Increase RRRC funding payment		Operating Expenditure			63,758	291,242
				Closing Funds Surplus (Deficit)	0	0	68,758	291,242

Statement of Comprehensive Income *by Nature and Type*

for the period ended 30 September 2015

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	86,109,864	86,487,765	(377,901)	88,653,113	89,031,014	89,031,014
02 Specified Area Rates	338,684	274,438	64,246	338,684	274,438	274,438
05 Fees and Charges	Note 1 7,815,603	8,492,251	(676,648)	24,440,305	25,116,953	25,121,953
06 Service Charges	1,038,612	1,037,370	1,242	1,038,612	1,037,370	1,037,370
10 Grants and Subsidies	1,997,935	1,788,919	209,016	7,524,383	7,315,366	9,098,273
15 Contributions, Donations and Reimbursements	118,813	190,912	(72,099)	534,154	606,253	592,253
20 Interest Earnings	1,747,715	1,346,383	401,332	5,786,864	5,385,532	5,385,532
25 Other revenue and Income	7,248	2,525	4,723	15,523	10,800	10,100
Total Operating Revenue	99,174,475	99,620,563	(446,088)	128,331,638	128,777,726	130,550,933
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	Note 2 (10,162,928)	(10,678,741)	515,812	(45,965,047)	(46,480,859)	(46,409,834)
51 Employee Costs - Indirect Oncosts	(182,661)	(175,656)	(7,005)	(1,151,174)	(1,144,169)	(1,133,185)
55 Materials and Contracts	Note 3 (7,505,252)	(9,027,688)	1,522,436	(35,228,224)	(36,750,660)	(36,109,194)
65 Utilities	(1,013,757)	(1,187,712)	173,955	(4,448,194)	(4,622,148)	(4,622,148)
70 Interest Expenses	(210)	-	(210)	(73,546)	(73,336)	(73,336)
75 Insurances	(1,203,208)	(1,223,138)	19,930	(2,114,518)	(2,134,448)	(2,134,448)
80 Other Expenses	(1,793,246)	(1,624,873)	(168,373)	(9,111,937)	(8,943,563)	(8,933,563)
85 Depreciation on Non Current Assets	(6,554,069)	(6,920,126)	366,058	(27,315,726)	(27,681,784)	(27,681,784)
Add Back: Indirect Costs Allocated to Capital Works	480,126	981,426	(501,300)	2,523,160	3,024,460	3,024,460
Total Operating Expenditure	(27,935,206)	(29,856,508)	1,921,302	(122,885,205)	(124,806,507)	(124,073,032)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES	71,239,269	69,764,055	1,475,214	5,446,433	3,971,219	6,477,902
NON-OPERATING ACTIVITIES						
11 Capital Grants & Subsidies	2,155,831	2,883,889	(728,058)	13,974,467	14,702,525	12,964,025
16 Contributions - Asset Development	2,877,381	3,435,481	(558,099)	13,183,823	13,741,922	13,741,922
95 Profit/(Loss) on Sale of Assets	16,315	3,784,569	(3,768,255)	20,762,455	24,530,709	8,171,209
57 Acquisition of Crown Land for Roads	-	-	-	-	-	-
58 Underground Power Scheme	-	-	-	-	-	-
Total Non-Operating Activities	5,049,527	10,103,939	(5,054,412)	47,920,745	52,975,156	34,877,156
NET RESULT	76,288,796	79,867,994	(3,579,198)	53,367,178	56,946,376	41,355,058

Notes to Statement of Comprehensive Income

Note 1.

Additional information on main sources
of revenue in fees & charges.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<u>Community Services:</u>				
Recreational Services	157,105	135,080	540,320	540,320
South Lake Leisure Centre	625,039	712,081	3,020,401	3,020,401
Law and Public Safety	87,579	129,624	518,496	518,496
	879,269	976,785	4,079,217	4,079,217
<u>Waste Services:</u>				
Waste Collection Services	2,369,884	2,350,222	2,350,222	2,350,222
Waste Disposal Services	1,815,067	2,707,886	10,831,546	10,831,546
	4,184,952	5,058,108	13,181,768	13,181,768
	5,064,220	6,034,894	17,260,985	17,260,985

Note 2.

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

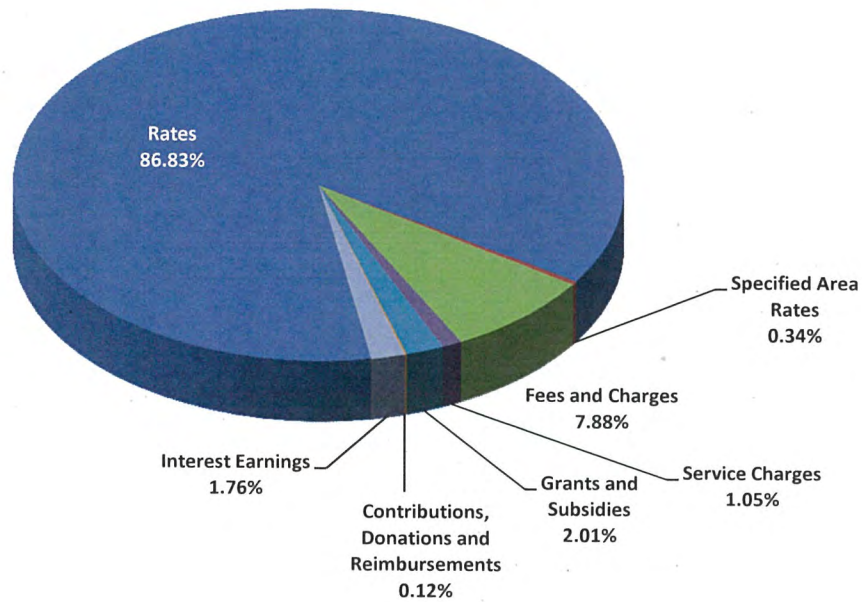
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(594,910)	(583,722)	(3,054,750)	(3,238,351)
Finance & Corporate Services Division	(1,514,421)	(1,735,931)	(7,171,946)	(7,171,946)
Community Services Division	(3,135,372)	(3,176,093)	(13,807,819)	(13,636,381)
Planning & Development Division	(1,214,969)	(1,235,500)	(5,368,020)	(5,284,832)
Engineering & Works Division	(3,703,256)	(3,947,495)	(17,078,324)	(17,078,324)
	(10,162,928)	(10,678,741)	(46,480,859)	(46,409,834)

Note 3

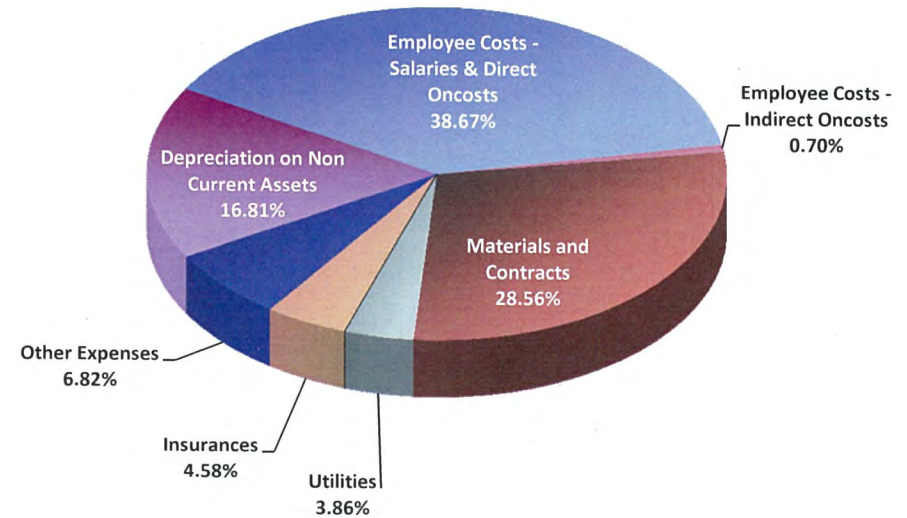
Additional information on Materials and
Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(394,682)	(405,320)	(2,042,892)	(2,042,892)
Finance & Corporate Services Division	(976,386)	(715,961)	(2,815,773)	(2,780,872)
Community Services Division	(1,391,812)	(1,889,184)	(8,013,396)	(7,834,840)
Planning & Development Division	(196,023)	(262,018)	(1,019,679)	(990,397)
Engineering & Works Division	(4,546,349)	(5,755,206)	(22,858,920)	(22,460,193)
Not Applicable	0	0	0	0
	(7,505,252)	(9,027,688)	(36,750,660)	(36,109,194)

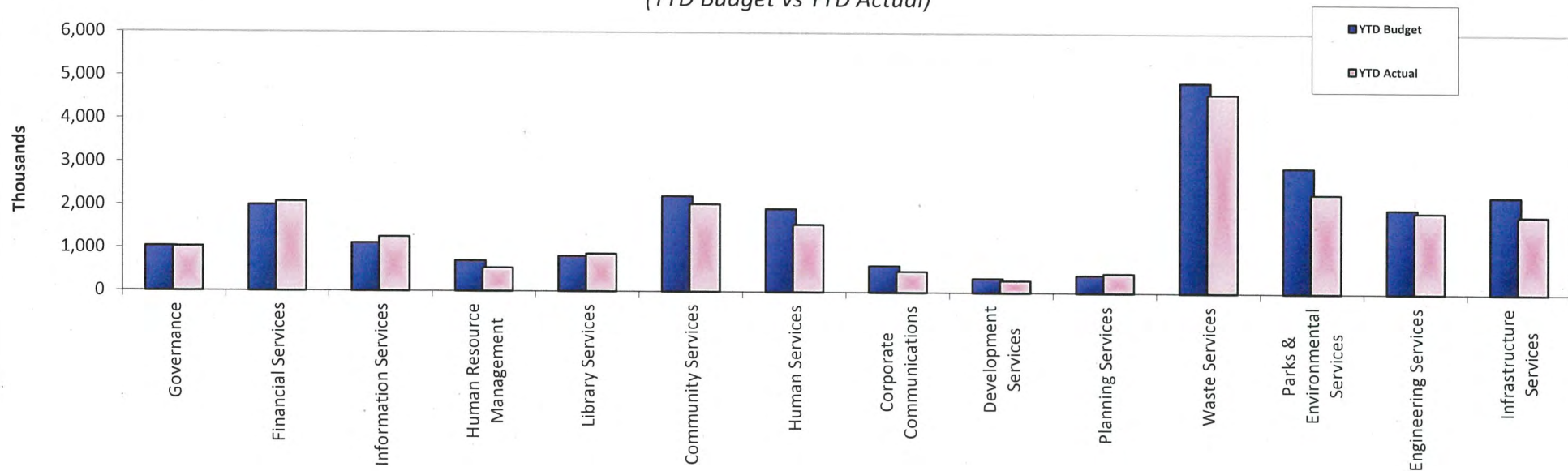
Operating Income by Nature and Type
(YTD Actual)



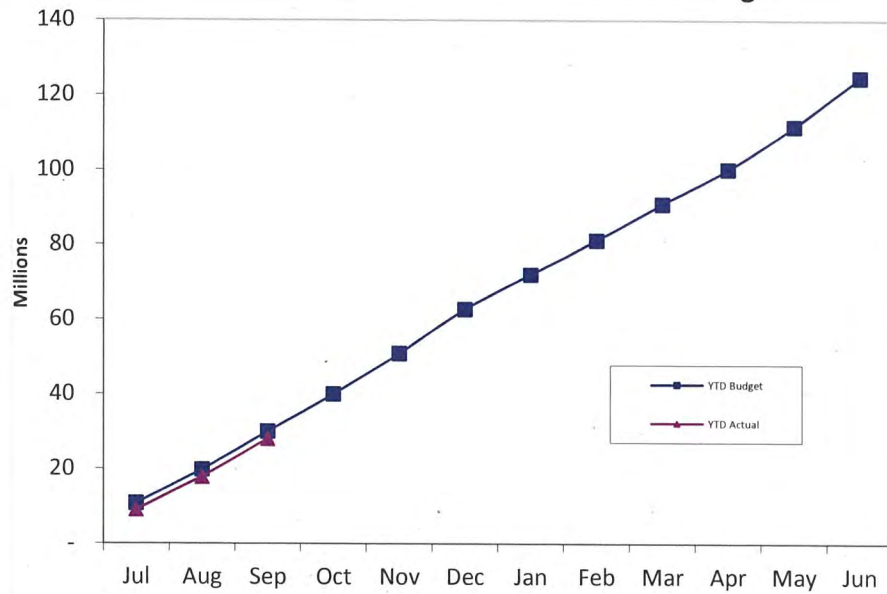
Operating Expenditure by Nature and Type
(YTD Actual)



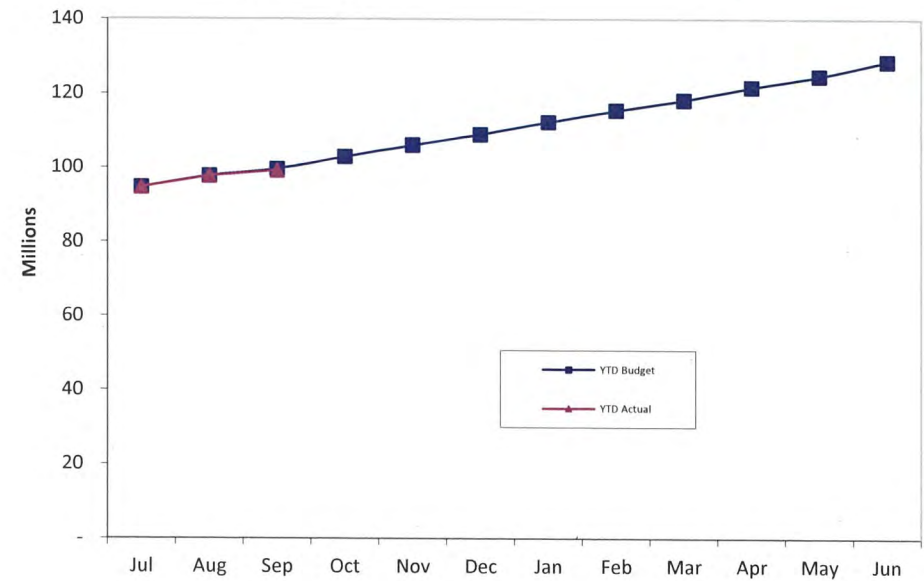
Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)



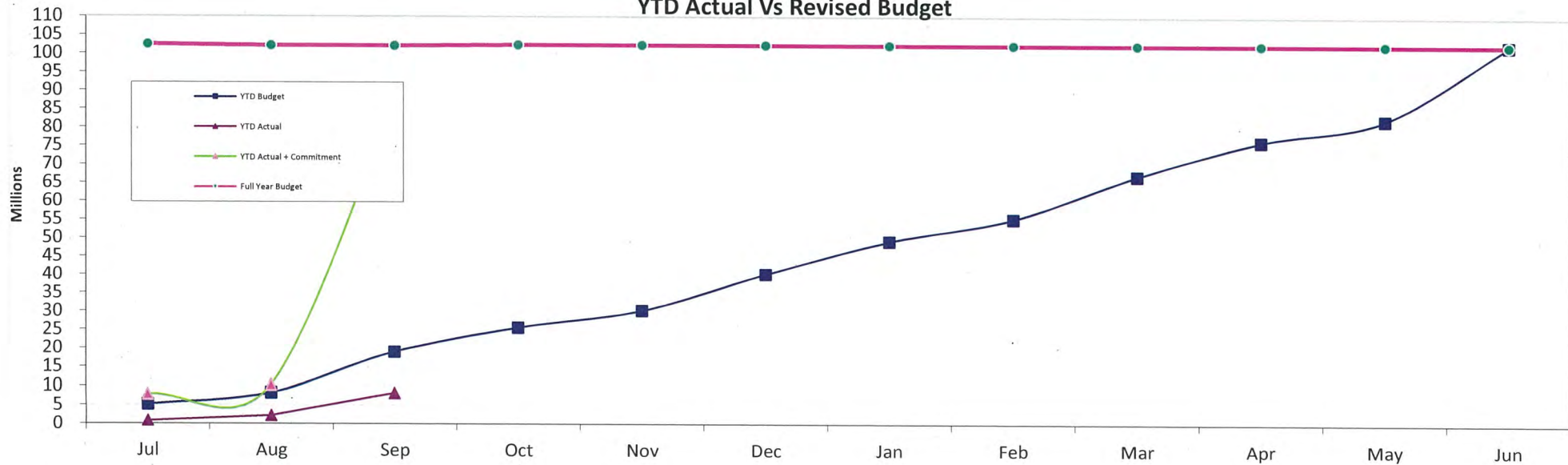
YTD Operating Expenditure Vs YTD Revised Budget



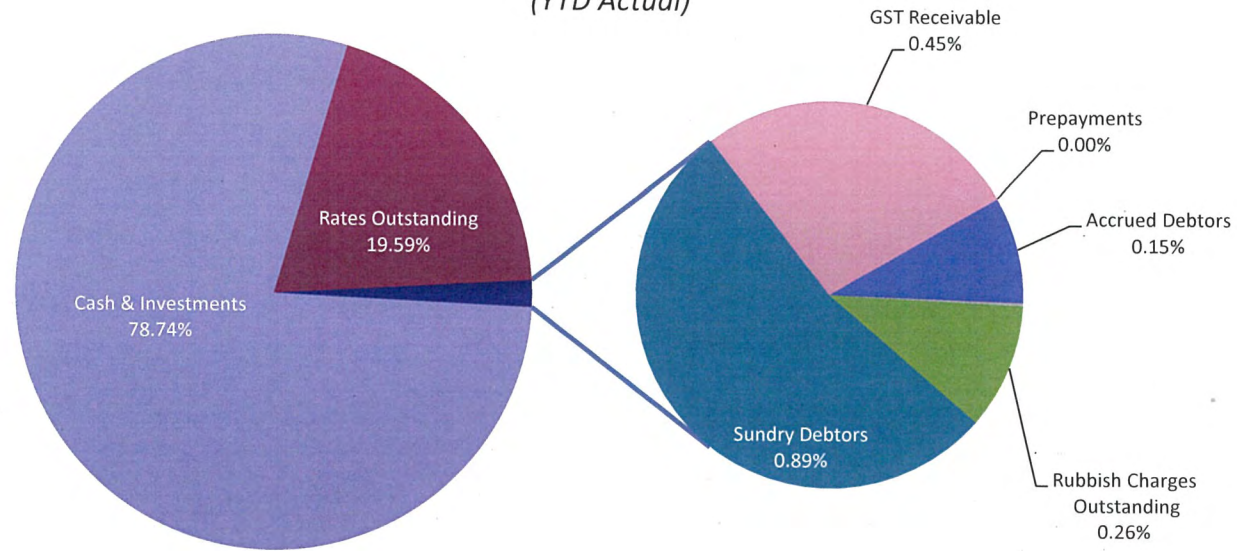
YTD Operating Income Vs YTD Revised Budget



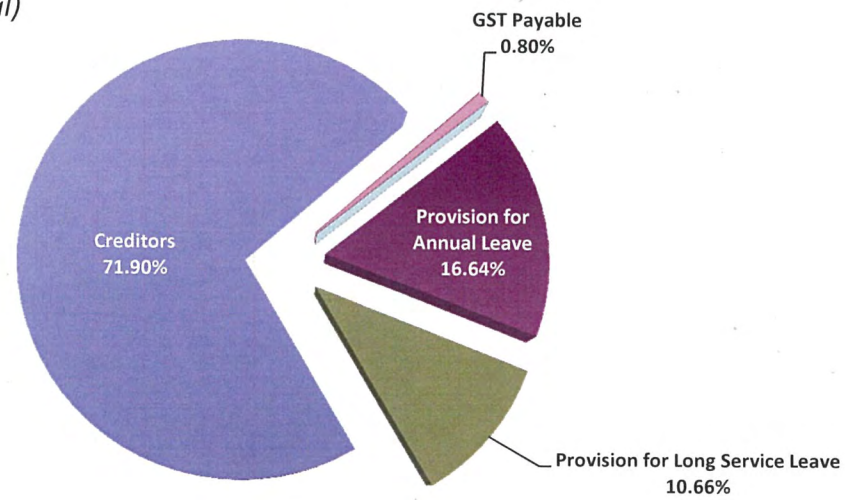
Capital Expenditure YTD Actual Vs Revised Budget



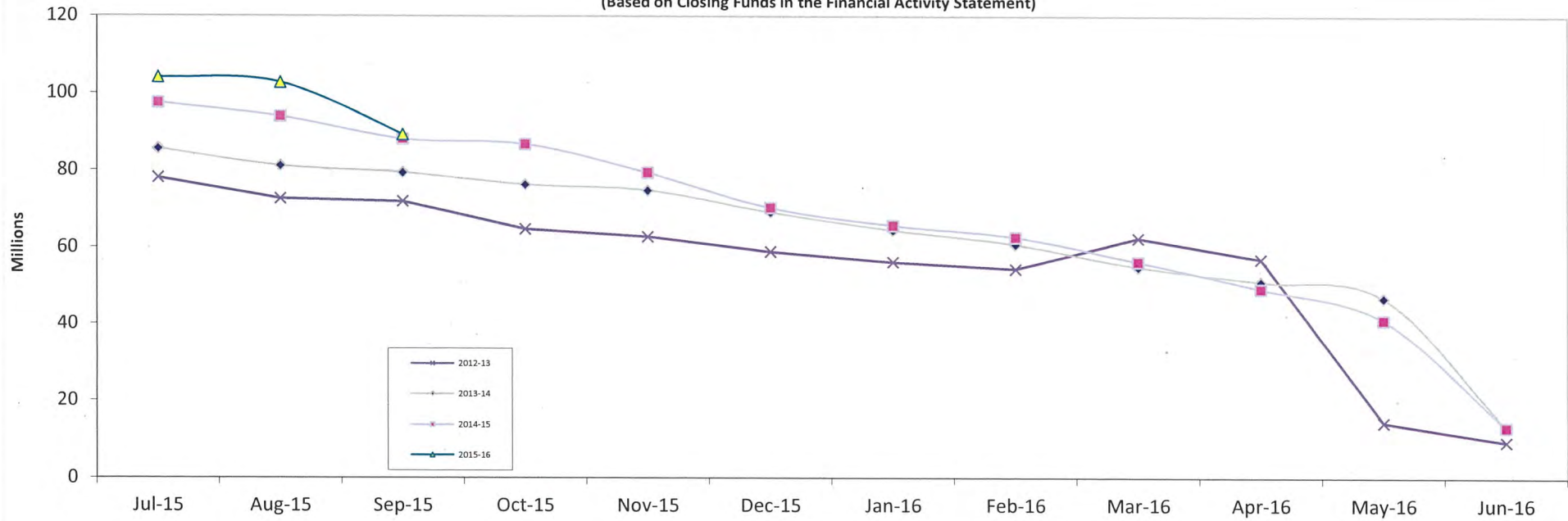
Current Assets (YTD Actual)



