City of Cockburn

# Ordinary Council Meeting

Tuesday, 12 May 2026

# Attachments Under Separate Cover


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**ORDINARY COUNCIL MEETING, TUESDAY, 12 MAY 2026**

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# Town Planning Scheme No.3

## Amendment No.189
## (Complex)

*Review of Development Contribution Plan 13*

***MAY 2026***

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# *Planning and Development Act 2005*
# RESOLUTION TO AMEND A TOWN PLANNING SCHEME

***City of Cockburn***
***Town Planning Scheme No.3***
***Amendment No.189***

RESOLVED that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of Cockburn Town Planning Scheme No.3 by:

1. Modifying 'Table 10 – Development Contribution Plans' of the Scheme Text, by:

    a. Deleting the following infrastructure items to be funded under Development Contribution Area 13:

        - Regional: Cockburn Central Community Facilities
        - Regional: Coogee Golf Complex
        - Sub Regional – East: Anning Park Tennis
        - Sub Regional – West: Phoenix Seniors & Lifelong Learning Centre
        - Local: Southwell Community Centre
        - Local: Munster Recreation Facility

    b. Renaming the following infrastructure items to reflect a reduction in the scope of items being funded under Development Contribution Area 13:

        - Regional: Bibra Lake Management Plan Proposals (Refined)
        - Regional: Cockburn Coast Foreshore Reserve (bridge design only)
        - Regional: Cockburn Coast Beach Parking (east of Bennett Ave only)
        - Sub Regional – East: Bicycle Network – East (Refined)
        - Sub Regional – West: Bicycle Network – West (Refined)

    c. Correcting the spelling of the Sub Regional – West infrastructure item 'Dixon Reserve/Wally Hagan Facility Development (excluding the café component)'.

2. Modifying the extent of 'Development Contribution Area 13' as depicted on the Scheme Amendment Maps including Sheet 26.

The Amendment is 'complex' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* as it proposes to amend development contribution areas and associated plans.

Dated this ..... day of ..... 20…..

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CHIEF EXECUTIVE OFFICER

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# AMENDMENT REPORT

## 1.0 INTRODUCTION

Amendment No.189 to Town Planning Scheme No.3 (TPS3) seeks to reduce the infrastructure funded by Development Contribution Area 13 (DCA13), to reflect what the City expects to be able to complete within the remaining timeframe.

## 2.0 BACKGROUND

There are currently 12 DCAs and associated Development Contribution Plans (DCPs) operating under TPS3, collecting contributions towards infrastructure through the subdivision and development process.

The establishment and operation of a DCA is guided by *State Planning Policy 3.6 – Infrastructure Contributions* (SPP3.6), and more recently the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations).

The City of Cockburn was an early adopter of development contribution plans and DCP13 was the first community infrastructure DCP adopted in Western Australia under a then new (Nov 2009) SPP3.6. It was also the first DCP charged on a 'per dwelling' basis in Cockburn (earlier and most other DCPs are charged on a developable area or 'per hectare' basis).

When gazetted in 2011, DCP13 was granted a lifespan till 30 June 2031. This was four times the length SPP3.6 recommended but was approved on the basis that it closely related to the asset life of the infrastructure items and the generation of development that would benefit from them.

SPP3.6 was reviewed in April 2021 to include progress reporting obligations. Since that time, it has become increasingly clear that the forecast rate of development has not been achieved, and that the City is unlikely to be able to deliver all remaining DCP13 items before 30 June 2031, after which contributions can no longer be invoiced.

A recent review of the City's 10-year Capital Works Program re-examined its financial capacity to deliver the remaining items. It confirmed the City's inability to complete the full list of infrastructure ahead of DCP 13 expiry and recognises the need to identify alternative funding sources for items programmed for delivery beyond that deadline.

The extent of the DCA boundary also requires extension, to take account of a recent decision by the Western Australian Planning Commission (WAPC) to initiate an Amendment to rezone Lot 70 (#340) Wattleup Road from Rural to Urban.

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## 3.0 AMENDMENT TYPE

Part 5, Division 1, Regulation 34 of the *Planning and Development (Local Planning Schemes*) Regulations 2015, identifies different amendment types: basic, standard and complex.

Regulation 35(2) requires the local government to specify in their resolutions to prepare or adopt an amendment what type of amendment it is, as well as the explanation for forming that opinion.

This proposed amendment is considered a 'complex' amendment, which Regulation 34 describes as any of the following:

a) *an amendment that is not consistent with a local planning strategy for the scheme that has been endorsed by the Commission;*

b) *an amendment that is not addressed by any local planning strategy;*

c) *an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality;*

d) *an amendment made to comply with an order made by the Minister under section 76 or 77A of the Act;*

e) *an amendment to identify or amend a development contribution area or to prepare or amend a development contribution plan;*

The proposed amendment satisfies e) of the above criteria on the basis that it proposes to amend a development contribution area and associated plan.

## 4.0 TOWN PLANNING CONTEXT

### 4.1 State Planning Policy 3.6 – Infrastructure Contributions

SPP 3.6 sets out the principles and requirement that apply to the establishment and collection of infrastructure contributions in new and established areas.

Of relevance to this proposal, SPP 3.6 recognises that flexibility is required when estimating the timing and delivery of infrastructure, which should align with the local government's long term strategic planning. It also encourages periodic review of DCA's to respond to changes to the state and local planning frameworks.

### 4.2 City of Cockburn Town Planning Scheme No. 3

DCAs constitute a Special Control Area pursuant to Part 5 of TPS3 and operate in accordance with provisions of clause 5.3.

High level details are included in 'Table 10 - Development Contribution Plans' of TPS3, they are also spatially defined on all scheme maps, with DCP13 and its various sub-catchments specifically depicted on the Sheet 26 map.

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## 5.0 PROPOSAL

### 5.1 Existing Situation

Completed projects, including all expenditure, are recorded in the DCP Report and published annually on the City's dedicated Development Contributions webpage.

**Figure 1** below, depicts the extent of DCP13 and its various catchments (for calculation purposes), whilst **Figure 2** highlights the specific location of the community infrastructure items more thoroughly defined in the DCP13 Report.

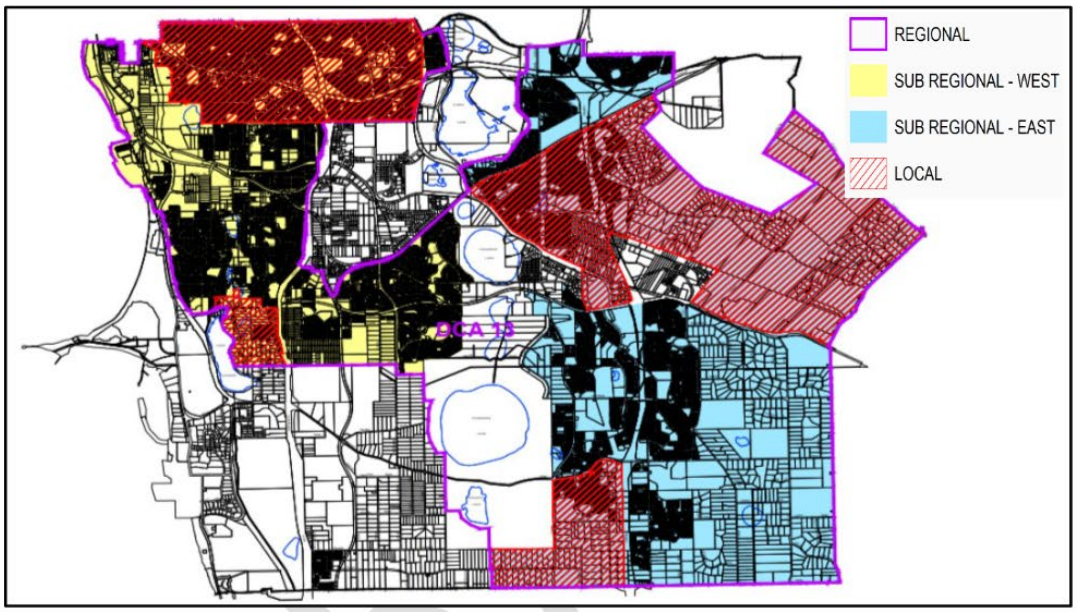



**Figure 1: Map Depicting Extent and Catchments of DCP 13 (TPS3 Sheet 26)**

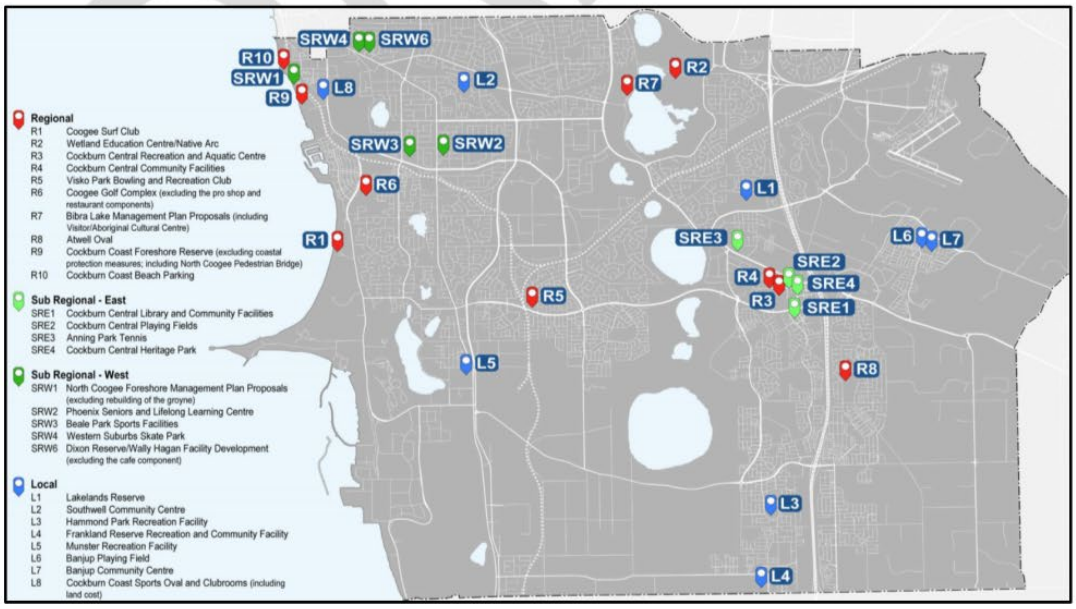



**Figure 2: Map Depicting the DCP 13 Infrastructure Items (DCP 13 Report)**

Table 1 lists the DCP13 Infrastructure items that have been completed:

| | |
|---|---|
| COMPLETED | ***Regional*** |
| | R1 – Coogee Surf Club |
| | R2 – Wetland Education Centre/Native Ark |
| | R3 – Cockburn Central Recreation and Aquatic Centre |
| | R5 – Visko Park Bowling and Recreation Club |
| | R8 – Atwell Oval |
| | ***Sub Regional – East*** |
| | SRE1 – Cockburn Central Library and Community Facilities |
| | SRE4 – Cockburn Central Heritage Park |
| | ***Sub-Regional – West*** |
| | SRW1 – North Coogee Foreshore Management Plan Proposals (excl. rebuilding the groyne) |
| | SRW4 – Western Suburbs Skate Park |
| | ***Local*** |
| | L1 – Lakelands Reserve |
| | L3 – Hammond Park Recreation Facility |
| | L4 – Frankland Reserve Recreation and Community Facility |
| | L6 – Banjup Playing Field |
| | L7 – Banjup Community Centre |

**Table 1: DCA13 Completed Community Infrastructure Items**

Table 2 lists the infrastructure items yet to commence or be completed:

| | |
|---|---|
| OUTSTANDING | ***Regional*** |
| | R4 – Cockburn Central Community Facilities |
| | R6 – Coogee Golf Complex (excluding the pro shop and restaurant components) |
| | R7 – Bibra Lake Management Plan Proposals |
| | R9 – Cockburn Coast Foreshore Reserve |
| | R10 – Cockburn Coast Beach Parking |
| | ***Sub Regional – East*** |
| | SRE2 – Cockburn Central Playing Fields |
| | SRE3 – Anning Park Tennis |
| | SRE5 – Bicycle Network |
| | ***Sub-Regional – West*** |
| | SRW2 – Phoenix Seniors and Lifelong Learning Centre |
| | SRW3 – Beale Park Sports Facilities |
| | SRW5 – Bicycle Network |
| | SRW6 – Dixon Reserve/Wally Hagan Facility Development (excluding the café component) |
| | ***Local*** |
| | L2 – Southwell Community Centre |
| | L5 – Munster Recreation Facility |
| | L8 – Cockburn Coast Sport Oval and Clubroom (including land cost) |