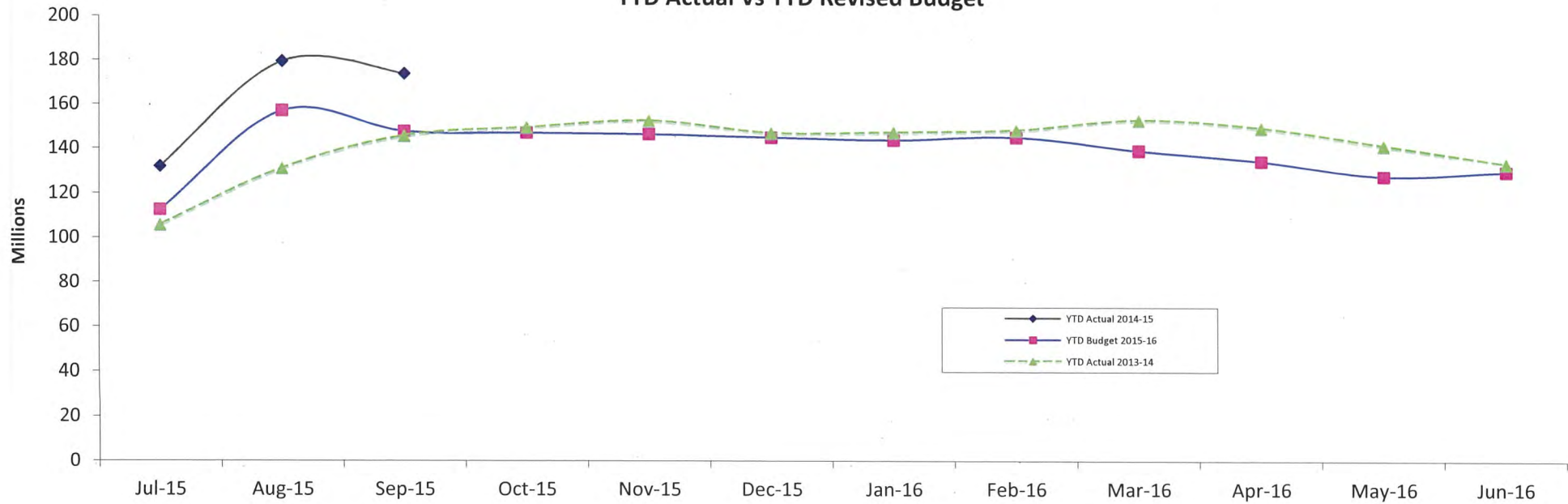
Current Liabilities (YTD Actual)



Municipal Liquidity Over the Year
(Based on Closing Funds in the Financial Activity Statement)



Cash & Investments Positions
YTD Actual Vs YTD Revised Budget



City of Cockburn - Reserve Funds

Financial Statement for Period Ending 30 September 2015

Account Details	Opening Balance		Interest Received		t/f's from Municipal		t/f's to Municipal		Closing Balance	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Council Funded										
Bibra Lake Management Plan Reserve	794,506	748,863	-	4,025	-	-	(600,000)	(1,818)	194,506	751,069
Bibra Lake Nutrient Managment	319,856	321,564	11,999	1,730	-	-	-	-	331,855	323,294
C/FWD Projects Reserve	-	-	-	-	10,500,000	-	(9,657,071)	(415,794)	842,929	(415,794)
CCW Development Fund	-	7,908,607	-	54,136	8,700,000	6,700,000	(6,950,000)	-	1,750,000	14,662,743
Community Infrastructure	9,775,774	6,214,015	198,992	33,099	5,300,000	-	(330,747)	(2,379)	14,944,019	6,244,735
Community Surveillance Levy Reserve	518,798	1,481,926	29,127	7,773	-	-	(296,847)	-	251,078	1,489,699
Contaminated Sites	2,512,485	2,488,919	50,542	13,387	-	-	(100,000)	-	2,463,027	2,502,306
DCD Redundancies Reserve	146	39,839	-	214	-	-	-	-	146	40,053
Environmental Offset Reserve	283,039	284,550	-	1,530	-	-	-	-	283,039	286,081
Green House Emissions Reductions	627,838	636,855	13,617	3,386	200,000	-	(533,961)	(14,746)	307,494	625,495
Information Technology	178,840	279,795	36,514	1,505	100,000	-	(112,186)	-	203,168	281,300
Land Development & Investment Fund Reserve	5,738,759	5,605,100	278,221	29,881	30,425,432	-	(12,351,884)	(77,882)	24,090,528	5,557,099
Major Buildings Refurbishment	5,524,551	5,452,406	25,439	29,064	4,928,686	-	(220,840)	(96,714)	10,257,836	5,384,756
Mobile Rubbish Bins	-	572	-	3	-	-	-	-	-	575
Municipal Elections	50,738	51,009	13,018	274	150,000	-	(200,000)	-	13,756	51,283
Naval Base Shacks	772,223	828,752	16,109	4,542	158,497	-	(184,447)	(7,380)	762,382	825,914
Plant & Vehicle Replacement	4,214,532	7,416,121	77,520	39,888	2,800,000	-	(3,886,990)	-	3,205,062	7,456,009
Port Coogee Special Maintenance Reserve	906,531	1,224,733	22,623	6,581	274,438	-	(132,305)	(3,399)	1,071,287	1,227,916
Roads & Drainage Infrastructure	1,758,452	3,207,854	99,653	17,220	-	-	(1,313,531)	(11,833)	544,574	3,213,241
Staff Payments & Entitlements	1,988,978	2,049,042	154,552	11,021	110,000	-	(180,000)	-	2,073,530	2,060,063
Waste & Recycling	17,940,198	21,330,958	614,391	113,830	2,703,369	-	(713,633)	(53,316)	20,544,325	21,391,471
Waste Collection Levy	52,610	1,055,070	1,511	5,576	1,090,079	-	(580,000)	(4,424)	564,200	1,056,222
Workers Compensation	387,255	389,322	15,187	2,094	-	-	-	-	402,442	391,416
POS Cash in Lieu (Restricted Funds)	5,675,824	5,485,916	130,194	29,497	-	-	(840,692)	(3,999)	4,965,326	5,511,414
	60,021,934	74,501,786	1,789,209	410,258	67,440,501	6,700,000	(39,185,134)	(693,685)	90,066,509	80,918,360
Grant Funded										
Aged & Disabled Vehicle Expenses	298,869	430,493	10,728	2,315	60,317	-	(328,643)	-	41,271	432,809
CIHF Building Maintenance Resrv	-	2,189,423	-	11,776	1,000,000	-	-	-	1,000,000	2,201,199
Cockburn Super Clinic Reserve	-	(3,067)	-	(16)	-	-	-	-	-	(3,083)
Family Day Care Accumulation Fund	-	-	-	(1)	-	-	-	-	-	(1)
Naval Base Shack Removal Reserve	340,773	397,285	4,189	2,137	54,693	-	-	-	399,655	399,422
Restricted Grants & Contributions Reserv	2,108,490	5,569,838	-	-	-	-	(3,500,624)	(3,448,911)	(1,392,133)	2,120,927
UNDERGROUND POWER	769,646	550,927	-	2,957	1,030,000	-	(1,372,063)	-	427,583	553,884
Welfare Projects Employee Entitlements	429,960	432,255	10,719	2,325	45,105	-	(11,060)	-	474,724	434,580
	3,947,738	9,567,155	25,636	21,493	2,190,115	-	(5,212,390)	(3,448,911)	951,100	6,139,737
Development Cont. Plans										
Aubin Grove DCP	173,956	174,478	4,705	938	-	-	(890)	-	177,771	175,417
Community Infrastructure DCA 13	15,494,450	16,479,668	140,052	79,475	5,000,000	1,855,651	(7,063,463)	(6,700,000)	13,571,039	11,714,794
Gaebler Rd Development Cont. Plans	1,004,131	1,006,568	18,924	5,414	-	-	(4,543)	-	1,018,512	1,011,982
Hammond Park DCP	465,063	457,825	9,354	2,902	396,000	204,586	(15,218)	-	855,199	665,312
Munster Development	675,119	692,062	18,147	3,799	443,798	42,504	(13,500)	-	1,123,564	738,365
Muriel Court Development Contribution	(49,321)	(79,429)	-	(427)	206,000	-	(20,689)	-	135,990	(79,856)
Packham North - DCP 12	13,859	7,270	10,529	39	434,388	25,818	(21,359)	-	437,417	33,127
Solomon Road DCP	425,012	411,393	8,493	2,490	120,000	195,773	(8,110)	-	545,395	609,656
Success Lakes Development	905,915	909,941	3,817	4,894	-	-	(4,543)	-	905,189	914,835
Success Nth Development Cont. Plans	1,525,721	1,700,726	15,311	9,147	11,700	384,573	(6,683)	-	1,546,049	2,094,446
Thomas St Development Cont. Plans	12,326	12,392	294	67	-	-	-	-	12,620	12,459
Wattleup DCP 10	11,960	2,647	-	14	-	-	(15,218)	-	(3,258)	2,661
Yangebup East Development Cont. Plans	615,675	851,367	6,026	4,579	130,036	-	(3,270)	-	748,467	855,946
Yangebup West Development Cont. Plans	361,420	377,918	9,195	2,033	-	-	(2,700)	-	367,915	379,951
	21,635,286	23,004,825	244,847	115,365	6,741,922	2,708,905	(7,180,186)	(6,700,000)	21,441,869	19,129,095
Total Reserves	85,604,958	107,073,767	2,059,692	547,116	76,372,538	9,408,905	(51,577,710)	(10,842,595)	112,459,478	106,187,192

Variance Analysis						
Municipal Financial Activity Statement for the period ended 30 September 2015						
	YTD Actuals	YTD Revised Budget	Full Year Revised Budget	YTD Variance	✓ = Favourable ✗ = Unfavourable	Sep-15
	\$	\$	\$	\$		
OPERATING REVENUE						
Human Services	1,865,488	1,567,928	6,256,783	297,559	✓	Income received from Operating State Govt Grants is \$212k overbudget (Comprised of HACC \$75k, Youth Outreach \$52k, Family Supp \$50k, Early Years \$37k).
OPERATING EXPENDITURE						
Human Services	1,565,632	1,926,479	7,879,667	360,847	✓	Expenses in Caregiver Payment of In-Home Subsidies & FDC Fee Subsidies are under budget by \$134k and \$77k respectively. Contract Expenses are also under budget by \$124k
Waste Services	4,597,489	4,872,410	21,754,940	274,921	✓	Contract Expenses for RRRC entry fees and Greenwaste entry fees are under budget by \$184k & \$39k respectively Landfill Levy Waste Disposal Services are overbudget by \$200k
Parks & Environmental Services	2,293,876	2,911,180	12,070,814	617,304	✓	Contract Expenses are under budget for; Street Maintenance (Parks) \$191k, Parks & Playgrounds \$120k, Environmental Services \$101k & Sportsgrounds \$70k
Infrastructure Services	1,806,774	2,250,022	9,194,316	443,248	✓	Expenses in Facilities Maintenance and Management are under ytd budget by \$521k, & Expenses in Plant Operation Control are under budget by \$111k. Contractor Overheads for Facilities Maintenance are over budget by \$229k
PROFIT/(LOSS) ON ASSETS DISPOSAL						
Plant & Machinery	107,082	(375,433)	72,771	(482,514)	✗	Book Value for disposal of assets are not received for Major Plant Purchases and Light Vehicle Purchases at \$657k and \$303k respectively. The proceeds from these sales are also yet to be received for Major Plant \$331k and Light Vehicles for \$146k
ADDITIONAL FUNDING RECEIVED						
Grants & Contributions - Asset Development	5,033,212	6,319,370	28,444,447	(1,286,157)	✗	The New Aquatic Centre's funding is short by \$1.64m in Developer Contributions and \$1.06m in Federal Grants. Owners Contributions are ahead of ytd budget for DCP13 \$624k, DCP1 \$381k, DCP8 \$165k & DCP9 \$105k
Proceeds on Sale of Assets	107,082	4,745,002	32,410,500	(4,637,920)	✗	Many land subdivisions have not been sold yet, they are Lot 803 Beeliar Drive \$2.2m, Lot 33 Davilak Ave \$650k, Lot 23 Russell Road \$500k, Lot 40 Cervantes Loop \$450k & Lot 1 4218/9 Quarimor \$360k

Capital Expenditure

for the period ended 30 September 2015

	Actuals \$	YTD Revised Budget \$	Full Year Revised Budget \$	\$ Variance to YTD Budget \$	√ = Favourable X = Unfavourable	Explanation
SUMMARY						
Purchase of Land and Buildings	5,015,811	11,178,881	69,953,899	6,163,070	√	
Acquisition & Development of Infrastructure Assets	1,917,485	5,318,048	25,247,509	3,400,563	√	
Purchase of Plant and Machinery	1,228,730	2,220,490	6,189,490	991,760	√	
Purchase of Furniture and Equipment	0	6,000	6,000	6,000	√	
Purchase of Computer Equipment	121,520	401,742	1,041,971	280,222	√	
	8,283,547	19,125,161	102,438,869	10,841,614		
Material Variances Identified:						
<u>Works in Progress - Roads Infrastructure</u>						
3544 - North Lake Road (Hammond to Kentucky)	206,403	518,500	1,077,700	312,097	√	Project approximately 70% complete. \$615k in committed orders.
2989 - Berrigan Dr – [Kwinana Fwy to Jandakot] Construct 2nd cwy	57,783	776,532	2,553,064	718,749	√	Design and consultancy in progress. Cashflow to be reviewed in October.
2475 - Beeliar Drive (Spearwood - Stock)	31,903	1,632,903	3,965,806	1,601,000	√	Design in progress. Cashflow to be reviewed in October.
Sub Total	296,088	2,927,935	7,596,570	2,631,847		
<u>Freehold Land</u>						
1539 - Subdivision Lot 702 Bellier Pl & Lot 65 Erpingham Rd	14,787	253,818	507,633	239,031	√	Project has not been settled. Expected to be settled October
1596 - Lot 804 Beeliar Drive (N/E) sale	0	250,000	1,000,000	250,000	√	Committed Order of \$82k to be costed.
Sub Total	14,787	503,818	1,507,633	489,031		
<u>Works in Progress - Buildings</u>						
007 - Operations Centre Upgrade	417,051	2,335,449	9,170,897	1,918,398	√	Drainage, tree and earthworks completed Fire service installed and pressure tested. Committed order of \$476k.
026 - Cockburn Central Aquatic Recreation Ctr	3,946,006	6,250,000	50,000,000	2,303,994	√	Significant redesign happening. Delay in signing the contract.
4540 - Coleville Cres Carpark Expansion	3,292	255,429	510,856	252,137	√	Initial delay due to finalising specifications. DCU Meeting 02/09/2015
Sub Total	4,366,349	8,840,878	59,681,753	4,474,529		
<u>Plant & Machinery</u>						
7721 - Inter 1950D Water Truck Waste Disposal	0	242,000	242,000	242,000	√	Returned from WALGA - awaiting evaluation and recommendation.
Sub Total	0	242,000	242,000	242,000		

CONSOLIDATED CARRY FORWARDS 2015/16

		Final Carry Forward Information			
Service Unit	Project Description	Expenditure/ TF to Reserves	Income Source		
			Reserves	External	Municipal (Funded from CFwd Rsv)
512 - Waste_Disposal_Services	CW1954 - Household Hazardous Waste Shed	49,513	(49,513)	0	0
512 - Waste_Disposal_Services	CW1929 - Materials Recovery Facility - Design and Documentation	180,990	(180,990)	0	0
512 - Waste_Disposal_Services	CW1935 - Remediation & landfill leachate management	104,130	(104,130)	0	0
512 - Waste_Disposal_Services	CW1962 - Upgrade to Weighbridge Software	55,000	(55,000)	0	0
521 - Parks_Construction_and_Maintenance	CW5666 - Beeliar Dr Streetscaping	67,883	0	0	(67,883)
521 - Parks_Construction_and_Maintenance	CW5670 - Atwell Reserve - Relocation of Sports Oval Light Towers	15,000	0	0	(15,000)
521 - Parks_Construction_and_Maintenance	CW5678 - Irrigation Renewal - Tapper Res	170,870	0	0	(170,870)
521 - Parks_Construction_and_Maintenance	CW5683 - Atwell POS - Cash in Lieu	32,552	(32,552)	0	0
521 - Parks_Construction_and_Maintenance	CW5703 - Ngarkal Beach Signage	12,058	0	0	(12,058)
521 - Parks_Construction_and_Maintenance	CW5261 - Bibra Lake MP Adventure Playground	2,931,847	0	0	(2,931,847)
521 - Parks_Construction_and_Maintenance	CW5407 - Park Development - Coogee Beach Master Plan	460,492	0	0	(460,492)
522 - Environmental_Management	CW5443 - Formalise path to lookout from Manning Carpark. (Wooden Step	266,354	0	(100,000)	(166,354)
522 - Environmental_Management	CW5496 - Repair 2 Lookouts on Davilak Trail	60,000	0	0	(60,000)
522 - Environmental_Management	CW5631 - Yangebup Lake - Solar Power Nutrient Removal Trial.	50,157	0	0	(50,157)
522 - Environmental_Management	CW5701 - Dual Use Path - Cockburn Road to Manning Lookout	70,000	0	0	(70,000)
522 - Environmental_Management	OP8242 - Manning Park Reserve Management Plan	10,511	0	0	(10,511)
522 - Environmental_Management	CW4575 - Energy Art Finalisation & Installation	11,913	0	0	(11,913)
531 - Road_Construction_and_Maintenance	CW2452 - Blondell Drive (Turfan - Fenimore)	3,780	0	0	(3,780)
531 - Road_Construction_and_Maintenance	CW3429 - Minor Path Works	6,289	0	0	(6,289)
531 - Road_Construction_and_Maintenance	CW3576 - Bicycle and Footpath Plan update	38,438	0	0	(38,438)
531 - Road_Construction_and_Maintenance	CW3510 - March Street (Lancaster to Orleans)	1,129	0	0	(1,129)
531 - Road_Construction_and_Maintenance	CW2471 - Beeliar Drive [Wentworth Pde to Kwinana Fwy]	313,299	0	(146,667)	(166,632)
531 - Road_Construction_and_Maintenance	CW3544 - North Lake Road (Hammond to Kentucky)	1,077,700	0	(546,681)	(531,019)
531 - Road_Construction_and_Maintenance	CW2358 - WINTERFOLD RD/LOCKETT ST/LETCHFORD ST - Contribution to Frem	3,391	0	0	(3,391)
531 - Road_Construction_and_Maintenance	CW2473 - North Lake Road Bibra Dr Roundabout	181,074	0	(180,000)	(1,074)
531 - Road_Construction_and_Maintenance	CW2474 - North Lake Road Osprey Drive Signal mast extend turn pockets	134,670	(42,297)	(40,373)	(52,000)
531 - Road_Construction_and_Maintenance	CW2439 - Intersection of North Lake/Farrington Road	48,265	(28,265)	(20,000)	0
531 - Road_Construction_and_Maintenance	CW2863 - Caratti Road (Moylan to End) Resurfacing	10,738	0	0	(10,738)
531 - Road_Construction_and_Maintenance	CW2475 - Beeliar Drive (Spearwood - Stock)	3,265,806	(1,300,000)	(840,806)	(1,125,000)
531 - Road_Construction_and_Maintenance	CW2476 - Jandakot Road Duplication Berrigan - Warton (investigate & D	67,720	0	0	(67,720)
531 - Road_Construction_and_Maintenance	CW2477 - Spearwood Ave Bridge design (Barrington - Beeliar)	83,569	0	0	(83,569)
531 - Road_Construction_and_Maintenance	CW2478 - Barfield Road Gaebler to Rowley (Reconstruct, Stabilise)	8,986	(8,986)	0	0
531 - Road_Construction_and_Maintenance	CW2989 - Berrigan Dr - [Kwinana Fwy to Jandakot] Construct 2nd cwy	1,553,064	(806,397)	(213,333)	(533,334)
531 - Road_Construction_and_Maintenance	CW3546 - Howson Way New Streetlighting	44,800	0	0	(44,800)
531 - Road_Construction_and_Maintenance	CW2480 - Cockburn Road / Poore Grove intersection	125,942	0	0	(125,942)
531 - Road_Construction_and_Maintenance	CW2482 - Russell Road transport planning study	38,186	0	0	(38,186)

CONSOLIDATED CARRY FORWARDS 2015/16

		Final Carry Forward Information			
Service Unit	Project Description	Expenditure/ TF to Reserves	Income Source		
			Reserves	External	Municipal (Funded from CFwd Rsv)
531 - Road_Construction_and_Maintenance	CW2484 - Capulet Street (Flooding new drainage)	60,924	0	0	(60,924)
531 - Road_Construction_and_Maintenance	CW2488 - Mell Road (Drainage Upgrade)	55,144	0	0	(55,144)
531 - Road_Construction_and_Maintenance	CW2489 - 69 Barrington St stage 2 (29 Kipling Street)	149,600	0	0	(149,600)
531 - Road_Construction_and_Maintenance	CW2490 - Beckett Close (Drainage upgrade)	109,380	0	0	(109,380)
531 - Road_Construction_and_Maintenance	CW2893 - Drainage upgrade_Frederick Road HAMILTON HILL 6163	39,085	0	0	(39,085)
531 - Road_Construction_and_Maintenance	CW2939 - Mala Wy/Sutton Dr - Drainage Upgrade	4,721	0	0	(4,721)
531 - Road_Construction_and_Maintenance	OP8188 - Travelsmart/Active Smart	36,841	0	0	(36,841)
531 - Road_Construction_and_Maintenance	OP9059 - Health Promotions & TravelSmart	32,574	0	0	(32,574)
221 - Information_Technology	CW1091 - Jean Willis Centre Microwave link to the CoC Admin building	15,000	0	0	(15,000)
221 - Information_Technology	OP8250 - Network Configuration & Improvement	12,186	(12,186)	0	0
542 - Asset_Services	OP8263 - Road & Footpath Condition Audit	49,600	0	0	(49,600)
542 - Asset_Services	CW1392 - Works & Assets Systems Development	11,650	0	0	(11,650)
333 - Aged_and_Disabled_Services	CW7299 - Mercedes Van HACC Kwoberup PL2992	175,000	(145,000)	(30,000)	0
330 - Human_Services_Unit_Management	CW4514 - Western Suburbs Skate Parks	5,474	0	0	(5,474)
330 - Human_Services_Unit_Management	OP9144 - Lease Cost Recovery	700	0	(700)	0
331 - Family_Services	OP9182 - Reconciliation Action Plan review and update	715	0	0	(715)
331 - Family_Services	OP9562 - Coolbellup Financial Counselling Projects	11,060	(11,060)	0	0
421 - Strategic_Planning	OP9166 - Scheme amendment, master planning and design guidelines for	19,883	0	0	(19,883)
423 - Land_Administration	CW1530 - Lot 1 Berrigan Dr, South Lake Rezoning & Subdivision	4,994	(4,994)	0	0
423 - Land_Administration	CW1539 - Subdivision Lot 702 Bellier Pl & Lot 65 Erpingham Rd	507,633	(507,633)	0	0
423 - Land_Administration	CW1539 - Subdivision Lot 702 Bellier Pl & Lot 65 Erpingham Rd	1,402,727	0	(1,402,727)	0
423 - Land_Administration	CW1548 - Lot 40 Cervantes Loop - surveying and construction of access	25,000	(25,000)	0	0
423 - Land_Administration	CW1548 - Lot 40 Cervantes Loop - surveying and construction of access	900,000	0	(900,000)	0
423 - Land_Administration	CW1553 - Subdivision and development of Lot 915 and Reserve 38537	169,529	(169,529)	0	0
423 - Land_Administration	CW1554 - Purchase of portion of Koorilla School Site aged persons lan	150,000	(150,000)	0	0
423 - Land_Administration	CW1584 - Subdivision and development of Lot 1, 4218 and 4219 Quarimor	720,000	0	(720,000)	0
423 - Land_Administration	CW1585 - Lot 23 Russell Road, Hammond Park	80,612	(80,612)	0	0
423 - Land_Administration	CW1585 - Lot 23 Russell Road, Hammond Park	1,000,000	0	(1,000,000)	0
423 - Land_Administration	CW1587 - Lot 33 Davilak Ave sale	41,410	(41,410)	0	0
423 - Land_Administration	CW1587 - Lot 33 Davilak Ave sale	1,300,000	0	(1,300,000)	0
423 - Land_Administration	CW1598 - Lot 9003 Beeliar Drive Beeliar	600,000	(600,000)	0	0
424 - Land_Administration	CW1598 - Lot 9003 Beeliar Drive Beeliar	9,600,000	0	(9,600,000)	0
543 - Facilities_Mtce_and_Management	CW4511 - Painting Program Various Buildings	22,174	0	0	(22,174)
543 - Facilities_Mtce_and_Management	CW4570 - Civic & Community Buildings Various - Carpark Linemarking Re	3,925	0	0	(3,925)
543 - Facilities_Mtce_and_Management	CW4542 - CoC Civic Building Lighting Upgrade Project	17,932	(17,932)	0	0
113 - Other_Governance	CW4512 - Cockburn Integrated Health & Community Facility – Post Gavin	200,000	(200,000)	0	0

CONSOLIDATED CARRY FORWARDS 2015/16

		Final Carry Forward Information			
Service Unit	Project Description	Expenditure/ TF to Reserves	Income Source		
			Reserves	External	Municipal (Funded from CFwd Rsv)
323 - Recreational_Services	CW5643 - Davilak Oval - Stage 2 Floodlighting to Oval	15,000	0	0	(15,000)
323 - Recreational_Services	CW5644 - Beeliar Reserve - Cricket Nets	40,000	0	0	(40,000)
341 - Corporate_Communications	OP8187 - Public Art Strategy review	6,893	0	0	(6,893)
341 - Corporate_Communications	CW5207 - Public Artwork Programme	65,000	0	0	(65,000)
341 - Corporate_Communications	CW5317 - Public artworks	22,000	0	0	(22,000)
224 - Business_Systems_Services	CW1366 - EDMS	84,670	0	0	(84,670)
224 - Business_Systems_Services	CW1257 - Planning Services Tracking & Public Info	50,000	0	0	(50,000)
224 - Business_Systems_Services	CW1089 - Facilities Booking System for Youth Centre, Seniors and Rec	10,509	0	0	(10,509)
224 - Business_Systems_Services	CW1367 - GIS Integration with T1	7,240	0	0	(7,240)
224 - Business_Systems_Services	CW1369 - Recreation and Leisure Centre Software	7,750	0	0	(7,750)
224 - Business_Systems_Services	CW1385 - Content Management and Web Design	73,539	0	0	(73,539)
224 - Business_Systems_Services	CW1396 - Intellileisure Online	49,585	0	0	(49,585)
224 - Business_Systems_Services	CW1397 - Photo Library System	45,000	0	0	(45,000)
224 - Business_Systems_Services	CW1398 - Delegated Authorities Replacement	15,000	0	0	(15,000)
224 - Business_Systems_Services	CW1399 - Firebreak System	3,000	0	0	(3,000)
224 - Business_Systems_Services	CW1400 - Councils Online	20,000	0	0	(20,000)
224 - Business_Systems_Services	CW1403 - OCR AP Automation Processing	100,000	0	0	(100,000)
222 - Records	OP8295 - Lease of 3 Scanners for Records	22,715	0	0	(22,715)
325 - South_Lake_Leisure_Centre	CW1401 - POS Stage 2 - Links Online	5,300	0	0	(5,300)
329 - Community_Development	OP8322 - Connecting South Lake	15,128	0	0	(15,128)
328 - Law_and_Public_Safety	CW1387 - Electronic Infringement System and Software	27,928	0	0	(27,928)
328 - Law_and_Public_Safety	CW1402 - Upgrade Fire break system	12,000	0	0	(12,000)
328 - Law_and_Public_Safety	OP8177 - Bushfire Managment Plan	21,189	0	0	(21,189)
543 - Facilities_Mtce_and_Management	CW4549 - Civic & Community Buildings Various - HVAC replacement/upgra	475	0	0	(475)
543 - Facilities_Mtce_and_Management	CW4472 - Naval Base Reserve Improvements (drainage, lighting, beach a	166,572	(166,572)	0	0
543 - Facilities_Mtce_and_Management	CW4573 - Wetlands Education Centre - Install HVAC System	30,000	0	0	(30,000)
543 - Facilities_Mtce_and_Management	CW4548 - Azelia Ley House, Fire Suppresion upgrade	10,683	0	0	(10,683)
543 - Facilities_Mtce_and_Management	CW4569 - Administration Building, Spearwood Library & Seniors Ctr CCT	106,847	(76,847)	0	(30,000)
543 - Facilities_Mtce_and_Management	CW4396 - Admin Building Office Modifications	27,844	0	0	(27,844)
543 - Facilities_Mtce_and_Management	CW4504 - Manning Southern Toilet Block Replacement	30,000	0	0	(30,000)
543 - Facilities_Mtce_and_Management	CW4539 - PV Installation Project	181,229	(181,229)	0	0
543 - Facilities_Mtce_and_Management	CW4564 - Success Netball Court Resurface	50,000	0	0	(50,000)
543 - Facilities_Mtce_and_Management	CW4464 - Coogee Toilet Upgrade sewerage from domestic system	413,626	(222,706)	0	(190,920)
543 - Facilities_Mtce_and_Management	CW4566 - Wally Hagen basketball stadium, Building Improvements inclu	7,000	0	0	(7,000)
543 - Facilities_Mtce_and_Management	CW4377 - Building & Facility - Asbestos Removal Works	11,736	0	0	(11,736)
543 - Facilities_Mtce_and_Management	CW4379 - Disability Access Audit & Improvements	1,630	0	0	(1,630)

CONSOLIDATED CARRY FORWARDS 2015/16

		Final Carry Forward Information			
Service Unit	Project Description	Expenditure/ TF to Reserves	Income Source		
			Reserves	External	Municipal (Funded from CFwd Rsv)
543 - Facilities_Mtce_and_Management	CW4490 - Coogee Beach Facilities - Refurbishments	10,000	0	0	(10,000)
543 - Facilities_Mtce_and_Management	CW4238 - Phoenix Central Revitalisation Plan	20,000	0	0	(20,000)
543 - Facilities_Mtce_and_Management	CW4541 - CoC Civic Building HVAC Upgrade Project	249,292	0	0	(249,292)
543 - Facilities_Mtce_and_Management	CW4471 - Civic Bldg Energy Reduction Initiative	254,800	(254,800)	0	0
543 - Facilities_Mtce_and_Management	CW4568 - Coogee Beach Jetty Corrosion Treatment Program	9,236	0	0	(9,236)
543 - Facilities_Mtce_and_Management	CW4385 - Operations Centre - New Op Cntr Building Design & Constructi	170,897	(124,840)	0	(46,057)
543 - Facilities_Mtce_and_Management	CW4485 - Atwell Clubrooms & Playing Surfaces - Upgrades	697,650	(561,140)	0	(136,510)
543 - Facilities_Mtce_and_Management	CW4537 - Beale Park Clubrooms, Design & Development	70,000	(70,000)	0	0
543 - Facilities_Mtce_and_Management	CW4540 - Coleville Cres Carpark Expansion	510,856	0	0	(510,856)
543 - Facilities_Mtce_and_Management	CW4491 - Coleville Cres Staff/Visitor Carpark Mod's inc. EV Charge St	44,250	0	0	(44,250)
543 - Facilities_Mtce_and_Management	CW4492 - Community Mens Shed - Buckley Street, Cockburn Central West	11,320	0	0	(11,320)
544 - Plant_Maintenance	CW7748 - Heavy Fleet-Waste Iveco F2350G/260 Rubbish Truck PL7481	376,510	(307,510)	(69,000)	0
544 - Plant_Maintenance	CW7749 - Waste Collection Side Loader Compaction Truck PL749	369,240	(300,240)	(69,000)	0
544 - Plant_Maintenance	CW7752 - Waste Collection Side Loader Compaction Truck PL752	369,240	(300,240)	(69,000)	0
544 - Plant_Maintenance	CW7714 - Hino Ranger 8 Tipper - Roads	180,000	(125,000)	(55,000)	0
544 - Plant_Maintenance	CW7276 - Toyota Rav4 Wagon Planning PL276-2	29,000	(16,000)	(13,000)	0
544 - Plant_Maintenance	CW7542 - Light Vehicle - Mayor	34,000	(14,500)	(19,500)	0
544 - Plant_Maintenance	CW7300 - Hilux 4WD Tray Body Utility PL3001 - Env Services New2008/9	35,000	(20,000)	(15,000)	0
544 - Plant_Maintenance	CW7656 - Roads Services, Trailer Drainage Crew (New)	6,500	(6,500)	0	0
544 - Plant_Maintenance	CW7551 - Light Fleet PL551 Building Coordinator	33,000	0	0	(33,000)
		34,329,468	(7,321,610)	(17,350,787)	(9,657,071)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 June 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Operating Revenue							
Governance	77,304,210	75,506,964	2%	1,797,246 ✓		75,506,964	74,022,182
Financial Services	1,023,683	789,050	30%	234,633 ✓		789,050	657,050
Information Services	330	1,500	-78%	(1,170)		1,500	1,500
Human Resource Management	433,109	286,000	51%	147,109		286,000	86,000
Library Services	41,217	53,346	-23%	(12,129)		53,346	53,346
Community Services	7,688,554	7,224,112	6%	464,442 ✓		7,224,112	7,338,204
Human Services	6,937,317	6,442,031	8%	495,287 ✓		6,442,031	6,459,383
Corporate Communications	18,769	12,500	50%	6,269		12,500	12,500
Statutory Planning	1,756,197	1,713,015	3%	43,182		1,713,015	1,613,015
Strategic Planning	2,482,104	2,291,943	8%	190,161		2,291,943	1,471,943
Building Services	1,624,437	1,645,700	-1%	(21,263)		1,645,700	1,535,700
Environmental Health	226,309	255,500	-11%	(29,191)		255,500	225,500
Waste Services	28,404,607	29,438,023	-4%	(1,033,416) X		29,438,023	29,143,124
Parks & Environmental Services	71,928	49,900	44%	22,028		49,900	1,900
Engineering Services	373,448	303,363	23%	70,085		303,363	293,363
Infrastructure Services	202,060	157,297	28%	44,763		157,297	3,297
	128,588,280	126,170,244	2%	2,418,035		126,170,244	122,918,007
Total Operating Revenue	128,588,280	126,170,244	2%	2,418,035		126,170,244	122,918,007
Operating Expenditure							
Governance	(5,420,256)	(4,702,844)	15%	(717,411) X		(4,702,844)	(4,633,859)
Financial Services	(5,339,552)	(5,420,104)	-1%	80,553		(5,420,104)	(5,464,284)
Information Services	(4,219,897)	(4,600,548)	-8%	380,651 ✓		(4,600,548)	(4,385,908)
Human Resource Management	(2,688,538)	(2,824,945)	-5%	136,408		(2,824,945)	(2,302,028)
Library Services	(3,079,929)	(3,199,889)	-4%	119,960		(3,199,889)	(3,168,305)
Community Services	(9,123,801)	(9,508,442)	-4%	384,640 ✓		(9,508,442)	(9,490,807)
Human Services	(8,248,089)	(7,872,938)	5%	(375,152) X		(7,872,938)	(7,729,708)
Corporate Communications	(2,609,446)	(2,791,953)	-7%	182,507		(2,791,953)	(2,682,290)
Statutory Planning	(1,237,586)	(1,286,082)	-4%	48,496		(1,286,082)	(1,286,082)
Strategic Planning	(1,984,855)	(1,683,131)	18%	(301,724) X		(1,683,131)	(1,566,420)
Building Services	(1,549,521)	(1,564,494)	-1%	14,973		(1,564,494)	(1,564,494)
Environmental Health	(1,621,479)	(1,690,018)	-4%	68,539		(1,690,018)	(1,773,929)
Waste Services	(18,343,164)	(20,096,655)	-9%	1,753,491 ✓		(20,096,655)	(20,076,655)
Parks & Environmental Services	(12,000,672)	(11,578,031)	4%	(422,641) X		(11,578,031)	(11,330,867)
Engineering Services	(8,118,475)	(8,184,872)	-1%	66,397		(8,184,872)	(7,985,243)
Infrastructure Services	(8,691,273)	(8,318,308)	4%	(372,965) X		(8,318,308)	(8,195,699)
	(94,276,531)	(95,323,253)	-1%	1,046,721		(95,323,253)	(93,636,577)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 June 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Less: Net Internal Recharging	2,903,274	3,246,783	-11%	(343,509) X		3,246,783	3,243,783
Add: Depreciation on Non-Current Assets							
Computer & Electronic Equip	(95,204)	(94,440)	1%	(764)		(94,440)	(94,440)
Furniture & Equipment	(153,240)	(156,413)	-2%	3,173		(156,413)	(156,413)
Plant & Machinery	(2,802,365)	(2,969,268)	-6%	166,903		(2,969,268)	(2,969,268)
Buildings	(4,548,676)	(4,261,656)	7%	(287,020) X		(4,261,656)	(4,261,656)
Roads	(10,166,026)	(10,247,952)	-1%	81,926		(10,247,952)	(9,467,952)
Drainage	(2,294,867)	(2,290,068)	0%	(4,799)		(2,290,068)	(2,290,068)
Footpaths	(1,092,153)	(1,161,348)	-6%	69,195		(1,161,348)	(1,161,348)
Parks Equipment	(2,745,312)	(2,764,012)	-1%	18,700		(2,764,012)	(3,354,012)
Landfill	(1,130,001)	(1,154,832)	-2%	24,831		(1,154,832)	-
	(25,027,845)	(25,099,989)	0%	72,144		(25,099,989)	(23,755,157)
Total Operating Expenditure	(116,401,102)	(117,176,459)	-1%	775,357		(117,176,459)	(114,147,951)
Change in Net Assets Resulting from Operations	12,187,177	8,993,785	36%	3,193,393		8,993,785	8,770,056
Non-Operating Activities							
Profit/(Loss) on Assets Disposal							
Plant & Machinery	303,341	(217,704)	-239%	521,045 ✓		(217,704)	(582,947)
Freehold Land	2,014,122	17,521,068	-89%	(15,506,946) X		17,521,068	1,150,000
Furniture & Office Equipment	(15,701,497)	-	0%	(15,701,497) X		-	-
Buildings	(492,329)	157,795	-412%	(650,124) X		157,795	-
	(13,876,363)	17,461,159	-179%	(31,337,521)		17,461,159	567,053
Less: Movement in Joint Venture	(1,274,680)	-	0%	(1,274,680)		-	-
Less: Underground Power Infrastructure Contribution	-	(574)	-100%	574		(574)	-
Asset Acquisitions							
Land and Buildings	(16,899,796)	(23,044,947)	-27%	6,145,151 ✓		(23,044,947)	(24,387,000)
Infrastructure Assets	(28,978,882)	(29,805,582)	-3%	826,701 ✓		(29,805,582)	(17,116,028)
Plant and Machinery	(3,426,802)	(5,518,133)	-38%	2,091,332 ✓		(5,518,133)	(4,007,500)
Furniture and Equipment	-	-	0%	-		-	(206,000)
Computer Equipment	(642,552)	(1,140,572)	-44%	498,020 ✓		(1,140,572)	(434,000)
Note 1.	(49,948,031)	(59,509,235)	-16%	9,561,204		(59,509,235)	(46,150,528)
Add: Transfer to Reserves	(50,538,590)	(62,536,707)	-19%	11,998,118 ✓		(62,536,707)	(35,534,109)
	(103,450,486)	(95,591,573)	8%	(7,858,913)		(95,591,573)	(72,347,529)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 June 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Add Funding from							
Grants & Contributions - Asset Development	18,497,201	19,082,755	-3%	(585,555) X		19,082,755	6,726,309
Proceeds on Sale of Assets	4,001,046	19,419,231	-79%	(15,418,185) X		19,419,231	2,525,125
Reserves	29,053,386	36,344,806	-20%	(7,291,420) X		36,344,806	18,281,347
Loan Funds Raised	-	-	0%	-		-	20,000,000
Contributed Developer Assets	13,393,722	-	0%	13,393,722 ✓		-	-
	(38,505,132)	(20,744,781)	86%	(17,760,351)		(20,744,781)	(24,814,748)
Non-Cash/Non-Current Item Adjustments							
Depreciation on Assets	25,027,845	25,099,989	0%	(72,144)		25,099,989	23,755,157
Profit/(Loss) on Assets Disposal	13,876,363	(17,461,159)	-179%	31,337,521 ✓		(17,461,159)	(567,053)
Loan Repayments	(1,373,356)	(1,373,356)	0%	(0)		(1,373,356)	(1,373,356)
Joint Venture Investment	1,274,680	-	0%	1,274,680 ✓		-	-
Non-Current Leave Provisions	246,615	-	0%	246,615 ✓		-	-
	501,211	(14,479,306)	-103%	14,980,517		(14,479,306)	(3,000,000)
Opening Funds	13,175,076	13,175,076	0%	(0)		13,175,076	3,000,000
Closing Funds	Note 2, 3.	13,676,287	(1,304,230)	-1149%	14,980,517	(1,304,230)	-
	-	-		-		-	-

Notes to Statement of Financial Activity

Note 1.

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

	Actuals	Commitments at Month End	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
	\$	\$			\$	\$
Assets Classification						
Land and Buildings	(16,899,796)	(3,013,708)	(19,913,504)	(23,044,947)	(23,044,947)	3,131,443
Infrastructure Assets	(28,978,882)	(3,343,073)	(32,321,954)	(29,805,582)	(29,805,582)	(2,516,372)
Plant and Machinery	(3,426,802)	(1,150,180)	(4,576,981)	(5,518,133)	(5,518,133)	941,152
Furniture and Equipment	-	-	-	-	-	-
Computer Equipment	(642,552)	(154,015)	(796,567)	(1,140,572)	(1,140,572)	344,005
	(49,948,031)	(7,660,975)	(57,609,006)	(59,509,235)	(59,509,235)	1,900,228

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	129,018,060	111,410,433	113,947,104	86,462,923
Rates Outstanding	1,011,305	900,000	900,000	900,000
Rubbish Charges Outstanding	230,247	300,000	300,000	300,000
Sundry Debtors	2,633,695	2,700,000	2,700,000	2,700,000
GST Receivable	849,851	-	-	-
Prepayments	621,686	350,000	350,000	350,000
Accrued Debtors	745,325	-	-	-
Stock on Hand	18,634	20,000	20,000	20,000
	135,128,804	115,680,433	118,217,104	90,732,923
Current Liabilities				
Creditors	(7,795,543)	(5,000,496)	(5,000,496)	(5,000,496)
Income Received in Advance	-	52,856	52,856	52,856
GST Payable	(267,983)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(2,766,414)	(2,000,000)	(2,000,000)	(2,000,000)
Provision for Long Service Leave	(1,852,386)	(2,595,980)	(2,595,980)	(2,595,980)
	(12,682,327)	(9,543,620)	(9,543,620)	(9,543,620)
Net Current Assets	122,446,477	106,136,813	108,673,484	81,189,303
Add: Non Current Investments	4,506,731	4,339,420	4,339,420	4,339,420
	126,953,208	110,476,233	113,012,904	85,528,723
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(107,073,767)	(111,780,464)	(111,780,464)	(85,528,723)
Deposits & Bonds Liability *	(6,203,155)	(2,789,342)	(2,789,342)	(2,789,342)
Grants & Contributions Unspent *	-	2,789,343	2,789,343	2,789,343
	13,676,287	(1,304,230)	1,232,440	-
Closing Funds (as per Financial Activity Statement)	13,676,287	(1,304,230)	1,232,440	-

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)				0
			OCM 11/9/14					
GL	830	Increase conference budget	#5370	Operating Expenditure			2,000	(2,000)
			OCM 11/9/14					
GL	594	Salary reduction due to system error	#5370	Operating Expenditure		18,369		16,369
			OCM 11/9/14					
GL	105	Increase in FAGS grant	#5370	Operating Income		86,745		103,114
	161, 162,		OCM 11/9/14					
GL	175	Reallocating FESA grants and expenditure	#5370	Operating Income		4,498		107,612
		Allocating telecommunication expenses budget which was missed out	OCM 13/11/14					
GL	137	during annual budget process	#5408	Operating Expenditure			65,000	42,612
		Carried forward unspent fund in Coastal Monitoring project which was	OCM 13/11/14					
OP	6245	missed out during carry forward process	#5408	Operating Expenditure			20,687	21,925
	310, 350,	Adjustments to Financial Counselling budgets as 2 staff now relocated	OCM 11/12/14					
GL	375	to Cockburn Super Clinic and also receiving reduced grant funding	#5429	Operating Expenditure			15,482	6,443
OP	7696	Rent income received from DFES for occupying CVES building		Operating Income		4,000		10,443
			OCM 12/02/15					
Various		Mid-year budget review	#5456	Various			10,443	0
			OCM 09/04/15					
OP	8291	Allocating internal administration charge	#5489	Operating Income		8,500		8,500
			OCM May					
OP	8276	Coolbellup security guard	#5504	Operating Expenditure			8,500	0
			OCM June					
CW	1359	Transfer Reserve funding back as project is no longer active	#5519	Operating Income			93,000	(93,000)
			OCM June					
OP	8260	Cash in lieu from FY13/14 was not accounted correctly	#5519	Operating Income			90,000	(183,000)
OP	9710	Increase surplus	OCM 09/07/15	Operating Expenditure		223,000		40,000
				Closing Funds Surplus (Deficit)	0	345,112	305,112	40,000