**Table 2: DCA13 Outstanding Community Infrastructure Items**

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### 5.2 Delivery Challenges

Since its commencement, delivery of the infrastructure listed in DCA13 has been impacted by various external challenges, including:

- Global pandemic
- Labour and material cost escalations
- Supply chain constraints
- Housing and cost of living crisis
- Changes to dwelling forecasts and realisations (i.e some estates have not delievered on density sufficiently, or have 'parked' it for latter stages)
- Changes to expectations of sport facilities for inclusivity (in particular the rise in female participation requiring additional changerooms)
- Other changes to community expectations (noting the DCP13 infrastructure items largely originate from 2009 documentation).

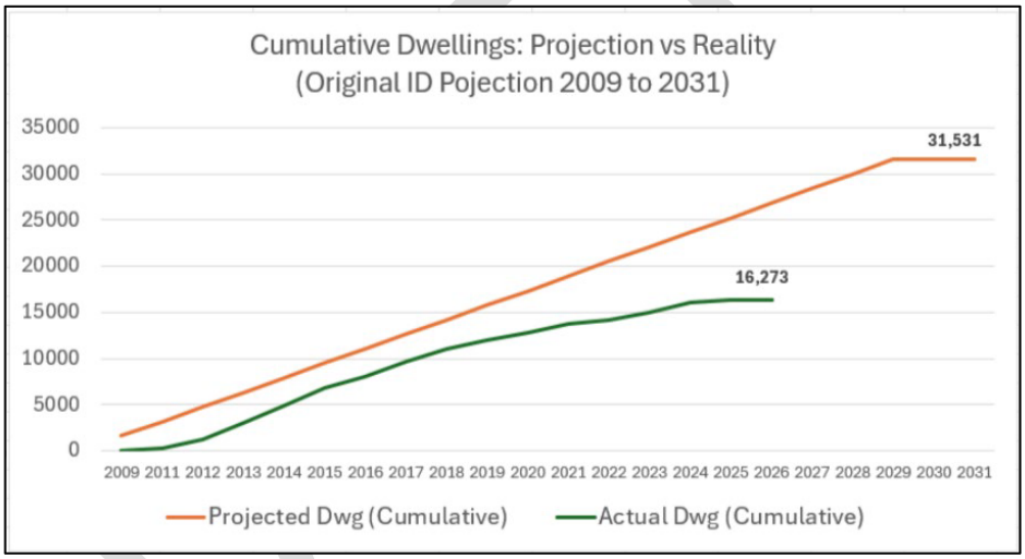



**Figure 3: Forecast vs Actual Dwelling Growth**

As the major contributor/shareholder of DCP13 (which factors in use of future infrastructure from its existing pre-2011 resident population), and the entity responsible for making up any shortfall in collected funds (or scope creep necessary to meet current community need), the City has long been absorbing the majority of the cost escalations resulting from the above factors.

In addition, since the Gazettal of TPS3 Amendment 148 in 2020, the City has been indexing the cost of DCP13 infrastructure, to ensure development across all suburbs remains viable (as measured against accepted UDIA benchmarks). This was done in recognition of the volatility of using QS estimates, and in recognition that charging the true cost of delivery within the same timeframe, would likely render development in some of its suburbs unviable.

### 5.3 Review Methodology

In recognition of the rapidly compounding problem, during 2025 the City undertook a comprehensive internal review of the remaining uncompleted DCP13 infratructure items. The first step involved a broad 'grouping' or characterisation of why a listed item may need further examination. These groupings included items that:

- hadn't been sufficiently advanced
- were unlikely to be completed within the remaining timeframe (30 June 2031)
- are not within City control / or don't belong in the DCP

The last typically involves items on land outside City control and/or that could be delivered as part of other agency projects. An example is parts of the bicycle network along Main Roads WA controlled roads. The City takes an advocacy role in those situations, but has no ability to plan, program or deliver that infrastructure within a defined timeframe. Similar items are not included in contemporary DCPs.

The other groupings relate to project progression and timing. This recognises that projects take multiple years to achieve.

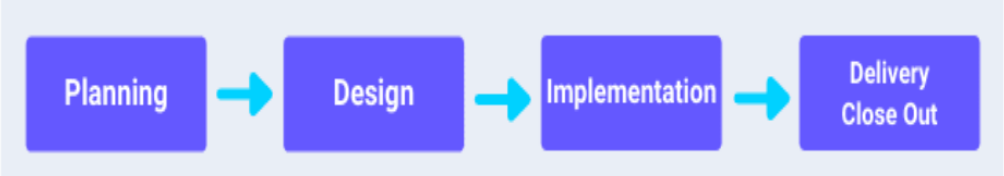



**Figure 4: Typical Phases of Project Delivery**

Some of the infrastructure iterms have not advanced beyond being included as a DCP13 item with a brief scope. They have no concept plans, and in some cases, no specific location is designated or secured.

Other projects have moved past the planning and design phases but are not capable of being programmed and delivered, acquitted and audited before 30 June 2031 (the final date of DCP13's operation or 'lifespan').

Based on the latest capital works program for the next 10 years, it is possible to better appreciate the City's capacity to deliver its wide portfolio of projects, including these remainign DCP13 items.

With differing growth outcomes from what was originally forecast when DCP13 was first created in 2009, as well as changing expectations from the community, it is not unreasonable to see an adjustment to infrastructure priorities.

The cumulative impact of these choices each year where funds and effort have been directed to other non-DCP13 priorities has now led to a point where realistically a critical lens needs to be used to determine what items should no longer receive DCP13 funding.