Statement of Comprehensive Income *by Nature and Type*

for the period ended 30 June 2015

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	65,044,331	62,880,000	2,164,331	65,044,331	62,880,000	62,880,000
02 Specified Area Rates	312,317	270,000	42,317	312,317	270,000	270,000
05 Fees and Charges	40,311,919	40,995,727	(683,808)	40,311,919	40,995,727	39,708,911
06 Service Charges	4,031,642	4,000,000	31,642	4,031,642	4,000,000	4,000,000
10 Grants and Subsidies	11,843,090	11,350,686	492,403	11,843,090	11,350,686	9,325,765
15 Contributions, Donations and Reimbursements	1,301,834	767,340	534,495	1,301,834	767,340	356,840
20 Interest Earnings	5,716,510	5,899,391	(182,881)	5,716,510	5,899,391	6,369,391
25 Other revenue and Income	26,637	7,100	19,537	26,637	7,100	7,100
Total Operating Revenue	128,588,280	126,170,244	2,418,035	128,588,280	126,170,244	122,918,007
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	(43,853,164)	(43,845,837)	(7,328)	(43,853,164)	(43,845,837)	(42,697,487)
51 Employee Costs - Indirect Oncosts	(1,262,371)	(1,325,346)	62,975	(1,262,371)	(1,325,346)	(898,966)
55 Materials and Contracts	(36,416,268)	(35,646,199)	(770,069)	(36,416,268)	(35,646,199)	(35,548,621)
65 Utilities	(4,285,795)	(4,622,439)	336,644	(4,285,795)	(4,622,439)	(4,513,005)
70 Interest Expenses	(123,170)	(123,300)	130	(123,170)	(123,300)	(123,300)
75 Insurances	(1,952,591)	(2,217,500)	264,909	(1,952,591)	(2,217,500)	(2,340,500)
80 Other Expenses	(6,383,171)	(7,542,632)	1,159,461	(6,383,171)	(7,542,632)	(7,514,698)
85 Depreciation on Non Current Assets	(25,027,845)	(25,099,989)	72,144	(25,027,845)	(25,099,989)	(23,755,157)
Add Back: Indirect Costs Allocated to Capital Works	2,903,274	3,246,783	(343,509)	2,903,274	3,246,783	3,243,783
Total Operating Expenditure	(116,401,102)	(117,176,459)	775,357	(116,401,102)	(117,176,459)	(114,147,951)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES	12,187,177	8,993,785	3,193,393	12,187,177	8,993,785	8,770,056
NON-OPERATING ACTIVITIES						
11 Capital Grants & Subsidies	6,715,595	8,531,234	(1,815,639)	6,715,595	8,531,234	2,361,387
16 Contributions - Asset Development	11,781,605	10,551,521	1,230,084	11,781,605	10,551,521	4,364,922
95 Profit/(Loss) on Sale of Assets	(13,876,363)	17,461,159	(31,337,521)	(13,876,363)	17,461,159	567,053
57 Acquisition of Crown Land for Roads	-	-	-	-	-	-
58 Underground Power Scheme	-	(574)	574	-	(574)	-
Total Non-Operating Activities	4,620,838	36,543,340	(31,922,502)	4,620,838	36,543,340	7,293,362
NET RESULT	16,808,015	45,537,125	(28,729,109)	16,808,015	45,537,125	16,063,417

Notes to Statement of Comprehensive Income

Note 1.

Additional information on main sources of revenue in fees & charges.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<u>Community Services:</u>				
Recreational Services	576,241	534,320	534,320	534,320
South Lake Leisure Centre	2,830,484	2,856,666	2,856,666	2,988,286
Law and Public Safety	816,143	388,496	388,496	388,496
	4,249,001	3,789,482	3,789,482	3,911,102
<u>Waste Services:</u>				
Waste Collection Services	19,041,380	19,050,000	19,050,000	18,695,101
Waste Disposal Services	9,355,436	10,378,023	10,378,023	10,448,023
	28,396,816	29,428,023	29,428,023	29,143,124
	32,645,817	33,217,505	33,217,505	33,054,226

Note 2.

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

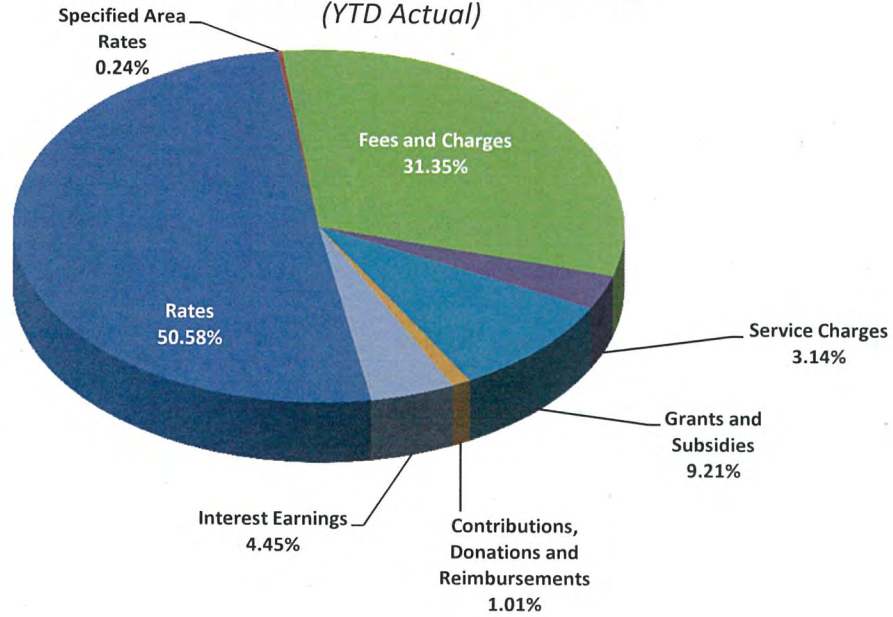
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(2,112,642)	(1,922,751)	(1,922,751)	(1,919,506)
Finance & Corporate Services Division	(7,011,373)	(7,087,510)	(7,087,510)	(6,145,420)
Community Services Division	(13,356,616)	(13,354,496)	(13,354,496)	(13,196,817)
Planning & Development Division	(5,000,245)	(5,036,253)	(5,036,253)	(5,024,097)
Engineering & Works Division	(16,372,288)	(16,444,827)	(16,444,827)	(16,411,647)
	(43,853,164)	(43,845,837)	(43,845,837)	(42,697,487)

Note 3

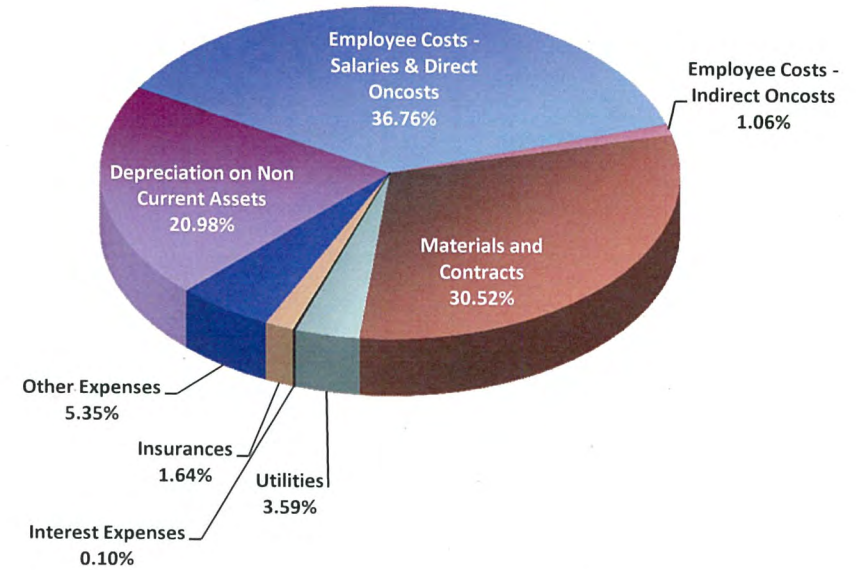
Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(2,440,957)	(2,058,855)	(2,058,855)	(2,087,788)
Finance & Corporate Services Division	(2,497,266)	(2,717,612)	(2,717,612)	(3,269,713)
Community Services Division	(7,626,919)	(7,752,880)	(7,752,880)	(7,649,134)
Planning & Development Division	(1,269,951)	(1,086,539)	(1,086,539)	(1,065,895)
Engineering & Works Division	(22,581,175)	(22,030,313)	(22,030,313)	(21,476,091)
Not Applicable	0	0	0	0
	(36,416,268)	(35,646,199)	(35,646,199)	(35,548,621)

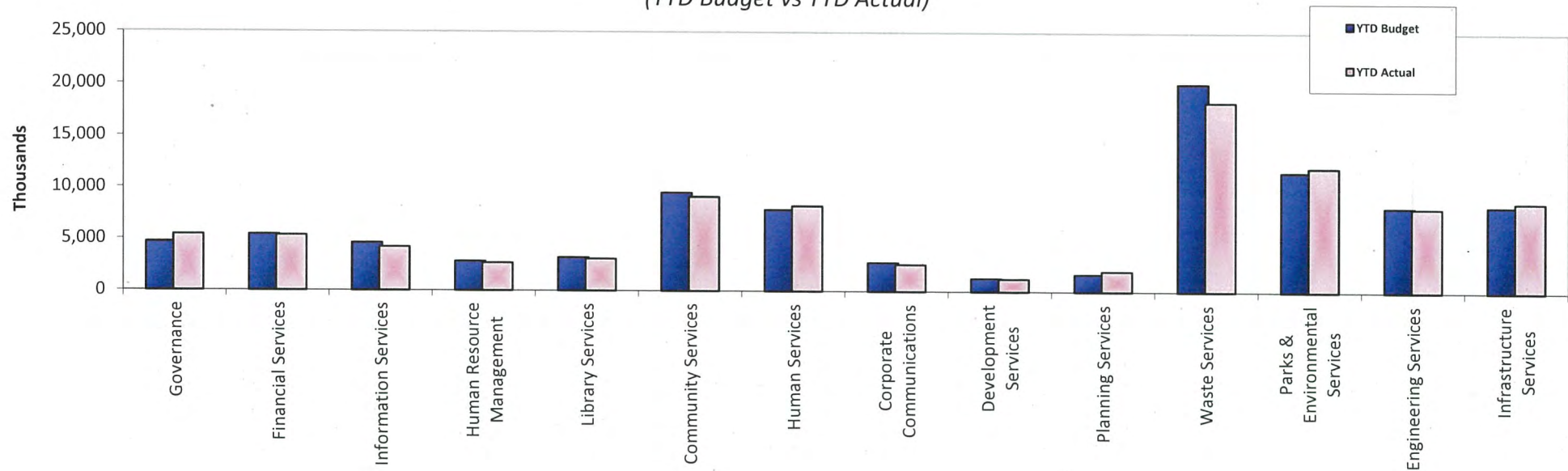
Operating Income by Nature and Type
(YTD Actual)



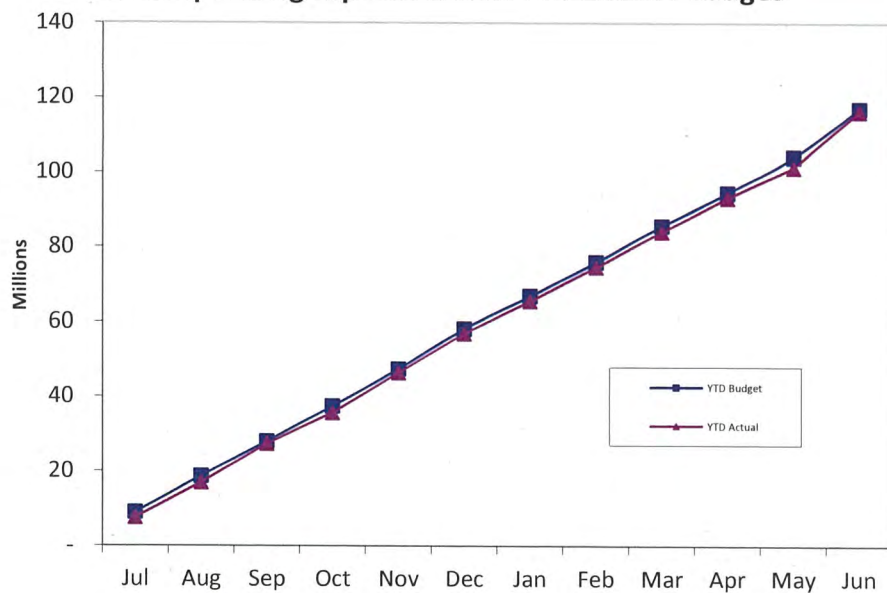
Operating Expenditure by Nature and Type
(YTD Actual)



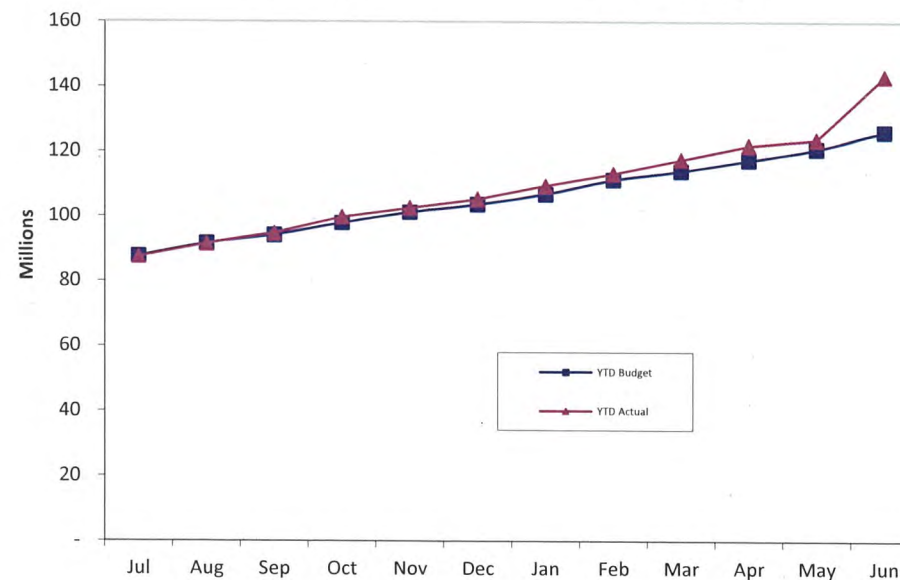
Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)



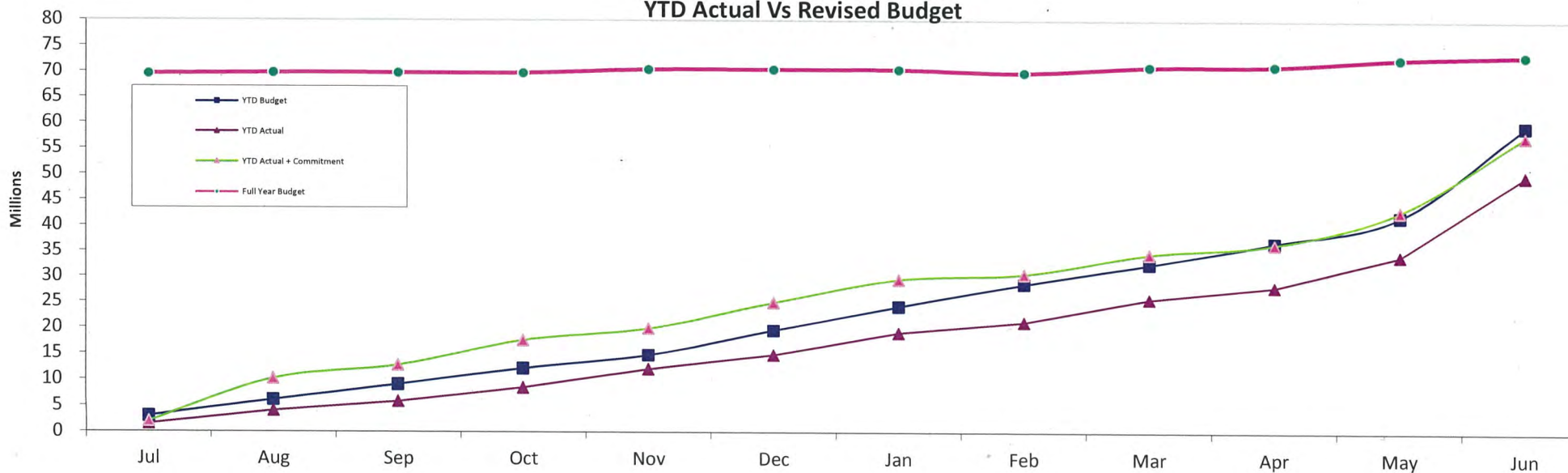
YTD Operating Expenditure Vs YTD Revised Budget



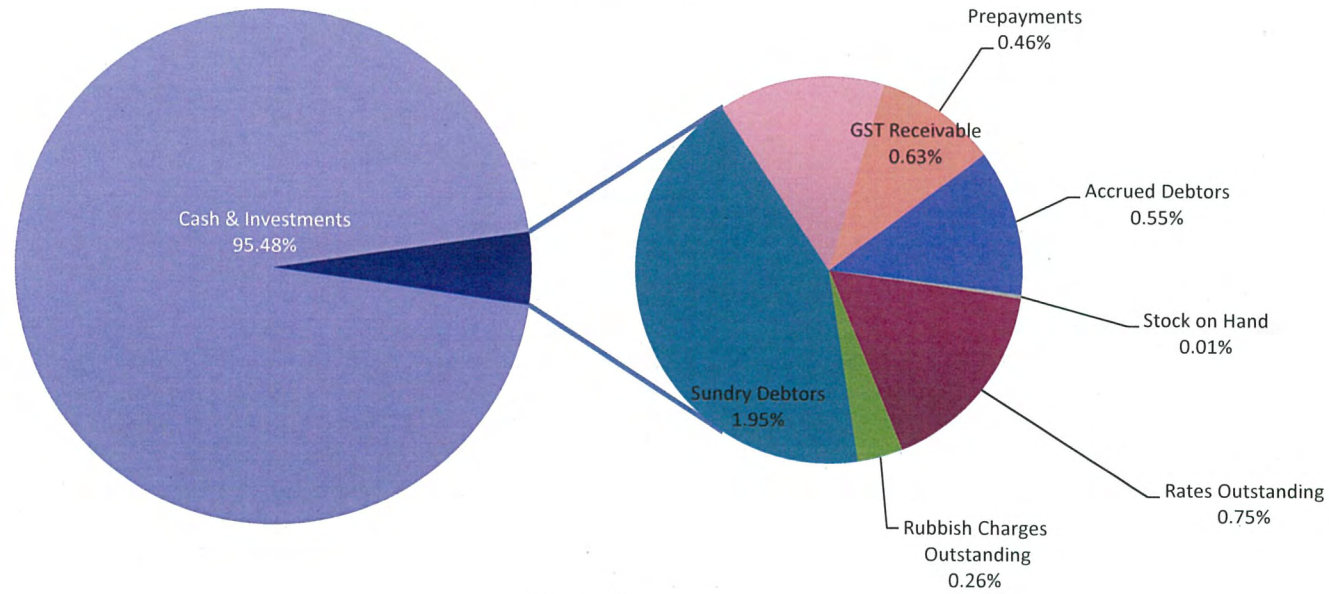
YTD Operating Income Vs YTD Revised Budget



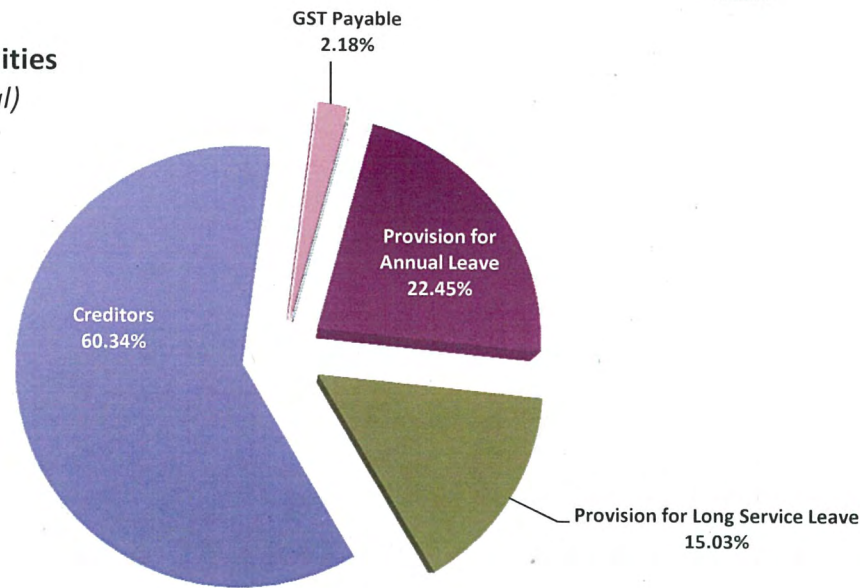
Capital Expenditure YTD Actual Vs Revised Budget



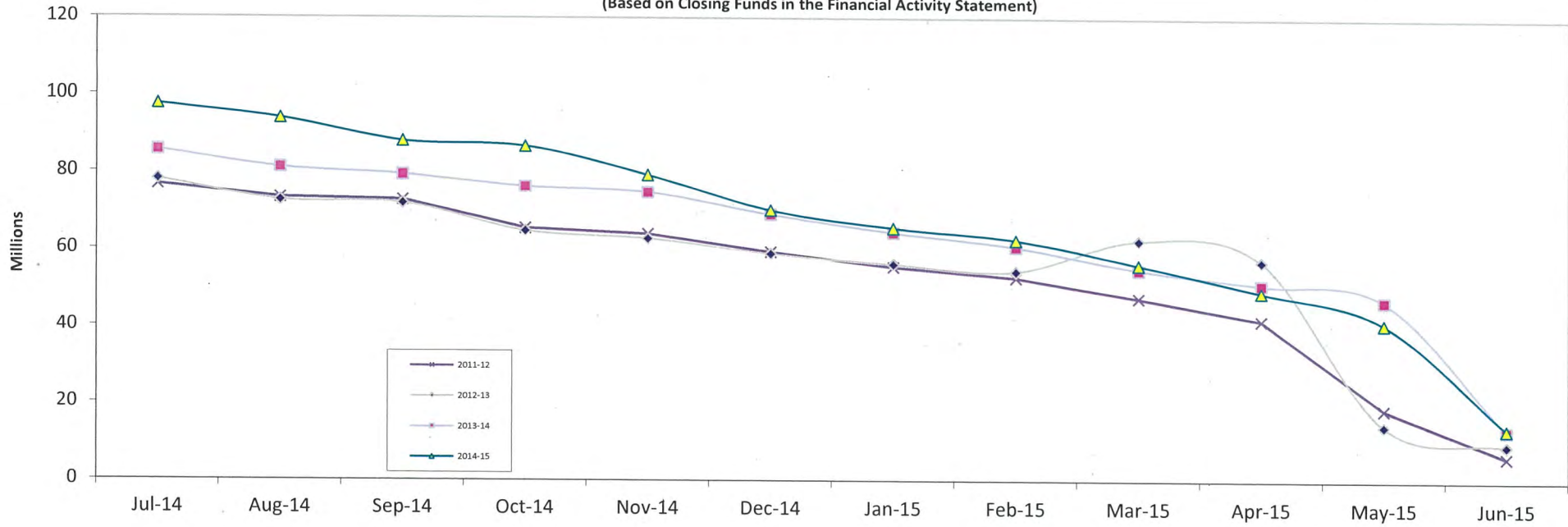
Current Assets (YTD Actual)



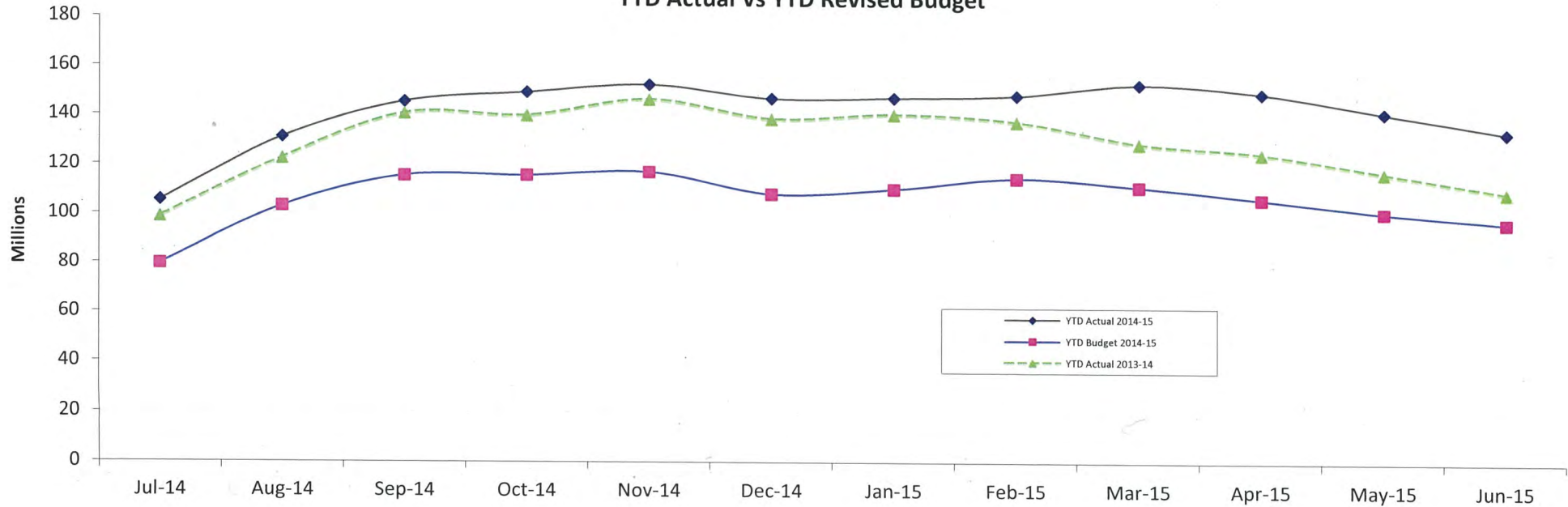
Current Liabilities (YTD Actual)



Municipal Liquidity Over the Year
(Based on Closing Funds in the Financial Activity Statement)



Cash & Investments Positions
YTD Actual Vs YTD Revised Budget



City of Cockburn - Reserve Funds

Financial Statement for Period Ending 30 June 2015

Account Details	Opening Balance		Interest Received		t/f's from Municipal		t/f's to Municipal		Closing Balance	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Council Funded										
Bibra Lake Management Plan Reserve	847,819	847,819	(9,120)	21,044	-	-	(120,000)	(120,000)	718,699	748,863
Bibra Lake Nutrient Managment	313,447	313,447	12,230	8,117	-	-	-	-	325,677	321,564
CCW Development Fund	-	-	-	-	12,491,292	12,491,292	(4,600,000)	(4,582,685)	7,891,292	7,908,607
Community Infrastructure	9,830,572	9,830,572	200,590	251,723	4,484,735	4,542,744	(8,481,224)	(8,411,024)	6,034,674	6,214,015
Community Surveillance Levy Reserve	653,841	653,841	29,690	13,741	643,918	1,005,395	(267,898)	(191,051)	1,059,551	1,481,926
Contaminated Sites	2,518,882	2,518,882	51,520	64,181	-	-	(100,000)	(94,144)	2,470,402	2,488,919
DCD Redundancies Reserve	2,991	2,991	-	56	-	39,692	(2,900)	(2,900)	91	39,839
Environmental Offset Reserve	277,367	277,368	(3,110)	7,183	-	-	-	-	274,257	284,550
Green House Emissions Reductions	652,516	652,516	13,880	16,403	200,000	200,000	(762,000)	(232,064)	104,396	636,855
Information Technology	261,600	261,600	37,220	5,369	100,000	100,000	(99,361)	(87,175)	299,459	279,795
Land Development & Investment Fund Reserve	4,719,455	4,719,455	283,600	106,688	18,058,553	3,116,453	(4,647,508)	(2,337,496)	18,414,100	5,605,100
Major Buildings Refurbishment	5,439,366	5,439,366	25,930	140,612	-	-	(252,412)	(127,572)	5,212,884	5,452,406
Mobile Rubbish Bins	63,279	63,279	24,440	(708)	-	-	(62,000)	(62,000)	25,719	571
Municipal Elections	49,722	49,721	13,270	1,288	-	-	-	-	62,992	51,009
Naval Base Shacks	766,920	766,921	16,420	19,776	151,413	89,129	(769,428)	(47,073)	165,325	828,752
Plant & Vehicle Replacement	5,930,546	5,930,546	76,610	126,404	3,527,151	3,450,000	(3,525,233)	(2,090,830)	6,009,074	7,416,121
Port Coogee Special Maintenance Reserve	1,005,467	1,005,468	23,060	24,874	270,000	312,317	(117,925)	(117,925)	1,180,602	1,224,733
Roads & Drainage Infrastructure	2,026,150	2,026,150	101,580	40,652	1,594,821	1,594,821	(1,762,755)	(453,769)	1,959,797	3,207,854
Staff Payments & Entitlements	2,271,100	2,271,100	157,540	54,884	110,000	110,000	(361,917)	(386,942)	2,176,723	2,049,042
Waste & Recycling	18,659,246	18,659,246	626,270	469,267	3,472,157	3,607,510	(1,875,359)	(1,405,066)	20,882,314	21,330,958
Waste Collection Levy	264,697	264,697	1,540	5,434	545,854	1,110,439	(325,500)	(325,500)	486,591	1,055,070
Workers Compensation	379,495	379,495	15,480	9,827	-	-	-	-	394,975	389,322
POS Cash in Lieu (Restricted Funds)	4,240,467	4,240,466	132,710	125,291	1,113,748	1,601,101	(888,000)	(480,943)	4,598,925	5,485,916
	61,174,947	61,174,947	1,831,350	1,512,105	46,763,643	33,370,893	(29,021,420)	(21,556,159)	80,748,520	74,501,786
Grant Funded										
Aged & Disabled Vehicle Expenses	322,162	322,162	9,855	7,710	62,625	104,119	(148,499)	(3,499)	246,144	430,493
CIHF Building Maintenance Resrv	-	-	-	7,650	2,402,660	2,181,773	-	-	2,402,660	2,189,423
Cockburn Super Clinic Reserve	1,936,374	1,936,374	169,220	30,964	-	-	(1,985,154)	(1,970,405)	120,440	(3,067)
Family Day Care Accumulation Fund	22,384	22,383	3,000	54	-	1,876	(24,314)	(24,314)	1,070	0
Naval Base Shack Removal Reserve	333,944	333,945	4,270	8,648	54,693	54,693	-	-	392,907	397,285
Restricted Grants & Contributions Reserv	5,923,657	5,923,657	-	156	3,231,211	3,458,719	(3,113,747)	(3,812,694)	6,041,121	5,569,838
UNDERGROUND POWER	754,224	754,224	(11,570)	19,175	1,200,000	1,149,592	(1,372,637)	(1,372,063)	570,016	550,927
Welfare Projects Employee Entitlements	444,423	444,422	12,452	11,667	10,513	37,479	(72,373)	(61,313)	395,015	432,255
	9,737,168	9,737,168	187,227	86,024	6,961,702	6,988,252	(6,716,724)	(7,244,288)	10,169,373	9,567,155
Development Cont. Plans										
Aubin Grove DCP	170,698	170,698	4,705	4,419	-	-	(887)	(639)	174,516	174,478
Community Infrastructure DCA 13	10,029,345	10,029,345	140,180	337,310	5,000,000	6,249,691	(484,789)	(136,678)	14,684,736	16,479,668
Gaebler Rd Development Cont. Plans	984,238	984,238	18,924	25,486	-	-	(3,474)	(3,156)	999,687	1,006,568
Hammond Park DCP	(14,180)	(14,180)	9,354	2,703	396,000	479,022	(13,595)	(9,721)	377,579	457,825
Munster Development	432,526	432,526	18,147	14,628	443,798	254,733	(17,871)	(9,825)	876,600	692,062
Muriel Court Development Contribution	(48,104)	(48,104)	-	(1,247)	-	-	(19,092)	(30,078)	(67,196)	(79,429)
Packham North - DCP 12	(105,792)	(105,792)	10,529	(1,367)	434,388	121,324	(19,192)	(6,896)	319,933	7,270
Solomon Road DCP	360,190	360,190	8,493	9,902	120,000	78,474	(7,721)	(37,173)	480,962	411,393
Success Lakes Development	887,990	887,991	3,817	22,994	-	-	(3,474)	(1,044)	888,333	909,941
Success Nth Development Cont. Plans	1,185,551	1,185,550	15,311	37,682	11,700	481,749	(5,611)	(4,256)	1,206,951	1,700,726
Thomas St Development Cont. Plans	12,079	12,079	294	313	-	-	-	-	12,373	12,392
Wattleup DCP 10	(9,363)	(9,363)	-	(81)	-	21,468	(12,695)	(9,377)	(22,058)	2,647
Yangebup East Development Cont. Plans	436,865	436,865	6,026	14,341	130,036	402,240	(3,748)	(2,079)	569,179	851,367
Yangebup West Development Cont. Plans	354,406	354,406	9,195	9,201	-	16,330	(2,624)	(2,019)	360,977	377,918
	14,676,448	14,676,448	244,975	476,284	6,535,922	8,105,031	(594,773)	(252,939)	20,862,572	23,004,825
Total Reserves										
	85,588,562	85,588,563	2,263,552	2,074,414	60,261,267	48,464,176	(36,332,917)	(29,053,386)	111,780,464	107,073,767

Total Reserves



CITY OF COCKBURN State of Sustainability Report 2014-15



Governance *Environment* Society Economy



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The City acknowledges that it is the Noongar people who are the Traditional Custodians of this Land.

Our Mission

To make the City of Cockburn the most attractive place to live, work, visit and invest in, within the Perth metropolitan area.

Our Sustainability Definition

Pursuing governance excellence to meet the needs of current and future generations through an integration of the environment, society and economy.

Key themes guiding our development

- **Growing the City** – Plan for growth of our City
- **Community and Lifestyles** – Improve communities and lifestyle options
- **A Prosperous City** – Strengthen our economic base
- **Environment and Sustainability** – Sustainably manage our environment
- **Infrastructure** – Provide community and civic infrastructure
- **Moving Around** – Facilitate movement
- **Leading and Listening** – Deliver sustainable governance

Our Sustainability Focus

- Management, Accountability, Transparency and Engagement
- Sustainable Planning and Development
- Environmental Management
- Efficient Settlements and Use of Resources
- Sense of Place and Healthy Communities
- Community Involvement
- Economic Development
- Employment Opportunities

This is the City of Cockburn's fifth annual State of Sustainability (SoS) Report. It is an overview of progress toward sustainability through the key areas of focus for the City: Governance, Environment, Society and Economy. In the interests of maintaining a strong strategic alignment, this report is imbedded within the City's network of corporate planning documents and policies, forming an integrated reporting platform, shown below.



REPORTING STRUCTURE

This report is structured according to the City's key focus areas for sustainability – Governance, Environment, Society and Economy. Each focus area is comprised of a number of sustainability principles, overarching objectives, actions and key performance indicators (KPIs). The City's progress in achieving its KPIs is illustrated through the use of a simple traffic light system, which is explained as follows:

- Indicates the City has achieved, or is on track to achieving, the KPI.
- Indicates while the City is making progress toward the achievement of a particular KPI, more work is needed.
- Indicates the City is not yet making progress toward the achievement of that particular KPI.

STATEMENT FROM THE MAYOR



I am pleased to present you with the City's fifth annual State of Sustainability Report. The City continues to focus on nurturing strong, inclusive and active partnerships across our community. Investments in projects that raise community awareness and participation rates and that lead to improved outcomes continue as a main focus.

Our achievements throughout the past year reflect the leadership of Council, our Executive team and the passion of our staff and volunteers to work in collaboration with Industry, small to medium enterprises, the not-for profit sector, educational institutions and our community.

We look forward to celebrating further successes in the coming year.

Logan Howlett

Logan K Howlett, JP
MAYOR

STATEMENT FROM THE CEO



The City's 2015 Sustainability Report continues to show the great strides our community is making in becoming a more socially and environmentally friendly society.

At the heart of this message has been making our urban lifestyle more sustainable. With some 50 environmental and sustainability events, the City achieved considerable outreach to the community. However, the pinnacle of this effort was the Your Move project, conducted in conjunction with the Departments of Transport and Sport and Recreation. Your Move had 10,000 Cockburn households participate (1 in 4 within the City), developing more active lifestyles in each family. The project was a hit with our community, helping change people's lives and winning several major awards and many accolades for the City along the way.

Re-moulding our urban lifestyle through urban revitalisation is another Cockburn success story. Coolbellup now has its own urban renewal plan, complementing work undertaken on the suburbs of Spearwood and Hamilton Hill. Each of these plans identifies opportunity for urban infill, along with a raft of improvements that the City will make to the urban realm. Better places to live provides the opportunity for better lifestyles.

Partnerships have been the hallmark of much of this success. Leadership shown by Council and the City's Administration is being mirrored in the strong leadership shown in our community groups. With record satisfaction showing in the annual *Community Perceptions survey*, Cockburn continues to become a better and more sustainable place to live.

Stephen Cain

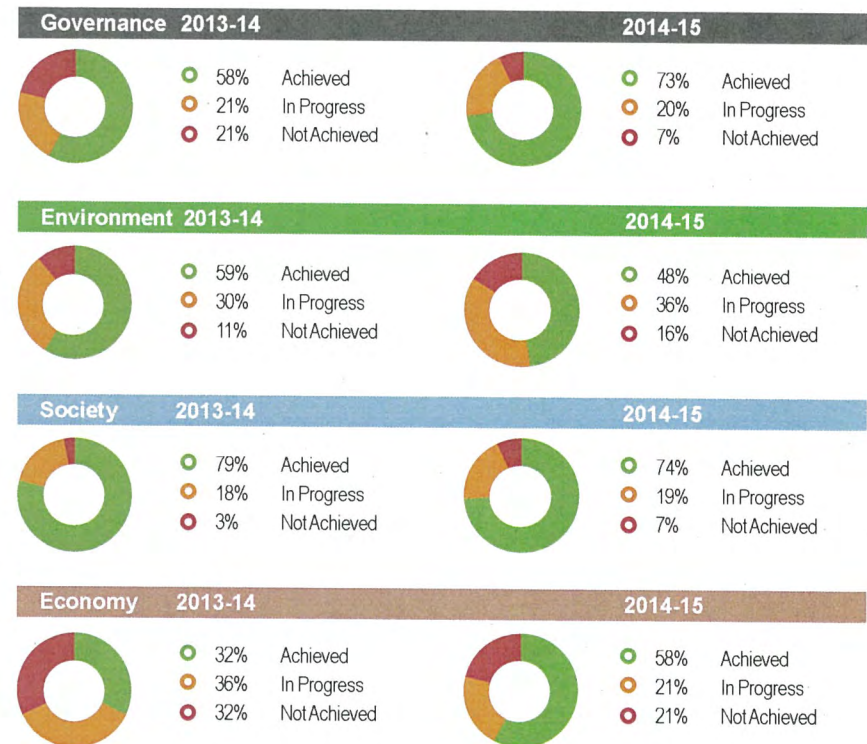
Stephen Cain
Chief Executive Officer

INTRODUCTION

The City of Cockburn's fifth annual *State of Sustainability Report* is a snapshot of the City's collective efforts in working towards a sustainable future for the 2014-15 financial year.

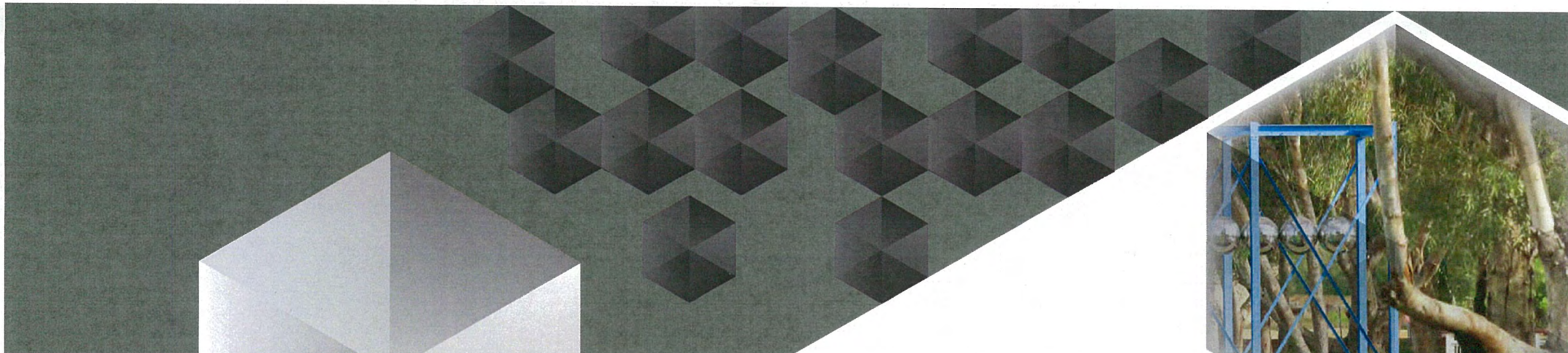
For this reporting period, the City had 97 indicators for sustainability across the organisation.

The KPIs for 2014-15 were very similar to those of 2013-14. The image below provides a comparison of progress achieved over the past two financial years:



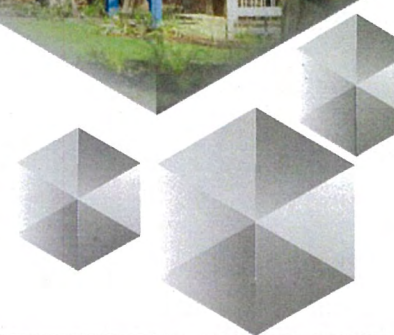
During 2013-14 Local Government reform caused a shift in priorities across the organisation with some projects placed on hold. In this report we see significant improvement in the number of KPI's achieved during 2014-15, particularly in the areas of governance and economy.

The City's environmental and community programs have continued to deliver great outcomes for our society and the natural environment.

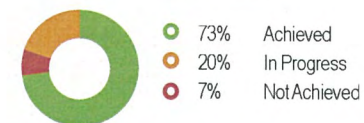


Sustainability is... Governance

Governance is the cornerstone of the City's approach to sustainability. Through this the City is able to listen to and lead, its residents and ratepayers, in building a sustainable future.



The City has 26 identified key performance indicators (KPIs) to measure its current progress towards achieving Governance Excellence.



HIGHLIGHTS

A significant increase in the percent of sustainability clauses included in all Expression of Interest (EOI) and Request for Tenders (RFT) from 32% in 2013-14 to 97% in 2014-15 (page 11).

Continued enhancement of the City's suburbs with the finalisation of the Coolbellup Revitalisation Strategy (page 14).

Increased opportunities for cycling with the implementation of the City's Bike Plan and the inclusion of end of trip facility provisions into the Local Planning Policy for Industrial Developments (page 15).



Focus Area 1: Management, Accountability, Transparency and Engagement

Moving toward a sustainable future, the City recognises its role in leading while listening to the needs of the community. Being a progressive and responsible public sector organisation requires an approach that involves accountability and transparency.

Sustainability Strategy Overarching Objective

Gov 1 - Facilitate employee retention through strategies, processes and training.