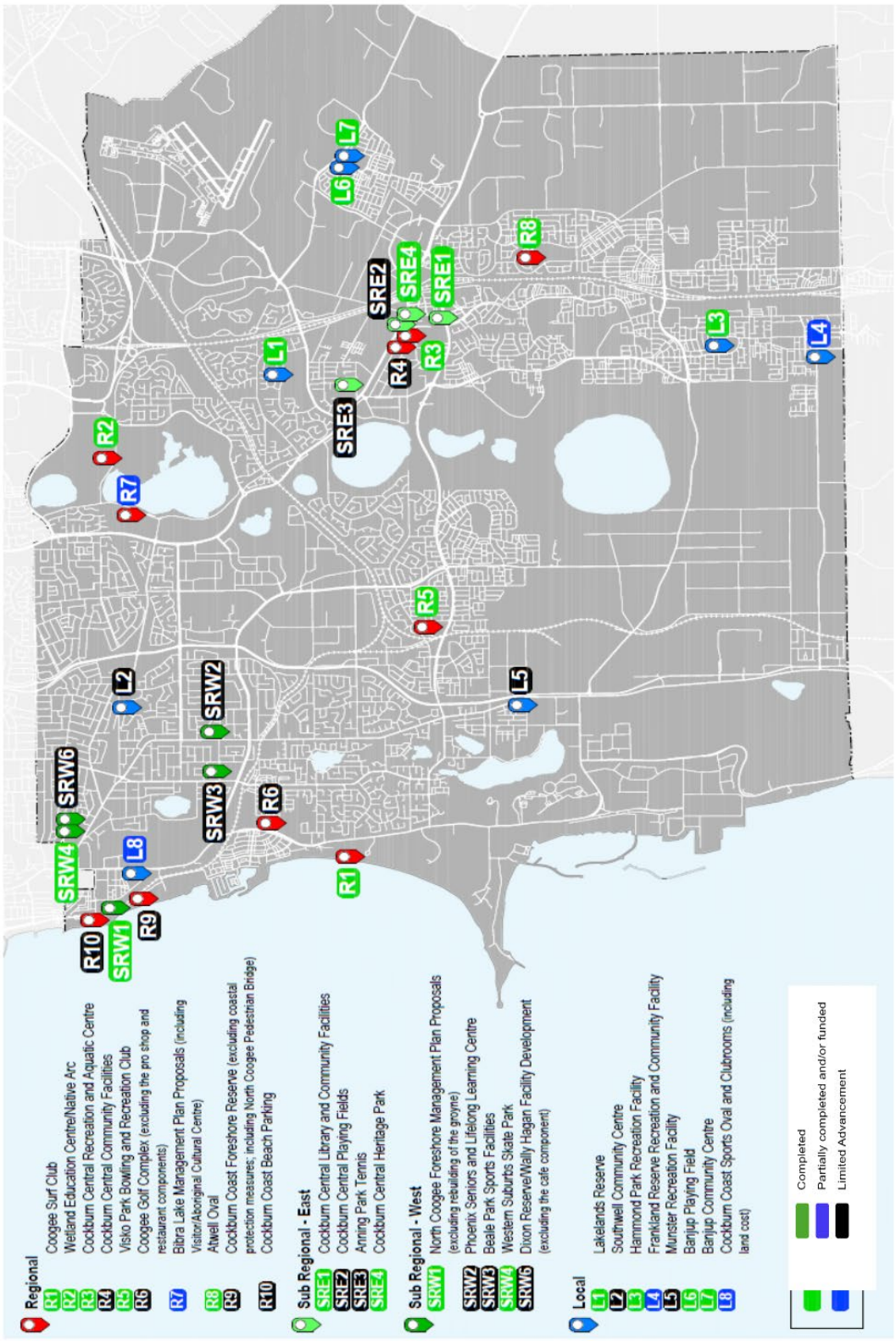



**Figure 5: Results of Auditing Process – Completion status of DCP13 Infrastructure**

As a result of the above process the City is seeking to refine the list of infrastructure items covered by DCP13 to what it reasonably expects to achieve within its remaining timeframe, as depicted in the tracked changes version of Table 10 from TPS3 below:

- items proposed for full deletion are shown **crossed out in red text**.
- items proposed to be partially deleted must remain listed, however they have been renamed (as shown in **blue text**) with the DCP Report (refer **Appendix A**) updated to reflect a reduced scope for these items.

Tables 3 and 4 that follow, provide further detail on the infrastructure items recommended for full or partial deletion (respectively), including a more detailed description of the works (taken from the DCP13 Report) and the City's rationale for removing the various items from DCP13.

Its important to recognise that being one of the first schemes of its time, the original list of projects was highly aspirational and (with the benefit of hinsight) highly unlikely to have ever been achieved.

Since its adoption 14 projects, involving over $137M of DCP and municpal funding have been fully delivered. These have been transformative projects that provide significant benefit to the community, and have laid the foundation for a sustainable future.

### 5.4 Boundary Adjustment

A slight amendment to the extent of the DCA 13 boundary, and associated DCP calculation areas for 'Regional', 'Sub-Regional – East', and 'Local' Infrastructure, is also proposed to capture the anticipated urbanisation of land that will form a western extension of the Hammond Park locality (see **Figure 6**).

Totalling approximately 2.8ha in area, the affected land is Lot 70 (#340) Wattleup Road, which is one of a small number of lots that lie outside the boundary of the Environmental Protection Policy (EPP) – Kwinana Air Quality Buffer (KAQB – see **Figure 7**).

The land forms the subject of a Metropolitan Region Scheme (MRS) Amendment that was initiated by the WAPC at its meeting on 22 April 2026. Despite not being supported by the City (in isolation and/or ahead of changes to the State and Local Strategic Planning Frameworks), the WAPC considered this one lot to be uniquely suited to urbanisation due to being the only remaining Rural lot along Wattleup Road that is unconstrained by the KAQB and environmental values.

Expansion of the DCA boundary will enhance consistency with SPP 3.6 in terms of the need and nexus between common infrastructure and land benefiting from its provision.