Strategic Community Plan Objectives:

- Attract, engage, develop and retain our staff in accordance with a long term Workplace Plan (7.6.1)

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 1.1	To attract, engage, develop and retain employees in accordance with a long term Workplace Plan.	Implement the City's long term Workforce Plan.	No significant adverse trends identified in employee attraction and engagement.	The City continues to attract a high number of applications for any advertised vacancies. The Staffing Forecast has been amended to reflect slowing growth and financial sustainability	●
Gov 1.2	Ascertain whether the City is offering an appropriate Employee Value Proposition (EVP) by measuring voluntary turnover and reporting it to the Executive.	Measure voluntary turnover annually and report to Executive.	Voluntary turnover for each financial year does not exceed the target set in the annual Business Plan.	Voluntary turnover is in excess of the target. Some of this can be attributed to the impact of the local government reform process as many staff were on fixed term contracts. Additionally many opportunities have opened since the announcement that reform would not occur.	●
Gov 1.3	Maintain sustainable and competitive base salary rates for employees.	Benchmark collective agreement rates with similar Councils annually and report to Executive.	Collective agreement salary increases are attractive and affordable.	The collective agreement rises are well in excess of market increases but overall pay levels are within market benchmarks.	●
Gov 1.4	Optimise the safety, health and wellbeing of the workforce.	Develop and promote a program of health and wellbeing activities.	Minimise the number of lost time injuries.	The lost time injury rate (LTIFR) was better than the target. A Wellness Committee has been established under the auspices of HR and a program of wellbeing initiatives delivered.	●



Focus Area 1: Management, Accountability, Transparency and Engagement

Sustainability Strategy Overarching Objective

Gov 2 - Adopt best practice in sustainable procurement and asset management

Strategic Community Plan Objectives:

- Develop infrastructure provision and renewal strategies that direct investment in ongoing infrastructure provision and management (5.2.1).
- Continue to implement the long term Asset Management Plan to deliver sustainable asset management (7.5.1).
- Implement a long term Financial Plan to deliver a sustainable financial future (7.5.2).

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 2.1	Develop mechanisms which support best practice sustainable procurement.	Review status of sustainability clauses in tender documents.	100% of tenders contain a 10% sustainability weighting.	Sustainability clauses were included in 97% of all Expression of Interest (EOI) and Request For Tenders (RFT).	●
Gov 2.2	Asset Consumption Ratios for the AMPs adopted Based on Department of Local Government Framework (DLGF).	Annual report to determine average proportion of "as new" condition remaining of assets.	Between 50% and 75%	Across the 6 Asset Management Plans the average proportion of 'as new assets' was 66.46%	●
Gov 2.3	Asset Sustainability Ratios for the AMPs adopted Based on DLGF.	Annual report to determine if assets are being replaced at the rate they are wearing out.	Between 90% and 110%	Across the 6 Asset Management Plans the average was 48.74%	●
Gov 2.4	Asset Renewal Funding Ratio's for the AMPs adopted based on DLGF.	Annual report to determine if there is sufficient future funding for renewal and replacement of assets.	Between 95% and 105%	Across the 6 Asset Management Plans the average was 86.33%	●

Focus Area 1: Management, Accountability, Transparency and Engagement

Sustainability Strategy Overarching Objective

Gov 3 - Ensure sustainability forms an integral part of corporate strategic planning

Strategic Community Plan Objectives:

- Establish and maintain effective communication channels and processes (7.1.1).
- Ensure appropriate governance systems are in place (7.3.2).

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 3.1	Incorporate sustainability into the City's annual report.	Include a summary of sustainability performance in the City's annual report.	Summary of State of Sustainability included.	Completed. A summary of the State of Sustainability report was included in the 2014-15 Annual Report.	●
Gov 3.2	Ensure sustainability is considered in every strategic report prepared by the City.	Align strategic reports with the City's sustainability strategy.	Strategic Documents to consider sustainability according to focus areas identified in Sustainability Strategy.	Integration of 'sustainability' principles into all strategies is continuing. This requirement will be further enhanced with the development of a new Community Strategic Plan during 2016.	●

Focus Area 1: Management, Accountability, Transparency and Engagement

Sustainability Strategy Overarching Objective

Gov 4 - Maintain best practice public service delivery for the City's key stakeholders

Strategic Community Plan Objectives:

- Develop and manage relationships with key stakeholders (7.2.2).
- Ensure active compliance with relevant legislation, policy and guidelines (7.7.2).
- Determine community requirements and report on performance and outcomes (7.3.1).
- Identify and implement initiatives to improve customer service, business processes and innovation in service delivery (7.4.1).
- Develop a framework for continuous business process improvement (7.4.2).
- Identify and manage corporate risk (7.7.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 4.1	Continuously improved feedback in customer service surveys.	Initiatives identified and implemented annually to maintain or improve service outcomes.	Monitor and report annual customer survey results.	Only completed for Cockburn Community Care due to Local Government reform putting projects on hold.	🟡
Gov 4.2	To be a leader among local government in service delivery.	Identify and respond to key areas of concern as identified by the community in the annual Perceptions Survey.	Key areas of concern identified and responses formed	The City continues to advocate for funding for key road infrastructure and to work on strategies to improve the look and feel of the area. Results in 2015 perceptions survey demonstrated that the intense communications during Local Government Reform has enhanced the perception of the community in regard to leadership at the City of Cockburn.	🟡
Gov 4.3	Identify and manage corporate risk.	Develop and maintain Corporate Risk Register.	Risk register for each service unit prepared.	Organizational Risk Registers and Control Review Reports for each Division adopted by Council in December 2014	🟢
Gov 4.4	Ensure active compliance with relevant legislation, policy and guidelines.	Complete annual compliance return.	100% compliance.	98% conformity rating for 2014 Annual Compliance Audit	🟢



Focus Area 2: Sustainable Planning and Development

The City is actively pursuing a lower resource-intensive style of development, which simultaneously assists the pursuit of community development and more liveable neighbourhoods. This will be supported through the pursuit of higher density and mixed use areas of development.

Sustainability Strategy Overarching Objective

Gov 5 - Support increased walking, cycling and public transport use through the development of neighborhoods with mixed housing types and densities

Strategic Community Plan Objectives:

- Ensure our strategic land use planning embraces sustainable development principles and reflects the values held by the community (1.1.1).
- Apply structure planning for new development areas which embrace best practice and community creation (1.2.2).
- Ensure that neighborhoods are interconnected physically, economically, socially and technologically, to minimise energy dependency (1.3.2).
- Ensure our strategic land use planning in the form of: the Local Planning Strategy, Town Planning Scheme, revitalisation strategies and structure plans, achieves a robust planning framework delivering adequate housing supply and diversity in housing choice (1.4.1).
- Enhance the City's public transport advocacy programs (6.1.2).
- Develop and implement walkway, bike and trails master plans (6.2.1).
- Develop and promote the City's TravelSmart initiative (6.2.2).
- Develop a transport network that effectively caters for demand and growth across various modes (6.3.2).
- Work with stakeholders to provide and support end of journey facilities (6.5.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 5.1	To plan the efficient size, shape and composition of neighbourhoods, based upon a 5 minute (400m) walk from the neighbourhood's centre to its perimeter.	Incorporate Element 1 of Liveable Neighbourhoods into all structure plans ¹ .	100% of structure plans comply with Element 1 of Liveable Neighbourhoods.	This continues similar to the progress made last year. All structure plans continue to be assessed according to Liveable Neighbourhoods principles. The City has also taken an active role in providing input to the WAPC's review of Liveable Neighbourhoods document. Analysis of structure plans undertaken over the last 12 months reveal continued objectives for mixed use walkable neighbourhoods to be achieved. This demonstrates the integration of Element 1 in to structure plans.	🟢
Gov 5.2	To plan each neighbourhood with a focal point, which comprises a minimum mix of uses which come together to form a community focus.	Incorporate Element 7 of Liveable Neighbourhoods into all Structure Plans.	Each structure plan contains a minimum mix of uses and should include urban open space, community facilities, retail uses, postal facilities and public transport stops.	Structure plans have been based upon 400m walkable neighbourhoods, with neighbourhoods comprising a central focus in which to help support a local sense of place. In addition the City has ensured that public transit potential is optimized through structure planning, maximizing densities along designated routes and ensuring transit features as a planned element of each structure plan. This demonstrates the integration of Element 7 in to structure plans.	🟢
Gov 5.3	To plan neighbourhoods with a range of residential densities which increase towards the neighbourhood's centre.	Incorporate Element 3 of Liveable Neighbourhoods into all Structure Plans.	Minimum of three residential codings in each structure plan.	Structure Plans over the past 12 months have involved an excellent range of residential densities, with the objective of promoting greater housing choice especially in pursuing compatible objectives associated with housing affordability. This demonstrates the integration of Element 3 in to structure plans.	🟢

¹ Liveable Neighbourhoods: a Western Australian sustainable cities initiative. Western Australian Planning Commission and the Department for Planning and Infrastructure. October 2007. Available at: <http://www.planning.wa.gov.au/publications/2010.asp>

Focus Area 2: Sustainable Planning and Development

Sustainability Strategy Overarching Objective

Gov 6 - Support local employment, service provision and leisure opportunities through the delivery of mixed use neighbourhoods

Strategic Community Plan Objectives:

- Continue with the development of existing urban revitalisation strategies and plan for new ones (1.2.1).
- Ensure that our neighbourhoods are designed to be more compact, attractive and energy efficient to accommodate a mixture of uses (1.3.2).
- Work with stakeholders to establish, renew or expand commercial centres that increase diversity, accessibility, employment and amenity (1.5.2).

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 6.1	To plan new neighborhoods such that sufficient and appropriate sites are identified (and secured) in structure plans for local employment opportunities.	Incorporate Element 7 of Liveable Neighbourhoods into each structure plan.	Minimum of two non-residential land uses in each structure plan.	The City continues in its implementation of Liveable Neighbourhoods design principles as part of structure plans. This continues to focus on the provision of mixed use neighbourhoods, which provide capabilities for local service provision and in turn local employment. This accords with Element 7 of Liveable Neighbourhoods.	●
Gov 6.2	The City continues in its implementation of Liveable Neighbourhoods design principles as part of structure plans. This continues to focus on the provision of mixed use neighbourhoods, which provide capabilities for local service provision and in turn local employment. This accords with Element 7 of Liveable Neighbourhoods.	Incorporate Element 2 of Liveable Neighbourhoods into each structure plan.	Degree to which neighbourhood design complies with Element 2 of Liveable Neighbourhoods.	Over the last 12 months structure planning in areas of Banjup and Hammond Park has demonstrated the commitment to building activity and intensity uses in close proximity to transit stations. Strategic planning has also been heavily involved in shaping the structural elements associated with the proposed Aubin Grove Train Station, such that the interests of public transport, pedestrian and cycling accessibility do not become jeopardized by the significant challenge associated with designing the 2000 bay commuter carpark.	●
Gov 6.3	To implement the City's Revitalisation strategies.	Review and progress the Phoenix and Hamilton Hill Revitalisation Strategies.	Actions completed against timelines by service units across the organisation.	Key achievements include the gazettal of the Scheme amendment which introduces the new residential zonings throughout the suburb of Coolbellup; the gazettal of the Scheme amendment that introduces the new Mixed Use zonings on the western side of Rockingham Road within the Phoenix Town Centre; improved alignment of annual budgeting processes to be more effectively informed by the revitalisation strategies; the progressing of the City's next revitalisation strategy being The Lakes; progressing key revitalisation strategy actions such as the design for Rockingham Road upgrade and completion of the Enright Reserve playground.	●
Gov 6.4	To continue to revitalise the City's suburbs.	Finalise the Coolbellup Revitalisation Strategy.	Strategy adopted by Council.	The Coolbellup Revitalisation Strategy was finalized in 2014. The City has also in earnest progressed the beginnings of the action plan, being the residential rezonings as well as public realm upgrades programmed for 2015-16. In accordance with the adopted strategy programme, the City is also underway in respect of The Lakes Revitalisation Strategy, having completed the detailed public engagement and visioning sessions.	●

Focus Area 2: Sustainable Planning and Development

Sustainability Strategy Overarching Objective

Gov 7 - Facilitate opportunities for sustainable transport

Strategic Community Plan Objectives:

- Develop and implement strategies to facilitate the efficient and sustainable movement of people and goods (6.1.1).
- Enhance the City's public transport advocacy programs (6.1.2).
- Develop and implement walkway, bike and trails master plans (6.2.1).
- Identify and address safety issues across the transport networks (6.3.1).
- Develop a transport network that effectively caters for demand and growth across various modes (6.3.2).
- Work with stakeholders to provide and support end of journey facilities (6.5.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 7.1	Increase the opportunity for cycling through the City.	Implement the City's Bike Plan.	\$200,000 annual allocation to the Bike Plan.	The City continues in its implementation of the cycling infrastructure network as per the current Bicycle Network and Footpath Plan. This continues to focus on the provision of separate shared paths along busy arterial routes; North Lake Rd (Hammond to Kentucky- \$165,000) shared path constructed in 2015. Also, the cycling link outside of residential area has been improved and the Banjup shared path (Gibbs Rd to Tapper Rd - \$256,000) constructed in 2015.	●
Gov 7.2	Encourage commercial/business developments to incorporate end of trip facilities.	Preparation and endorsement of a local planning policy to ensure appropriate end for trip facilities.	Adoption by Council.	End of Trip Facility provisions were incorporated into Local Planning Policy APD 71 Industrial Development effective 12/03/15.	●



Focus Area 2: Sustainable Planning and Development

Sustainability Strategy Overarching Objective

Gov 8 - Strategically plan for the sustainable long-term retention of significant natural areas

Strategic Community Plan Objectives:

- Adopt best practice management for our natural environment (4.2.1).

KPI No.	Annual Objective	Action	KPI	Progress
Gov 8.1	Ensure significant natural areas are identified and documented in all new structure plans for the purposes of long-term retention.	Create a formalised process for increased Environmental service unit involvement in the development of structure plans.	Formalised process in place.	The City continues to ensure that all structure plans are informed by a site analysis and what opportunities that brings in respect of the protection of viable local natural areas. The City advocates for a network of open spaces, which achieves an appropriate balance between active habitable and natural open space. The City's Environmental Service Unit, as part of the Parks and Environment Business Unit are required to provide input from the earliest stages to the formulation of all structure plan proposals.
Gov 8.2	Safeguard long term protection of the City's actively managed natural areas.	An increase in funding allocation per hectare of natural area equates to an enhancement in bushland condition as outlined in the Natural Area Management Strategy 2012-2022.	Annual increase in funding, above CPI, for each reserve.	The funding allocation has risen from \$1,482 per hectare (896 hectares) in 2012-13 to \$1,808 per hectare (1013 hectares) in 2014-15. This is well in excess of CPI increases.
Gov 8.3	Safeguard long term protection of the City's actively managed natural areas.	Undertake an audit of reserves currently managed by Parks to determine if there is any remaining native vegetation worthy of retention which should be managed by Environmental Services.	All remnant bushland areas with habitat potential in active reserves are transferred to Environmental Services for management.	All reserves currently managed by Parks have been audited. The areas identified as worthy of retention are progressively being handed to Environmental Services for management. Three reserves were transferred in 2014-15 and a further three will be transferred in 2015-16.



Photo credit: Daniel Carson | dcimages.org



Photo credit: Steve Paxton



Photo credit: Daniel Carson | dcimages.org

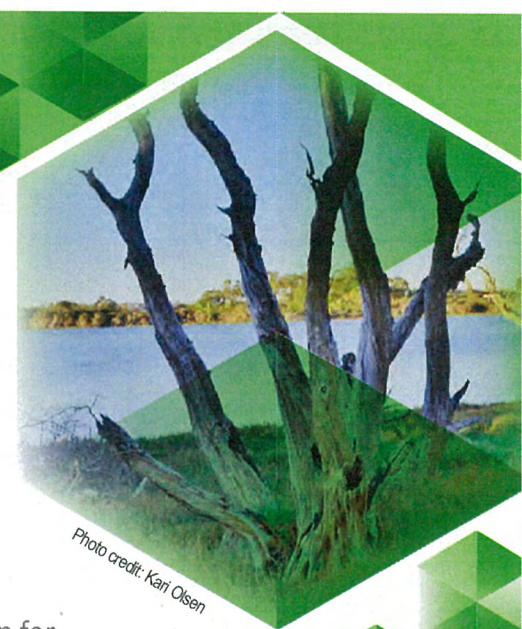
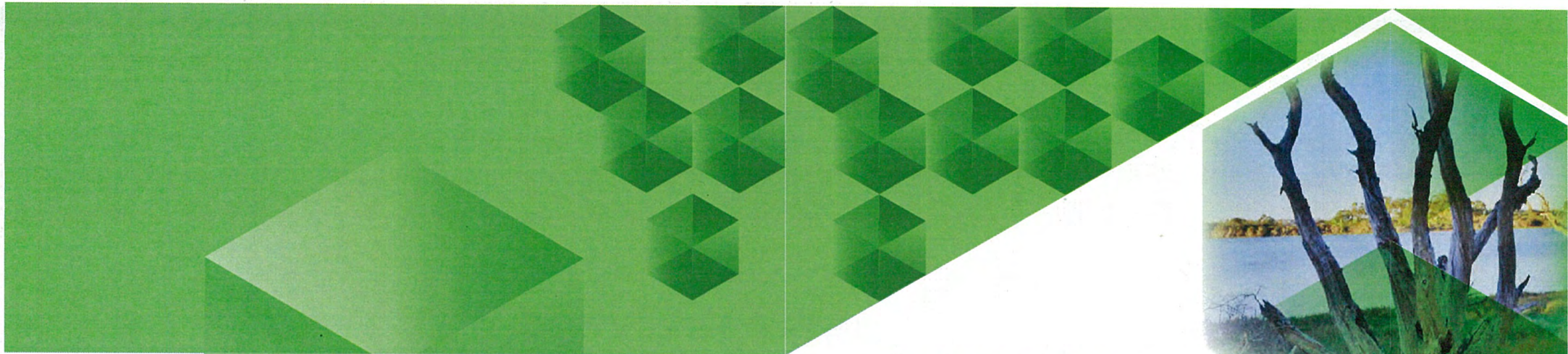


Photo credit: Karl Olsen

Sustainability is... Environment

The environment is the foundation for sustainability in the City of Cockburn. Our natural areas and resources must be sustainably managed into the future.



The City has identified 25 KPIs to measure its current progress toward achieving best practice in Environmental Management.



48%	Achieved
36%	In Progress
16%	Not Achieved

HIGHLIGHTS

Rehabilitation of 5.95 hectares of degraded bushland in 2014/15 (page 21).

Delivery of over 50 environmental and sustainability events, including the sustainable living series, sustainability grants, plus various rebates and subsidy programs (page 23).

Partnership between UWA and Solar Dwellings to develop six sustainable home building designs (page 23).

Continued investment in renewable energy with the installation of two Electric Vehicle charging stations, approval for geothermal at the new aquatic centre and a tender for additional Solar PV (page 25).

Focus Area 1: Environmental Management




The City recognises the role that its natural area play in ecosystem health, amenity for residents, visitors and sustainability. As custodian of these areas the City is committed to maintaining, conserving and enhancing its natural areas for present and future generations.

Sustainability Strategy Overarching Objective

Env 1 - Maintain, conserve and enhance ecosystems for present and future generations.

Strategic Community Plan Objectives:

- Adopt best practice management for our natural environment (4.2.1).
- Develop a coastal area management strategy (4.2.2).
- Actively pursue remediation and adaptation strategies in areas where the natural environment is at risk (4.2.3).

KPI No.	Annual Objective	Action	KPI	Progress
Env 1.1	Manage coastal environments for the long term benefit of the community.	Develop a Coastal Adaptation Plan.	Adaptation Plan adopted by Council.	Consultant (GHD) appointed to develop adaptation plan recommendations for the City's vulnerable coastline as part of the CSCA's project Stage 3, output expected November 2015. 
Env 1.2	Increase the condition of vegetation within bushland reserves.	Compare the condition of vegetation within bushland reserves by mapping 25% of the bushland area annually (100% over a 4 year period) and reviewing the condition against previous surveys.	Vegetation in good or better condition is increasing against base year figure of 62% in 2010.	The percentage of vegetation in good condition or better was 62.52% 
Env 1.3	Reduce the prevalence of invasive weed species in the City.	To control and manage environment weeds within Council managed natural areas.	A reduction in high priority weeds identified within reserves.	The aim is to have 80% of actively managed reserves to have no greater than 30% weed cover of listed high priority weeds species. In 2014/15 53% of reserves have weed cover greater than 31%, thereby not achieving the aim. 

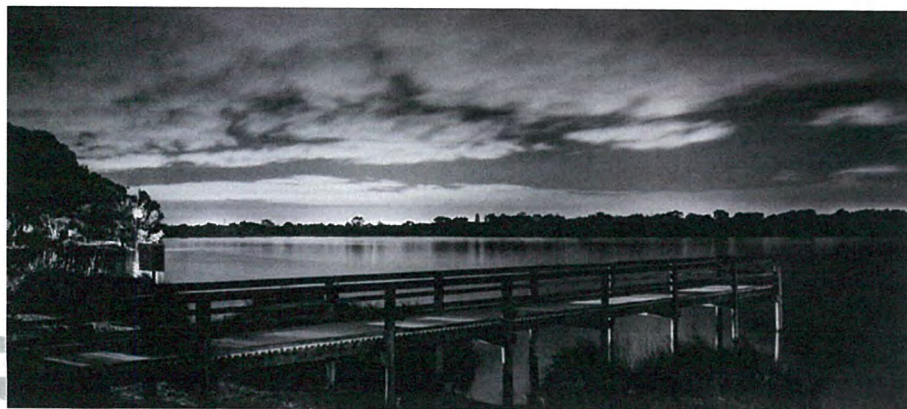


Photo credit: Grant Sindair

Focus Area 1: Environmental Management

Sustainability Strategy Overarching Objective

Env 2 - Establish and enhance ecological corridors.

Strategic Community Plan Objectives:

- Adopt best practice management for our local environment (4.2.1).





KPI No.	Annual Objective	Action	KPI	Progress
Env 2.1	To ensure the ongoing rehabilitation of degraded natural areas.	Plan to revegetate a minimum of 2.5 hectares annually.	Complete 2.5 hectares of revegetation annually with an emphasis on enhancing ecological corridors linking natural areas.	A total of 5.95 hectares of degraded bushland was rehabilitated in 2014/15. 
Env 2.2	To maintain genetic diversity and genetic viability across natural areas.	Develop incentives, develop information packages and offer training to private landowners and residents to encourage management of natural areas on private property and the use of local species within gardens.	Annual increase in the number of private landowners participating in incentive programs and number of training workshops delivered by the City.	A total of 20 landowners were successful in receiving funding via the City's Landowner Biodiversity Conservation Grant in 2014/15. This is 1 less than 2013/14 
Env 2.3	To create streetscapes that enhance the ecological viability and aesthetic appeal of road network.	Develop a native species list for streetscapes.	% increase in the number of local native species being used in land streetscape design and enhancement programs.	A native species list was developed which will result in an increase in the provisions of native planned species. 
Env 2.4	To support local residents in increasing the urban biodiversity value of their properties.	Promote and subsidise the purchase of local native plants by property owners.	Minimum 5% annual increase in funding for this program.	The funding for the Native Plant Subsidy Scheme has remained at \$6,000. 



Photo credit: David King

Focus Area 1: Environmental Management

Sustainability Strategy Overarching Objective

Env 3 - Identify, manage and minimise risks to human health.

Strategic Community Plan Objectives:

- Actively pursue remediation and adaptation strategies in areas where the natural environment is at risk (4.2.3).
- Implement human health risk management strategies (4.3.1).





KPI No.	Annual Objective	Action	KPI	Progress
Env 3.1	Monitor local urban air quality.	Investigate complaints relating to air pollution including dust and odour.	Reduction in number of air pollution complaints (per capita).	There was an increase in complaints by about 25% when compared to the previous year. This is possibly attributable to the volume of development within the City which tends to lead to increased dust complaints. 
Env 3.2	Minimise risks to human health through food.	Conduct health assessments of all food premises.	Reduction in the number of improvement notices served on food premises.	There has been an increase in the number of food business improvement notices issued from 13 in 2013/14 to 34 in 2014-15. This reinforces the need for the City to continue to undertake food premises risk assessments and to encourage food handler education in all aspects of food safety. It is interesting to note that the City also has had an 11% increase in the number of food businesses being registered in this year. 
Env 3.3	Ensure all City public buildings are safe for the community.	Conduct health assessments of all public buildings in the City.	Reduction in the number of non-compliant public buildings.	There were no major non compliances reported. 
Env 3.4	Monitor and manage incidence of pests in the City.	Investigate complaints associated with vectors/pests.	Reduction in number of vector/pest complaints across the City (per capita).	There has been an increase in the number of Vector/Pest complaints from 36 in 2013-14 to 55 in 2014-15 



Photo credit: Sarah Oates





Focus Area 1: Environmental Management

Sustainability Strategy Overarching Objective

Env 4 - Promote stewardship of the natural environment.

Strategic Community Plan Objectives:

- Actively pursue remediation and adaptation strategies in areas where the natural environment is at risk (4.2.3).
- Implement human health risk management strategies (4.3.1).

KPI No.	Annual Objective	Action	KPI	Progress
Env 4.1	Improve the vegetation condition within natural areas.	Undertake community planting events.	Conduct a minimum of three events annually.	In 2014-15 there were 9 community planting events held as well as 14 school planting events. 
Env 4.2	Build environmental action partnerships.	Develop partnerships with external agencies; corporate, NGO or state government.	Develop and implement a minimum of two programs annually.	The City, in partnership with the University of WA and Solar Dwellings developed 6 Open source Sustainable Home Designs. The City, via the South West Group, has also developed a Regional Parks and Reserves Management Forum which currently involves DPAW and Council staff from 6 local authorities. The City has also partnered with both DPAW and Water Corporation to undertake Feral Animal Control Activities. 
Env 4.3	Enhance community participation in environmental action.	Develop and implement community training programs.	Deliver a minimum of two community training activities annually.	A number of community training activities were held in 2014-15. This included Bird Box Building, Worm Farm Workshops, Wildflower Walks, Guided Indigenous Walks, Community Planting Events plus a variety of programs included in the Sustainable Living event series. 
Env 4.4	Promote environmental awareness to promote environmental stewardship in the community.	City Environmental Services to have a presence in public events.	Attend a minimum of two events annually.	Environmental Services staff attended and commissioned a wide variety of events in 2014-15 including: Coogee Beach Festival, Rotary Spring Fair, Wild About Wetlands, Harvest Hoo Ha and Garage Sale Trail. 



Focus Area 2: Efficient settlements and use of resources

The City understands that a commitment to sustainability necessitates the long term management of natural areas and resources. This approach will require ongoing investment in preservation of natural areas, reduction in resource use, emissions reduction and education for sustainability.

Sustainability Strategy Overarching Objective

Env 5 - Implement best practice water management strategies.

Strategic Community Plan Objectives:

- Implement sustainable resource management strategies (4.4.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Env 5.1	To decrease potable and non-potable water use across the City.	Implement local water action plan.	To reduce community per capita and corporate scheme water consumption by 5 percent below 2007/08 levels by 2017/18. To improve efficiency in corporate groundwater use by reducing consumption to 10 percent below the 2007/08 Department of Water allocations per hectare by 2017/18.	The scheme water figures were unavailable at time of printing. The groundwater consumption was 16% below the allocated licence provisions	
Env 5.2	Demonstrate leadership in water conservation.	Maintain Waterwise Council criteria.	Waterwise Council criteria maintained.	The City retained its Waterwise accreditation in 2014-15.	
Env 5.3	To improve the urban environment – water quality.	Conduct samples of water from beaches, public swimming pools and businesses without scheme water.	Reduce the number of substandard water samples taken.	No major non compliances nor pool or beach closures were undertaken.	

Focus Area 2: Efficient settlements and use of resources

Sustainability Strategy Overarching Objective

Env 6 - Increase the use of renewable energy.

Strategic Community Plan Objectives:

- Implement energy management strategies (4.5.2).

KPI No.	Annual Objective	Action	KPI	Progress	
Env 6.1	Continued investment in renewable energy generation.	Implement the City's renewable energy target.	20% renewable energy generation by 2020.	At the time of going to print the Greenhouse Gas Emission inventory 2014/15 and progress towards target had not been calculated.	
Env 6.2	Strategically plan the City's investment in renewable energy.	Deliver actions from the City's renewable energy implementation plan.	Actions met against target.	Significant progress on PV installs during 2014-15 including the 99kW solar PV system on the City's new Integrated Health Facility brought online July 2014. 1.8kW Solar PV system installed at Native Arc (donated by CSP National). Geothermal contract awarded for the Cockburn Aquatic and Recreation Facility at Cockburn Central West project. Tenders called for supply and install of approximately 150 kVa additional PV on various Council's buildings as per the renewable energy implementation plan.	

Focus Area 2: Efficient settlements and use of resources

Sustainability Strategy Overarching Objective

Env 7 - Reduce greenhouse gas emissions.

Strategic Community Plan Objectives:

- Implement programs to reduce and manage the City's and community's carbon footprint (4.5.1).
- Implement energy management strategies (4.5.2).

KPI No.	Annual Objective	Action	KPI	Progress	
Env 7.1	Reduce Greenhouse Gas Emissions (GGE) from electricity and fuel consumption.	Implementation of Greenhouse Gas Emission Reduction Strategy Action Plan.	20% below 2008/09 levels by 2020.	At the time of going to print the Greenhouse Gas Emission inventory 2014/15 had not been finalised. Emission reduction initiatives included: Zero Emissions Fleet program (offset) 50 Free Home Energy Audits provided to residents, community and childcare centres. Installation of two Electric Vehicle charging stations in Spearwood. LED lighting retrofit (administration building).	
Env 7.2	Minimise GGE from waste at Henderson Waste Recovery Park (HWRP).	Implementation of waste minimisation and management actions.	No more than 45% above 2008/09 levels by 2020.	In 2014-15 waste emissions were 18,481t CO2e which was 19% higher than the base year (2009). The City is on track to meet its goal to increase no more than 45% in waste emissions, providing that emissions stabilize at this level or show further decrease by 2020, as has been the case in 2014-15. The Waste Management and Education Strategy 2013-23 is being implemented.	

Focus Area 2: Efficient settlements and use of resources

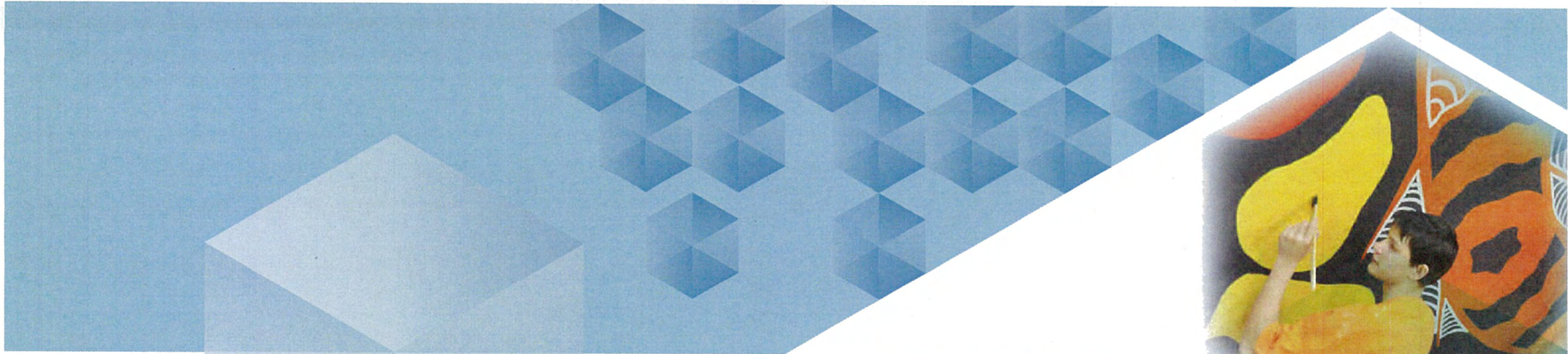
Sustainability Strategy Overarching Objective

Env 8 - Reduce waste and increase recycling.

Strategic Community Plan Objectives:

- Review the Strategic Waste Management Strategy (4.4.1).
- Investigate and implement appropriate waste minimisation programs and new technologies (4.4.2)

KPI No.	Annual Objective	Action	KPI	Progress	
Env 8.1	Increase the recovery rate of re-useable materials at HWRP.	Deploy two excavators to the active face.	Increase total recovery to 4%.	2nd excavator deployed. 5.3% recovery rate achieved	
Env 8.2	Commercial Materials Recovery Facility (CMRF)	Budget for the Scoping, Design and Documentation of CMRF.	Business Case Approval.	On hold pending waste to Energy investigations	
Env 8.2	Promotion of waste separation and recycling.	Waste Education officer to deliver waste education programs.	Reduce MSW tonnages by 2%	Allowing for an annual growth of 1,093 tonnes pa, a reduction of 4.75% was achieved. The City also launched the trial of a third waste bin specifically for garden waste in Hamilton Hill, public place recycling, Library Recycling Hubs, and the In Your Kitchen Recycling Trial. A waste education trailer was developed with games and activities to promote waste education and awareness of issues within the community.	



Sustainability is... Society

Society is the heart of sustainability in Cockburn. Our people – from our residents, ratepayers and businesses, to schools, visitors and employees – inform the way we develop now and into the future.

The City has identified 27 KPIs to measure its current progress towards achieving a more socially equitable, diverse and inclusive community.



74%	Achieved
19%	In Progress
7%	Not Achieved

HIGHLIGHTS

The City won an Institute of Public Administration Australia (WA) Achievement Award for the Your Move program. The City also won the Heart Foundation State Local Government Award and was a finalist in the Premiers Award for its Healthy Lifestyle Programs (page 29).

The Cockburn Integrated Health and Community Facility was completed and a construction tender awarded for the Cockburn Aquatic and Recreation Facility. Both facilities will provide residents with health and community facilities in a central location (page 29).

Community relationships and linkages were strengthened with the 'Save Cockburn', and 'Say No to Roe' campaigns (page 33).



Focus Area 1: Sense of Place and Healthy Communities

The City is populated with a vibrant, diverse and culturally rich community who have access to a range of high class services and facilities that support an excellent quality of life. Residents of the City of Cockburn have their needs met through tailored service provision.

Sustainability Strategy Overarching Objective

Soc 1 - Enhance social inclusion, equity and diversity.

Strategic Community Plan Objectives:

- Develop local community plans across the City that create cohesiveness and embrace diversity (2.1.1).
- Facilitate equal access for our community to facilities and services (2.4.1).
- Recognise, engage, include and celebrate the significance and richness of local Indigenous and diverse multicultural groups (2.7.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 1.1	Facilitate an equitable and inclusive Community, particularly for those who experience disadvantage.	Implement the Disability Access and Inclusion Plan.	90% of annual Disability, Access and Inclusion Plan (DAIP) actions completed.	90% of actions completed.	●
Soc 1.2	Provision of inclusive and accessible community services and leisure activities to meet diverse community needs.	Provide the community services, leisure activities and facilities contained in the Age Friendly Strategic Plan, The Children's Services Strategic Plan, the Youth Services Strategic Plan, the Disability Access and Inclusion Plan, the Reconciliation Action Plan and the Recreation Services Strategic Plan.	90% of Actions contained within the Strategic Plans are implemented in accordance with identified time frames each year.	90% of actions completed.	●
Soc 1.3	To assist those who are most vulnerable in our Community.	Implement the Grant and Fee Funded Human Services Strategic Plan 2013-2018	90% of actions complete against targets.	90% of actions completed.	●



Focus Area 1: Sense of Place and Healthy Communities

Sustainability Strategy Overarching Objective

Soc 2 - Provide well located community services and facilities to meet identified community needs and facilitate healthy lifestyles.

Strategic Community Plan Objectives:

- Develop and promote the City's TravelSmart initiative (6.2.2).
- Advocate for the needs of the community and continue to progress opportunities for the City (7.2.1).
- Provide and facilitate quality community services that meet diverse recreational, cultural and community needs of all age groups (2.2.1).
- Provide and facilitate community activities, events and programs that draw a wide cross-section of the community (2.3.1).
- Provide and promote activities, services and recreational facilities that encourage our community toward an active and healthy lifestyle (2.6.1).
- Develop multi-use facilities that cater for all ages, abilities and cultures to promote community interaction (5.1.2).

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 2.1	Increase the capacity of the City to develop and deliver Healthy Lifestyle initiatives.	Implement the actions in the City's Public Health Plan and seek external funding for programs aimed especially at reducing obesity in the community.	Actions completed against target and funding sought.	70% of the City's Public Health Plan actions designated for 2014/15 were completed. The City won the Heart Foundation State Local Government Award and was a finalist in the Premiers Award for our Healthy Lifestyle Programs in 2014-15. The City's innovative Your Move active transport and physical activity program for residents won an Institute of Public Administration Australia (WA) Achievement Award 1479 people participated in Co-Health programs, the Healthy Lifestyle website had 55,193 hits. \$85,000 was received from Medicare Local to run the HEAL program for disadvantaged groups. 78 people completed at least 6/8 sessions. Average waist reduction 3.8cm.	●
Soc 2.2	Provide information, incentives and ongoing support and motivation to encourage people to be more active and travel less by car.	Implement the ActiveSmart/TravelSmart program in targeted areas.	Walking trips increased by 20% Cycling trips increased by 50%	65% increase in number of cyclists from 2013-2015 (Super Tuesday Bike Count). Statistics on Walking trips is not available as the TravelSmart Officer position has been vacant since 2015.	●
Soc 2.3	To centrally locate health and community facilities for residents on the eastern side of the municipality.	Appointment of building contractors for the construction of the facility.	Building contractors appointed.	Cockburn Integrated Health and Community Facility completed 2014. Construction tender awarded for the Cockburn Aquatic and Recreation Facility at Cockburn Central West.	●

Focus Area 1: Sense of Place and Healthy Communities

Sustainability Strategy Overarching Objective

Soc 3 - Develop safe communities.

Strategic Community Plan Objectives:

- Identify and address safety issues across the transport networks (6.3.1).
- Provide and facilitate initiatives that improve safety for our communities (2.5.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 3.1	To ensure the City responds to the Community's safety concerns in a timely manner.	Ensure the response times of CoSafe Officers are within 15 minutes of original call being placed.	85% of call outs responded to within 15 minutes.	96% response rate achieved with additional vehicle in place from 2015-16.	●
Soc 3.2	To reduce the likelihood of criminal offence for at-risk youth in the community.	Meet the annual targets of engagement as part of the City's Youth Diversion Program.	168 youth engaged in the program annually.	189 clients both secondary and primary received services from Youth Diversion Services.	●
Soc 3.3	Increase the sense of security at identified sites within the City.	Implement the City's CCTV Strategy.	CCTV Implementation Strategy implemented. CCTV installed at Coolbellup in 14/15 financial year.	CCTV for Coolbellup was not completed in 2014-15.	●
Soc 3.4	Incorporate crime prevention through environmental design into the City's development processes.	Develop a Crime Prevention through Environmental Design Policy.	Policy adopted.	CEPTD Policy prepared for consideration by Executive.	●

Focus Area 1: Sense of Place and Healthy Communities

Sustainability Strategy Overarching Objective

Soc 4 - Protect and promote the City's cultural heritage and diversity.

Strategic Community Plan Objectives:

- Recognise, engage, include and celebrate the significance and richness of local Indigenous and diverse multicultural groups (2.7.1).
- Protect the heritage of the City through advocacy, statutory controls, promotion and education (2.8.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 4.1	To value and celebrate Indigenous culture, heritage and participation.	Implement the Reconciliation Action Plan.	90% of actions contained within the plan are implemented within the required timeframe.	100% of actions completed	●
Soc 4.2	Promote Indigenous Community Development.	Continue to provide a full time Aboriginal Community Development Officer to work with the Aboriginal Community.	Number of Aboriginal Community Development Initiatives delivered against target.	100% of initiatives completed against target.	●
Soc 4.3	Celebrate and promote cultural diversity.	Identify funding for the development of a multicultural strategy and officer.	Funding sourced identified.	Complete. Grant funding was unsuccessful. Commonwealth advised funds should be sourced from within local government.	●



KPI No.	Annual Objective	Action	KPI	Progress	
Soc 4.4	Safeguard the protection of City heritage sites.	Regularly update the City's Heritage List.	Review of list no longer than 12 months.	This City secured its annual update of the inventory, both on time and budget. The City has also continued dealing with landowner requests regarding the inventory and adding new places. Of major note is the role that the City played in advancing the effort to protect the historic Australian Women's Army Service Camp discovered within the parklands associated with Bibra Lake. This has included advancing the heritage listing of the site; recommending to the State Government that the site be included on the State Register; and seeking emergency intervention of the Federal Minister to provide an interim listing on the national register.	●

Focus Area 2: Community Involvement

The City recognises the need to engage with residents and has developed a range of processes, policies, services and facilities to enable this. The City is responsive to the needs of its community and tailors its activities accordingly.

Sustainability Strategy Overarching Objective

Soc 5 - Encourage community involvement in local events and activities.

Strategic Community Plan Objectives:

- Provide and facilitate community activities, events and programs that draw a wide cross-section of the community (2.3.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 5.1	Provide annual events in response to identified community needs.	Implementation of Events Strategy in the 14/15 financial year.	100% of the items achieved against target.	100% complete.	●
Soc 5.2	Promote City sponsored events widely in the community.	Implement the City's Social Media Strategy and Plan and Communications Strategy and Plan.	Annual increase in community attendance at major City events.	Attendance was strong at events, except where bad weather deterred people – severe weather warning for Eskimo Joe concert; severe weather resulted in cancellation of Harvest Hoo Ha.	●
Soc 5.3	Ensure City events are accessible across the community.	Events, marketing and disability access and inclusion staff to annually review and improve the accessibility of events.	Review undertaken and agreed measures implemented.	100% complete.	●
Soc 5.4	Implement a strategic approach to increasing community awareness of City activities, services, facilities, strategies.	Implement the Corporate Communications Strategy.	100% of actions met against target in Strategy.	Only 70% of actions completed, mostly due to Local Government Reform taking up significant time in 2014-15.	●



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Focus Area 2: Community Involvement

Sustainability Strategy Overarching Objective

Soc 6 - Develop a strategic approach to community engagement and education.

Strategic Community Plan Objectives:

- Promote sustainable practices within the community (4.1.2).
- Provide and facilitate community activities, events and programs that draw a wide-cross section of the community (2.3.1)

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 6.1	Adopt a strategic approach to community engagement.	Employ a full time community engagement officer.	Officer employed.	Due to other priorities the position has been deferred until the 2016-17 financial year	✖
Soc 6.2	Deliver a minimum of 10 environmental education for sustainability initiatives and events.	Deliver a range of diverse environmental education initiatives and events to the community.	Complete minimum number of events.	Over 50 events delivered including: Living Smart course, Speed Date a Sustainability Expert, Build A Sustainable Home Master Class, Water Week Photography Competition, Make Your Own Foods, Grow Your Own Superfoods, Plastic: 50 bits I can live without, Sustainable Living Expo, Garage Sale Trail, Little Green Steps Program, Compost and Bokashi workshops, Get Wild About Wetlands events, Native Arc school holidays program, Sustainable September events, Community waste tours. Grants and Subsidy programs including Sustainability Grants, worm farm and compost subsidy scheme, habitat for homes rebate, native plant subsidy scheme, landowner biodiversity grants.	✔
Soc 6.3	Deliver a minimum of 10 social and/or cultural education initiatives.	Deliver a range of social and/or cultural awareness events and initiatives to the community.	Complete minimum number of events.	100% complete -12 social or cultural events have been undertaken.	✔

Focus Area 2: Community Involvement

Sustainability Strategy Overarching Objective

Soc 7 - Enhance a sense of community ownership and promote Cockburn as an attractive place to live, work and visit.

Strategic Community Plan Objectives:

- Support the development of local community associations and other advocacy groups (2.3.2).
- Develop and implement the branding strategy of the City across all our communities and services (5.4.1).
- Maintain urban art investment and other initiatives that create interesting community places and encourage creativity (5.4.2).

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 7.1	To support the development of vibrant community spaces through investment in urban art.	Maintain a constant investment in public art.	Annual investment in public art.	Major public art projects included artworks in the Health and Community Facility and the aboriginal hand along Friendship Way on Spearwood Avenue which celebrates a Nyungar creation story.	✔
Soc 7.2	Promote the City's response to recognised community priorities.	Monitor and report on results from perceptions survey.	Perceptions survey results.	100% complete.	✔

Focus Area 2: Community Involvement

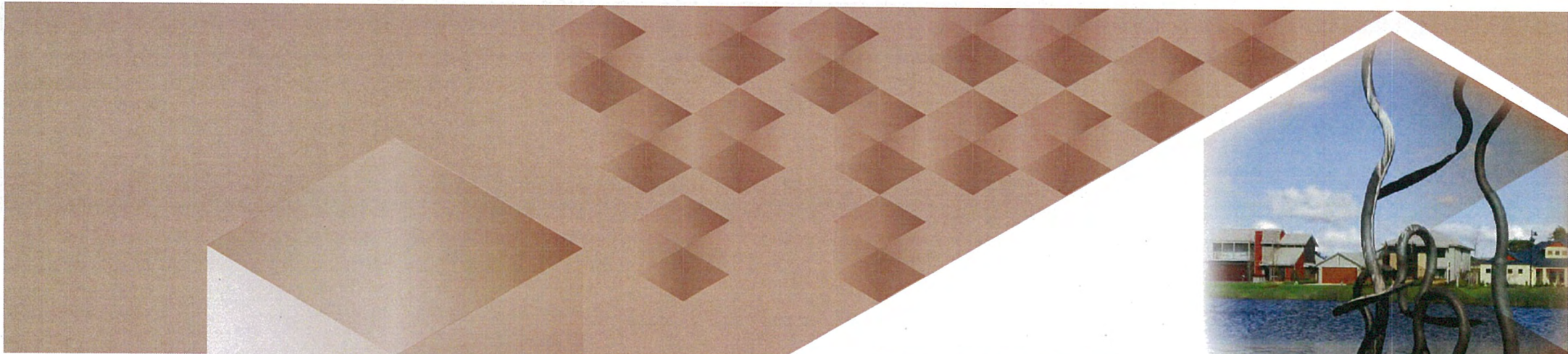
Sustainability Strategy Overarching Objective

Soc 8 - Build community resilience through strengthened community groups, relationships and linkages.