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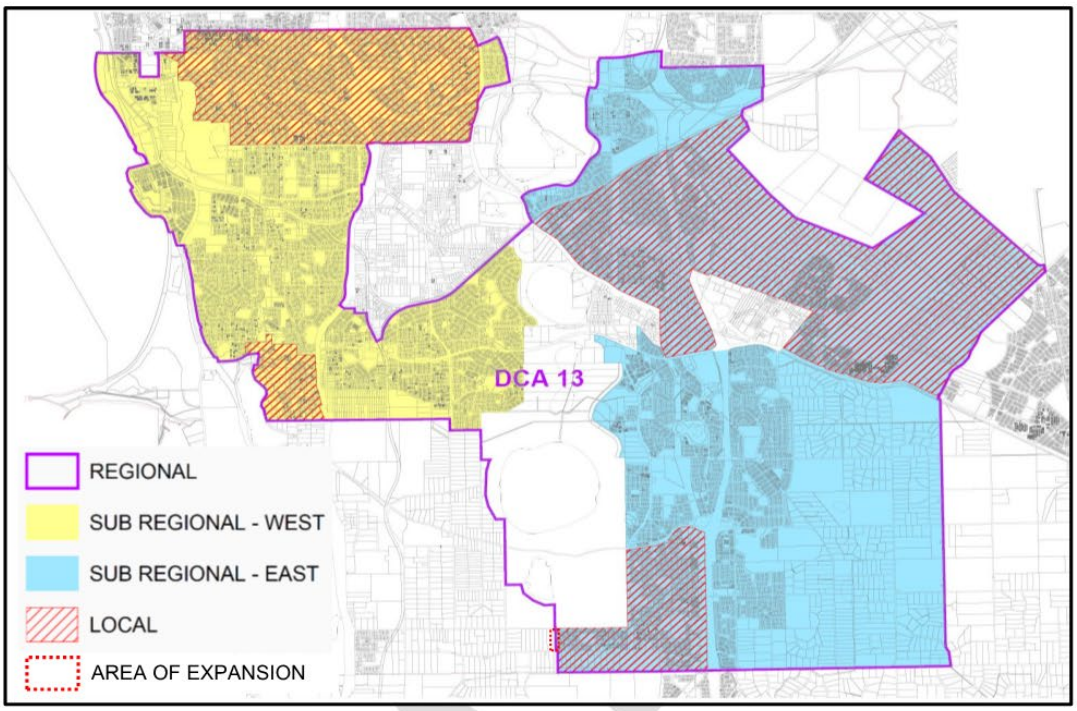



**Figure 6: Map Depicting Expanded Extent and Catchments of DCP 13 (TPS3 Sheet 26)**

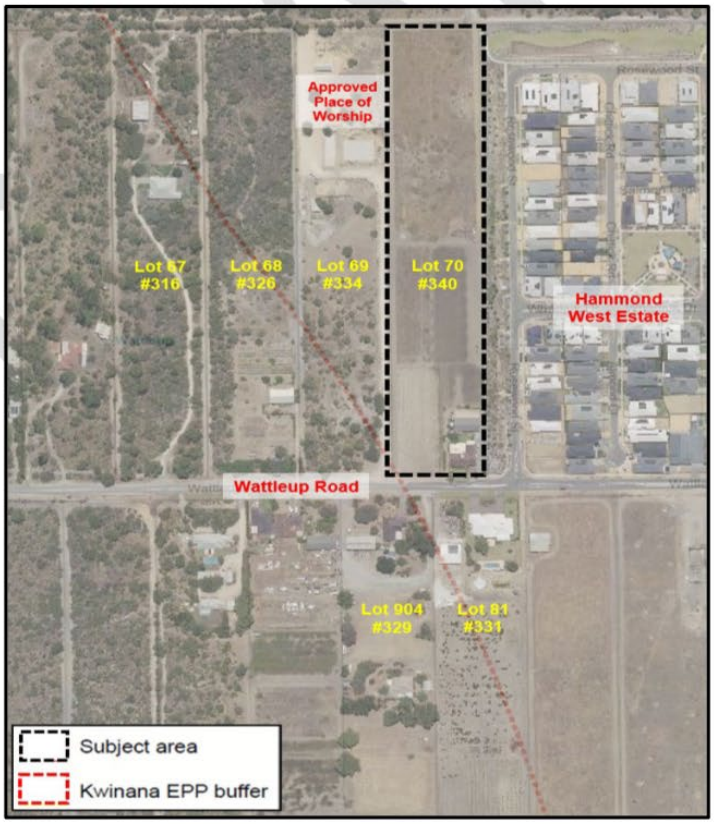



**Figure 7: Aerial Photo of Proposed DCA 13 Expansion Area**

| | DCA 13 |
|---|---|
| Area | As shown on sheet 26 says (DCA 13 is shown on map sheets 1 – 11, 13,14,15,17,18 and 19 on the WAPC's version of the maps) of the Scheme Map. |
| Relationship to other planning instruments | The Development Contribution Plan generally conforms to the Plan for the District (2010-2020), Bibra Lake Landscape, Recreation and Environmental Management Plan (2009), Bicycle Network and Footpath Plan (2010), the Sport and Recreation Plan (2010) and the review of COC Library Services (2007) which have been adopted by Council. |
| Infrastructure and administrative items to be funded | ***Regional***<br>Coogee Surf Club<br>Wetland Education Centre/Native Ark<br>Cockburn Central Recreation and Aquatic Centre<br>~~Cockburn Central Community Facilities~~<br>Visko Park Bowling and Recreation Club<br>~~Coogee Golf Complex (excluding the pro shop and restaurant components)~~<br>Bibra Lake Management Plan Proposals (Refined)<br>Atwell Oval<br>Cockburn Coast Foreshore Reserve (~~excluding coastal protection measures~~ bridge design only)<br>Cockburn Coast Beach Parking (Refined)<br>***Sub Regional – East***<br>Cockburn Central Library and Community Facilities<br>Cockburn Central Playing Fields<br>~~Anning Park Tennis~~<br>Cockburn Central Heritage Park<br>Bicycle Network—East (Refined)<br>***Sub Regional - West***<br>North Coogee Foreshore Management Plan Proposals (excluding rebuilding of the groyne)<br>~~Phoenix Seniors and Lifelong Learning Centre~~<br>Beale Park Sports Facilities<br>Western Suburbs Skate Park<br>Bicycle Network—West (Refined)<br>Dixon Reserve/Wally Hagan Facility Development (excluding the café component)<br>***Local***<br>Lakelands Reserve<br>~~Southwell Community Centre~~<br>Hammond Park Recreation Facility<br>Frankland Reserve Recreation and Community Facility<br>~~Munster Recreation Facility~~<br>Banjup Playing Field<br>Banjup Community Centre<br>Cockburn Coast Sport Oval and Clubroom (including land cost) |

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| | DCA 13 (cont.) |
|---|---|
| | *Administrative costs including –*<br>Costs to prepare and administer the Contribution Plan during the period of operation (including legal expenses, valuation fees, cost of design and cost estimates, proportion of staff salaries, computer software or hardware required for the purpose of administering the plan).<br>Cost to prepare and review estimates including the costs for appropriately qualified independent persons.<br>Costs to prepare and update the Community Infrastructure Cost Contribution Schedule.<br>**Costs including fees and interest of any loans raised by the local government to undertake any of the works associated with DCA13.** |
| Method for calculating contributions | The City's Plan for the District identifies the needs that impact on the Development Contribution Plan. The contributions outlined in this plan have been derived based on the need for the facilities generated by the additional development in the Development Contribution Plan. This calculation excludes the demand for a facility that is generated by the current population in existing dwellings.<br>Contributions shall be calculated on the basis of the number of new lots and/or dwellings created. Existing dwellings on a lot or lots to be subdivided or developed will be exempt from the contribution. Land required for public roads, public open space, drainage and other uses not including residential development will not be assessable. Where a lot may have further subdivision potential, for example as a grouped dwelling site, contributions will be sought at the next development approval stage where additional dwellings or lots are created.<br>Contributions applying to development of aged or dependant persons dwellings or single bedroom dwellings shall be calculated on the number of dwelling units permitted prior to the application of the variations permissible under clause 5.1.3.A3.i of State Planning Policy - Residential Design Codes. Notwithstanding the definitions of 'lot' listed Schedule 1, for the purposes of calculating cost contribution liability within DCA13, the term lot will be inclusive of green title, survey strata and built strata subdivisions. |
| Period of operation | Until 30 June 2031. However the DCP may also be extended for further periods with or without modification by subsequent Scheme Amendments. |
| Priority and timing | In accordance with the Plan for the District 2010-2020 and subsequent revisions of this document. |
| Review process | The plan will be reviewed when considered appropriate, though not exceeding a period of five years duration, having regard to the rate of subsequent development in the catchment areas since the last review and the degree of development potential still existing.<br>The estimated infrastructure costs contained in the Community Infrastructure Cost Contribution Schedule will be reviewed at least annually to reflect changes in funding and revenue sources and indexed based on the Building Cost Index or other appropriate index as approved by an appropriately qualified independent person. |
| Participants and contributions | In accordance with sheet 26 of the Scheme Map and the Community Infrastructure Cost Contribution Schedule adopted by the local government for DCA 13. |

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## Table 3: Proposed Infrastructure Items for Full Deletion

| Infrastructure Item (as described in the DCP 13 Report) | *Rationale for Full Deletion* |
|---|---|
| **Regional** | |
| **Cockburn Central Community Facilities (R4):** | |
| The development of a community facility in conjunction with the recreation and aquatic centre at Cockburn Central. The development will include the provision of specialised welfare offices, meeting rooms and function space. The provision of these services on the same site as the recreation facility will optimise parking and create a viable community hub. | *Project has not progressed sufficiently with further planning not scheduled until 2032.*<br>*Delivery will therefore not be complete by June 2030 to enable close out of DCP13 by June 2031.*<br>*Development in this precinct has not occurred at the rate necessary to warrant delivery of the facility by 2031.* |
| **Coogee Golf Complex (excluding the pro shop and restaurant components) (R6):** | |
| To construct a 9-hole public golf course, driving range together with associated buildings and infrastructure on Region Open Space land east of Cockburn Road Coogee.<br>The complex will include club facilities, restaurant, pro shop, maintenance shed and a car park which will be accessed off Cockburn Road. Note the pro shop and restaurant are not part of the DCP and costs reflect this. | *Project has not progressed sufficiently with current planning work identifying and resolving key site constraints.*<br>*No design date is currently scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.*<br>*Future delivery faces significant environmental and financial challenges.* |
| **Sub Regional – East** | |
| **Anning Park Tennis (SRE3):** | |
| To redevelop with appropriate change rooms and car parking on Anning Reserve, North Lake Road South Lake. The building will be approximately 700m$^2$ including facilities for sporting clubs (with possible alternate sport uses to current provision of football and soccer or conversion to more passive use). | *Project has not progressed sufficiently with further planning pending an audit of local tennis facilities.*<br>*No design date is currently scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.* |
| **Sub Regional – West** | |
| **Phoenix Seniors and Lifelong Learning Centre (SRW2):** | |
| Construction of a multi-functional civic facility including library, welfare services, community hall, meeting rooms and childcare.<br>These uses will occupy approximately 3,000m$^2$. The permanent seniors centre to be develop as part of the complex will have an area of approximately 2,000m$^2$.<br>The proposal consolidates several civic facilities which will be part of the development of the Civic precinct. | *Project has not progressed sufficiently with further planning pending a broader audit and decision on the future of the current civic site.*<br>*No design date is scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.* |