Strategic Community Plan Objectives:

- Communities that are connected, inclusive and promote intergenerational opportunities (2.2).
- Communities that take pride and aspire to a greater sense of community (2.3).
- Effective and constructive dialogue with all City stakeholders (7.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 8.1	Strengthen the capacity of community groups.	Monitor the % of completed projects for community groups in the City through the community grants program.	% of completed projects against grants received.	In excess of 90% of funded projects are completed.	✔
Soc 8.2	Strengthen networks between community groups.	Facilitate linkages between community groups in the City.	Increased number of joint projects between community groups.	Links to community groups being strengthened and expanded through the Save Cockburn, Say no to Roe campaign.	✔
Soc 8.3	Facilitate partnerships between business and community groups.	Host an annual business and community group networking event.	80% capacity attendance at the event.	Annual Business and Community (Get Connected) event held each year. Event was at full capacity.	✔
Soc 8.4	Actively encourage volunteering in the City of Cockburn.	Market and promote volunteering opportunities in the City.	Annual increase in the number of registered volunteers.	Volunteer numbers in the City have essentially remained the same.	✖



Sustainability is... Economy

A strong economy underpins the City's sustainable development and must be robust and resilient in the face of future uncertainty and risk. The City's economy is integrated with its society and environment.

The City has 19 identified key performance indicators (KPIs) to measure its current progress towards achieving best practice financial management.



48% Achieved
26% In Progress
26% Not Achieved

HIGHLIGHTS

Finalised the Economic Development Directions Strategy (page 36).

Partnership secured with Curtin University as part of the new Cockburn Integrated Health Centre and the new recreation facility (page 36).

Significant progress achieved with the finalization of plans for the Aubin Grove train station (page 37).



Focus Area 1: Economic Development

The City recognises the importance of pursuing strong fiscal policy, aimed at underpinning the rapid growth experienced in recent years and supporting a transition toward sustainability into the future. In so doing, the City understands that balanced economic development is an important component of its journey towards sustainability.

Sustainability Strategy Overarching Objective

Eco 1 - Implement a strategic approach to economic development.

Strategic Community Plan Objectives:

- Work with stakeholders to identify a holistic regional approach to freight management (6.4.1).
- Engage stakeholders on the delivery of industrial, commercial and infrastructure projects (3.2.1).
- Facilitate and promote economic development aligned to business centre growth (3.3.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 1.1	Pursue a strategic approach to economic development.	Implement the actions in the Economic Development Directions Report, including the development of a strategy.	% actions met against target.	The City finalised the Economic Development Directions Strategy in 2014, and utilised its action plan to inform the recent organisational review that took place. Economic development continues to be coordinated out of the Strategic Planning Business Unit.	Green hexagon
Eco 1.2	Implement Economic Development in the City.	Determine the priority for an economic development officer.	An economic development officer is identified in the Workforce Plan.	An economic development officer has not been identified in the Workforce Plan. This was carefully considered as part of the recent organisational review that followed the completion of the State Government local government reform initiative. This demonstrated that economic development should remain coordinated by the Strategic Planning Business Unit.	Red hexagon
Eco 1.3	Consider what role tourism will play for the City.	Determine whether tourism should be incorporated into an economic development strategy or as a stand-alone strategy.	Identified within an Economic Development Strategy.	Tourism has been identified within an Economic Development Strategy. As part of the City's Events Strategy and Draft Arts and Cultural Development Strategy, a Tourism focussed Strategy will be developed into the future following the City's Strategic Community Planning process.	Orange hexagon
Eco 1.4	Consider what future role the tertiary education sector will occupy in the City's economic development.	The tertiary education sector should be considered in an economic development strategy.	Identified within an Economic Development Strategy.	Tertiary education has been identified within an Economic Development Strategy. The City has secured significant partnerships with Curtin university both as part of the new Cockburn Integrated Health Centre and the new Recreation Facility currently under construction.	Green hexagon

Focus Area 1: Economic Development

Sustainability Strategy Overarching Objective

Eco 2 - Attract business investment through the facilitation of strategic infrastructure.

Strategic Community Plan Objectives:

- Ensure that the City's sustainable development framework drives and enables diverse business investment and activities (3.2.2).
- Develop and implement a City infrastructure plan that meets current and future needs (5.1.1).
- Develop and implement strategies to facilitate the efficient and sustainable movement of people and goods (6.1.1).
- Develop and manage relationships with key stakeholders (7.2.2).

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 2.1	Ensure the City continues to attract business investment through the construction of an enhanced road network.	Ensure funds are available to meet the Road development program as outlined in the Long Term Financial Plan.	Number of projects completed against target.	2014/15 Budget Actual \$21m CAPEX Expenditure \$12.8m (61%) 2014/15 Total roads projects (135) Total roads projects completed (84) 62%	Orange hexagon
Eco 2.2	Lobby for greater investment in public transport within the City of Cockburn.	Continue to advocate for the construction of the Success Railway Station and car parking facilities.	Report of advocacy efforts to achieve this objective.	Significant progress has been achieved with the finalization of plans for the Aubin Grove train station and a 2,000 bay commuter carpark. Advocacy has continued for redevelopment of the Success facilities, which has been enhanced through development of a new Cockburn Central Activity Centre Plan.	Orange hexagon
Eco 2.3	Identify gaps in strategic infrastructure which inhibit business investment in the City.	Survey business to determine gaps in strategic infrastructure.	Report received.	The annual Perception Survey continues to highlight traffic congestion as the primary area of concern to business. Advocacy during the year resulted in the State Govt committing an additional \$38M for the duplication of the Russell Road bridge. Further advocacy is being undertaken through the Community Connect South campaign for funding for Armadale Road and the North Lake Road bridge.	Green hexagon



Focus Area 1: Economic Development

Sustainability Strategy Overarching Objective

Eco 3 - Facilitate the development of local enterprise³.

Strategic Community Plan Objectives:

- Work in partnership with Federal and State Government and other key stakeholders to provide infrastructure (5.3.1).
- Facilitate and promote economic development aligned to business centre growth (3.3.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 3.1	To relieve traffic congestion in Cockburn Central.	Seek a commitment from the appropriate stakeholders for the timely construction of the North Lake Road Freeway Overpass, and the upgrades to the surrounding road network, which have been identified in the City's Major and Regional Road Network Strategy.	Report on agency responsibility, and proposed timeframes, for upgrades to the network as identified in the Major and Regional Road Network Strategy.	The City has achieved significant commitments to network improvements with the State Govt committing \$38M to further Freeway widening and the duplication of the Russell Road bridge. Additional lobbying is being planned for duplication of Armadale Road and North Lake Road bridge as part of the coming Federal and State election cycles	●
Eco 3.2	Facilitate the development of vibrant local activity centres.	Implement the Local Commercial and Activity Centres Strategy.	% of actions within the Plan complete against target.	This remains on track, with all programmed actions achieved per their specified timeframes.	●
Eco 3.3	Support local enterprise in the City.	Engage with the Melville Cockburn Chamber of Commerce, South West Group and Business Foundations Group to determine the needs of existing businesses within the City.	Bi-annual meeting with stakeholder groups.	The City has provided continuing assistance to business groups. MCCC remains hosted in City accommodation. The City also provided support to Business Foundations that led to retention of the business local funding. The City also continues to survey businesses as part of its annual Perceptions surveys.	●



³ See economic profile for the City of Cockburn, <http://economy.id.com.au/cockburn>



Focus Area 1: Economic Development

Sustainability Strategy Overarching Objective

Eco 4 - Grow tourism in Cockburn through the management, improvement and promotion of the City's key natural, cultural and commercial features.

Strategic Community Plan Objectives:

- Identify, target and facilitate sustainable development in Cockburn Central reflecting the status of a Strategic Regional Centre (3.1.1)
- Develop and promote a strategy for the growth of leisure and tourism based activities (3.5.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 4.1	Promote Cockburn as the most attractive place to live, work, visit and invest in the Perth Metropolitan area.	Develop a registry of the City's key natural, cultural and commercial features.	Registry developed.	Registry not completed. To be reviewed.	●
Eco 4.2	Support the continued establishment of the Sustainability Precinct at Bibra Lake.	Complete the architectural designs for the construction of the Sustainability Centre and to enable grant funding to be sourced.	Design drawings completed and consultation for user groups concluded.	The sustainability precinct is currently under review.	●

Focus Area 2: Employment Opportunities

The City will continue to support the creation and growth of business and industry, which will enable it to facilitate the aspirations of its community. The City will continue to provide training opportunities to assist with these aims.

Sustainability Strategy Overarching Objective

Eco 5 - Support Cockburn residents accessing local high value jobs through targeted programs of training and development.

Strategic Community Plan Objectives:

- Work with stakeholders to ensure serviced and accessible industrial land incorporating technology and education is planned and delivered (1.5.1).
- Identify initiatives and incentives to broaden the range of educational facilities, programs and partnerships (3.4.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 5.1	Support the development of Vocational Education and Training Educational Institutions in the City of Cockburn.	Advocate for increased funding and resources for Challenger TAFE from State and Federal Government.	Report from Challenger TAFE on funding achievements.	The State Govt has allocated \$10M to facilitate colocation of Challenger's Engineering unit with the ACEPT facility at Henderson. The City continues to host Challenger training programs for youth at the City's Youth Centre.	●

Focus Area 2: Employment Opportunities

Sustainability Strategy Overarching Objective

Eco 6 - Maintain the City's Employee Development Program.

Strategic Community Plan Objectives:

- Attract, engage, develop and retain our staff in accordance with a long term Workplace Plan (7.6.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 6.1	Continue to maintain a strong trainee development program.	Maintain the funding to facilitate the trainee program.	Continue to provide a minimum of five trainee positions annually.	New traineeships were not offered due to the impact of reform preparation on operational areas.	●
Eco 6.2	Maintain the City's Employee Development Policy.	Secure consistent annual funding for this program.	Annual investment in Employee Development Policy maintained.	The City has continued to fund employee development however large increases to course fees have resulted in policy amendments to ensure financial support is sustainable and appropriate to the City's need for skills.	●



Focus Area 2: Employment Opportunities

Sustainability Strategy Overarching Objective

Eco 7 - Develop and promote strategic partnerships with stakeholders involved in the industrial/commercial precincts.

Strategic Community Plan Objectives:

- Engage stakeholders on the delivery of industrial, commercial and infrastructure projects (3.2.1).
- Ensure that the City's sustainable development framework drives and enables diverse business investment and activities (3.2.2).
- Work in partnership with Federal and State Government and other key stakeholders to provide infrastructure (5.3.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 7.1	Enhance access to public transport via a paid parking facility for non-commuter users of the rail facility.	To seek partners for the potential development of a paid parking station at Cockburn Central.	Partnership established – Yes/No	There has been no progress on this item as the financial metrics do not support the construction of such a facility	●
Eco 7.2	Enhance existing retail precincts.	To work with Perron Group for the next stage of the Gateway Precinct and construction of the associated infrastructure.	Development plans finalised and road network designs improved.	The Strategic Planning Business Unit has provided detailed feedback to Perron Group as they embark on the detailed structure planning for the next phase of the Gateways Shopping City expansion.	●
Eco 7.3	Work with the State Government, LandCorp and associated stakeholders in the delivery of the Latitude 32 and Australian Marine Complex Precincts.	Continue to engage with all stakeholders regarding planning and development of these precincts.	Precinct Structure Plan finalised in the 14/15 financial year.	The City has had an active role in shaping the upcoming Wattleup Structure Plan (Development Area 2). This is the next phase in the Latitude 32 project. The City has also taken a leading role in providing local government input on the proposed development contribution plan given the significant implications this may have for the future development of the precinct.	●

Focus Area 2: Employment Opportunities

Sustainability Strategy Overarching Objective

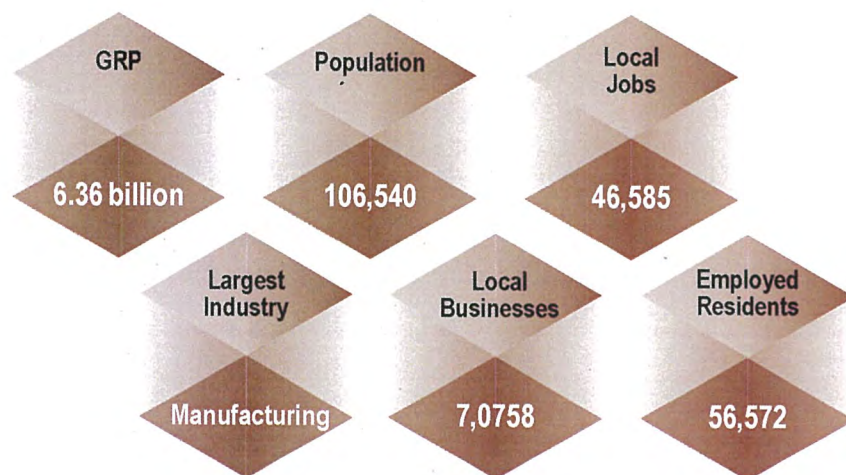
Eco 8 - Promote the small business sector in Cockburn through key strategic alliances.

Strategic Community Plan Objectives:

- Facilitate and promote economic development aligned to business centre growth (3.3.1).

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 8.1	Support for business operators within the municipality.	Continue to support and co-fund the Melville Cockburn Chamber of Commerce (MCCC).	Report from MCCC on activities held within the municipality.	Report received acquitting 2014-15 sponsorship detailing MCCC events conducted with Cockburn.	●

IMPORTANT STATISTICS



REPORT SUMMARY AND FEEDBACK

State of Sustainability Reporting is a complex and evolving process.

For this reporting period, the City had 97 indicators for sustainability across the organisation. The KPI's for 2014-15 were very similar to those of 2013-14.

In this report we see significant improvement in the number of KPI's achieved during 2014-15, particularly in the areas of governance and economy. The City's environmental and community programs have continued to deliver great outcomes for our society and the natural environment.

Year	2011	2012	2012-13	2013-14	2014-15
Governance	Total KPIs: 11	Total KPIs: 19	Total KPIs: 19	Total KPIs: 28	Total KPIs: 26
KPIs Achieved	6	12	14	16	19
KPIs Making Progress	5	5	4	6	5
KPIs Not Achieved	0	2	1	6	2
Environment	Total KPIs: 11	Total KPIs: 14	Total KPIs: 14	Total KPIs: 27	Total KPIs: 25
KPIs Achieved	5	5	10	16	13
KPIs Making Progress	6	4	3	8	9
KPIs Not Achieved	0	5	1	3	3
Society	Total KPIs: 6	Total KPIs: 17	Total KPIs: 16	Total KPIs: 28	Total KPIs: 27
KPIs Achieved	4	11	12	22	20
KPIs Making Progress	2	5	2	5	5
KPIs Not Achieved	0	1	2	1	2
Economy	Total KPIs: 6	Total KPIs: 16	Total KPIs: 16	Total KPIs: 22	Total KPIs: 19
KPIs Achieved	4	5	8	7	9
KPIs Making Progress	2	6	7	8	5
KPIs Not Achieved	0	5	1	7	5

The Sustainability Action Plan 2015-16, which is the basis for the next sustainability report, has been adopted by Council and can be viewed at www.cockburn.wa.gov.au/sustainability

Thank you for taking the time to read the City of Cockburn's fifth annual State of Sustainability Report. We welcome your feedback on this initiative.

Contact the City at customer@cockburn.wa.gov.au or phone (08) 9411 3444.

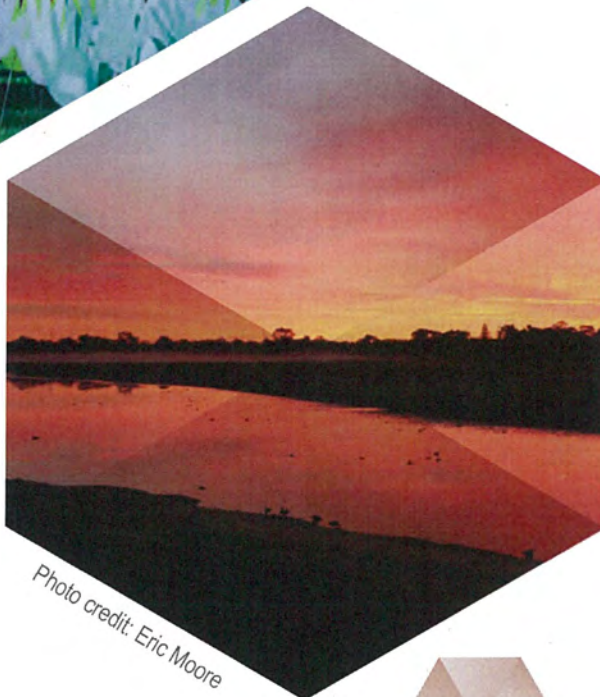


Photo credit: Eric Moore



Governance *Environment* *Society* *Economy*

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in alternative formats on request.



REV	DESCRIPTION	DRAWN	DATE	CHECKED



CITY OF COCKBURN

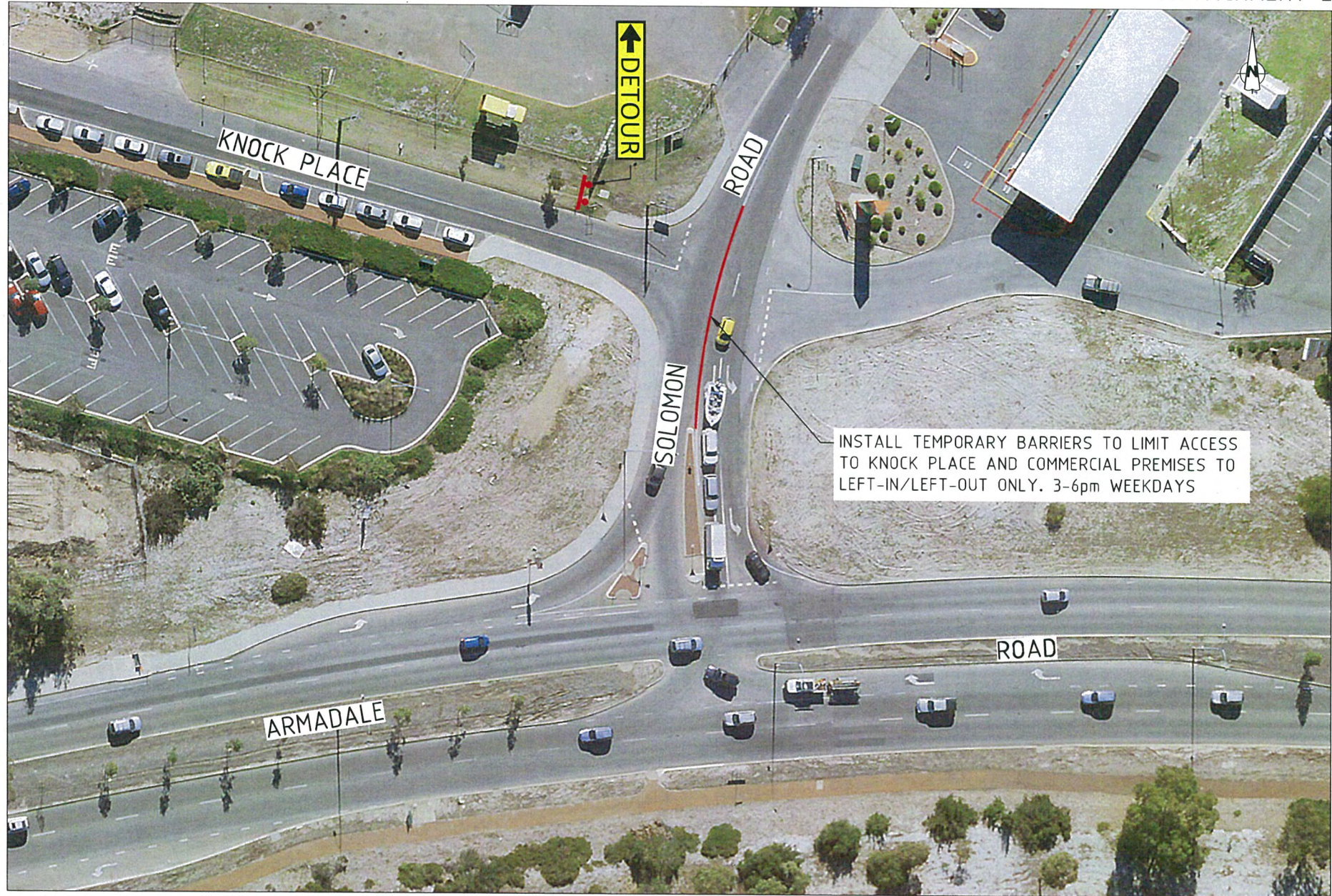
9 COLEVILLE CRESCENT, SPEARWOOD WA 6163
PHONE: (08) 9411 3444 FAX: (08) 9347 3333

TITLE KNOCK PLACE & SOLOMON RD
PROPOSED TRAFFIC DIVERSION TRIAL
CONCEPT PLAN

DESIGNED J.M.
DRAWN T.E.
CHECKED

APPROVED
DESIGN MANAGER

ORIGINAL SIZE A3
SCALE 1:4000
JOB No.
DWG No. 1
SHEET No. 1
REV



REV	DESCRIPTION	DRAWN	DATE	CHECKED



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PHONE: (08) 9411 3444 FAX: (08) 9347 3333

TITLE KNOCK PLACE & SOLOMON RD
PROPOSED TRAFFIC DIVERSION TRIAL
CONCEPT PLAN

DESIGNED	J.M.	APPROVED	SCALE	1500	JOB No.
DRAWN	T.C.		DWG No.		SHEET No.
CHECKED		DESIGN MANAGER			2

ORIGINAL SIZE A3