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<table>
<tr><th>Infrastructure Item<br>(as described in the DCP 13 Report)</th><th>Rationale for Full Deletion</th></tr>
<tr><td colspan="2">Local</td></tr>
<tr><td colspan="2">Southwell Community Centre (L2):</td></tr>
<tr><td>The Plan for the District described the proposal to expand the current sporting clubrooms on Goodchild Reserve and relocate the Community Centre into that facility.<br>This Building extension is described as approximately 300m$^2$, including construction of additional parking for 300 vehicles. It will establish a multiuse community facility, with areas suitable for children's activities meetings and community events.</td><td>Project has not progressed sufficiently with further planning not scheduled until 2031.<br>Recent upgrades to Goodchild Reserve did not include this facility due to concerns about the suitability of the site and its compatibility with existing uses. An alternative site is yet to be secured.<br>Delivery will therefore not be complete by June 2030 to enable close out of DCP13 by June 2031.</td></tr>
<tr><td colspan="2">Munster Recreation Facility (L5):</td></tr>
<tr><td>Develop a recreation reserve with requisite change rooms and building approximately 1,000m$^2$, including facilities for sporting clubs.<br>It is noted the land for the reserve will be as part of a relocation of the current South Coogee reserve as part of the Development WA development of Australian Marine Park – Technology Precinct.<br>The new reserve will be a similar size (3.2ha) and as this will effectively be a 'land swap' there is no land component to this DCP item.<br>The Council item (January 2005) which dealt with the above structure plan also noted the existing facilities would be replicated by Development WA at the new reserve, so this will provide for the rectangular field, parking, and tennis courts.<br>Mention was also made of the clubroom; however, this building has nearly reached the end of its lifecycle.<br>Noting the above, this DCP item only provides for a new building as described, along with associated car parking required (in addition to the amount which Development WA will replicate from South Coogee). If additional car parking is required, they should be calculated as per table below:
<table>
<tr><th>Description of parking</th><th>Bays (Bitumen)</th><th>Bays (Overflow)</th></tr>
<tr><td>Current development as of 2009</td><td>50</td><td>100</td></tr>
<tr><td>Proposed development requirement</td><td>A</td><td>B</td></tr>
<tr><td>DCP component</td><td>C = (A-50)</td><td>D = (B-100)</td></tr>
</table>
</td><td>Project has not progressed sufficiently with the site yet to be secured.<br>The identified site forms the subject of a complex and lengthy land swap proposal (involving an existing Class A Reserve) which Development WA are yet to progress.<br>Instead, Development WA are exploring delivery of an alternative site via a separate structure planning process.<br>Further planning of the infrastructure must await the outcome of both processes, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.<br>The existing facilities at South Coogee Reserve will likely remain until planning for the broader area is resolved.</td></tr>
</table>

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## Table 4: Proposed Infrastructure Items for Partial Deletion

| Infrastructure Item (as described in the DCP 13 Report) | Proposal & Rationale |
|---|---|
| **Regional** | |
| **Bibra Lake Management Plan Proposals (Partial delete revegetation portion and the visitor centre) (R7):** | ***Delete Revegetation & Visitors Centre Components*** |
| It is proposed to undertake a range of works which includes the upgrading of the existing picnic area and the provision of new and additional facilities such as playgrounds, table settings, shade structures, gazebos, BBQ, toilets, exercise circuit, skate park, dual use paths and tracks, board walks, lookouts, lake edge promenade, interpretive signage and artwork, entry statements, traffic calming and construction of a visitor centre.<br>The works which are consistent with this DCP item are described in the *Bibra Lake Landscape Plan, Recreation and Environmental Management Plan 2009.* | *Many aspects of the Bibra Lake Management Plan 2009 (which was updated in 2015), including all the relevant revegetation works are complete.*<br>*The visitor centre has been tied to a project including works outside of the scope of DCP13; the Aboriginal Cultural and Visitors Centre (ACVC).*<br>*At present the ACVC has no further dates scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.* |
| **Cockburn Coast Foreshore Reserve (excluding coastal protection measures) (R9):** | ***Delete everything but Bridge Design (already completed)*** |
| The purpose of the foreshore enhancements is to activate the foreshore and beach and enhance the experience, quality, and safety of the foreshore area.<br>The upgrades are proposed for the foreshore reserve area (shown in Figure 8 below). They are divided into two typologies: A and B, with the latter being a less intensive level of development.<br>The conceptual areas of these are set out in the table below and these should inform costing estimates until such time as detailed plans are undertaken. Detailed plans should generally accord to the level of intensity intended for each foreshore reserve area (set out in the lists below). Embellishments which are beyond this will be outside the scope of this DCP item.<br>There are also two pedestrian bridges over the railway line (located at Neighbourhood Park 1 and Local Park 5 respectively).<br>This DCP item is unique, with the ability to 'build to cost' and in considering the inclusion of this item City officers required a 'cap' of the total costs of this item to be not more than $18M (from 30 June 2016, this 'cap' may be indexed to CPI annually). | *The project has not progressed sufficiently due to unresolved issues relating to land tenure, coastal vulnerability and the future of the existing freight line.*<br>*No further design is currently scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.*<br>*The design component needs to remain in DCP13 to reflect its partial progression, with funds having previously been credited to Development WA.*<br>*Future delivery is uncertain, with alternative beach access (of similar distance) within reasonable proximity.* |

| Cockburn Coast Foreshore Reserve (excluding coastal protection measures) (R9 cont.): | |
|---|---|
| ***Foreshore Type A***<br>Robb Jetty Plaza & Parkland<br>• Minor earthworks and drainage<br>• Rehabilitative dunal planting works<br>• Irrigated planting and trees<br>• Irrigated turf<br>• Decking<br>• Paved areas (stone and concrete pavers)<br>• Footpaths (in-situ, concrete, stabilised gravel)<br>• Skateable landscape<br>• Furniture (benches, shelters, bins, bike racks, water fountains, outdoor showers,<br>• BBQ's)<br>• Plaza lighting<br>• Foreshore Reserve Path (shared path in red asphalt) and Lighting<br>• Toilets<br>McTaggart Cove Parkland<br>• Minor earthworks and drainage<br>• Rehabilitative dunal planting works<br>• Irrigated planting<br>• Irrigated turf<br>• Timber decks<br>• Paved areas (stone and concrete pavers)<br>• Footpaths (in-situ, concrete, stabilised gravel)<br>• Skateable landscape<br>• Furniture (benches, shelters, bins, bike racks, water fountains, outdoor showers,<br>• BBQs)<br>• Custom and proprietary play equipment<br>• Youth recreation area (half ball court)<br>• Lookouts<br>• Foreshore Reserve Path (shared path in red asphalt) and Lighting<br>• Pedestrian Bridge (over rail)<br>Catherine Point Foreshore Park<br>*(In addition to the North Coogee Foreshore Management Plan)*<br>• Irrigated planting<br>• Furniture (benches, shelters, bins)<br>• Foreshore Reserve Path (shared path in red asphalt) and Lighting<br>• Skateable landscape | ***Foreshore Type B***<br>Low Intensity Landscape Areas<br>• Minor earthworks and drainage<br>• Minor clearing of weeds and vegetation<br>• Rehabilitative dunal planting works<br>• Footpaths (sand, in-situ concrete, stabilised gravel)<br>• Skateable landscape<br>• Foreshore Reserve Path (shared path in red asphalt) and Lighting<br>Medium Intensity Landscape Areas<br>• Minor earthworks and drainage<br>• Extensive unirrigated planting<br>• Limited irrigated planting<br>• Limited irrigated turf<br>• Footpaths (in-situ concrete)<br>• Skateable landscape<br>• Furniture (benches, shelters, bins)<br>• Foreshore Reserve Path (shared path in red asphalt) and Lighting<br>• Pedestrian Bridge (over rail)<br>High Intensity Landscape Areas<br>• Minor earthworks and drainage<br>• Minor clearing of weeds and vegetation<br>• Irrigated planting<br>• Decking<br>• Lookouts<br>• Footpaths (in-situ concrete, stabilised gravel)<br>• Skateable landscape<br>• Furniture (benches, shelters, bins, bike racks, water fountains)<br>• Foreshore Reserve Path (shared path in red asphalt) and Lighting |

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| Figure code | Description | Area (m²) | Length (m) |
|---|---|---|---|
| FRA1 | Foreshore reserve (type A) 1 - Robb Jetty Plaza and parkland | 6,983 | - |
| | Foreshore reserve (type A) 1 - prefabricated toilet block at Robb Jetty | (item) | |
| FRA2 | Foreshore reserve (type A) 2 – McTaggart Cove parkland | 29,353 | - |
| | pedestrian bridge over railway | (item) | |
| FRA3 | Foreshore reserve (type A) 3 – Catherine Point foreshore park | 5,751 | - |
| | Foreshore reserve (type A) - lighting | - | 560 |
| | Foreshore reserve (type A) 2 – drainage (N1) rate/m3 | 3,500 | - |
| FRB1 | Foreshore reserve (type B) 1 – low intensity areas | 42,668 | - |
| FRB | Foreshore reserve (type B) – high intensity areas (boardwalks and surrounds) | 4,000 | - |
| | Lighting for foreshore path | - | 1,485 |
| FRB2 | Foreshore reserve (type B) 2 – medium intensity areas | 10,718 | - |
| | pedestrian bridge over railway | (item) | |

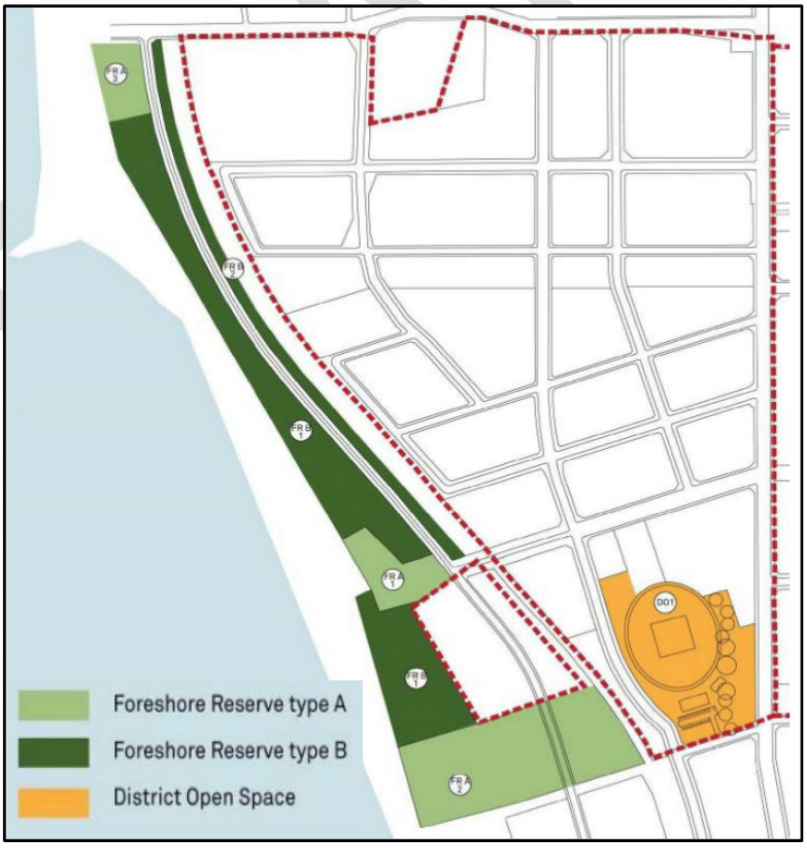



**Figure 8: Upgrades to Foreshore Reserve Types & Upgrades**

<table>
<tr><th>Infrastructure Item<br>(as described in the DCP 13 Report)</th><th>Proposal & Rationale</th></tr>
<tr><td>Cockburn Coast Beach Parking (R10):</td><td>Delete Remaining Parking</td></tr>
<tr><td>Construct 90 degree on street parking along the northern side of the road running parallel with the linear east-west running public open space. A range of parking limits (up to 4 hours) is proposed to improve the activity and vitality of the area and to discourage long term parking.</td><td>Most of the car parking has been delivered and credited along Reinforcement Parade<br>Remaining portions west of Bennett Ave remain private land that has not yet been subdivided or in LG control.<br>Delivery is reliant upon Development WA who have provided no indication of scheduled dates, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.</td></tr>
<tr><td colspan="2">Sub Regional – East</td></tr>
<tr><td>Bicycle Network – East (SRE5):</td><td>Delete Remaining Paths</td></tr>
<tr><td>To construct a comprehensive and complete bicycle path network that connects to major attractors within the area and is suitable for both recreational and commuter cyclists. The location of the proposed works is in accordance with the adopted Strategic Bicycle and Footpath Plan shown in Figure 9 below. The plan also shows the path segments that have been completed, those not completed, and those managed by Main Roads WA.<br>The scope and segments of the Plan are as follows:
<table>
<tr><th>Segment</th><th>Description</th><th>Scope</th></tr>
<tr><td>B1-A – delete</td><td>Armadale Rd SUP</td><td>Extension of a shared use path along southern side of Armadale Rd from Tapper Rd to the City's boundary with the City of Armadale.</td></tr>
<tr><td>B5 – delete</td><td>North Lake Rd</td><td>Marking of the existing path as a shared use path on the northern side of North Lake Rd from Semple Court to Berrigan Drive.</td></tr>
<tr><td>B6 – delete</td><td>Hammond Rd</td><td>Construction of a shared use path along the northeast side of Hammond Rd between Yangebup and Beeliar Drive, includes new bitumen seal path, signage and line marking.</td></tr>
<tr><td>B7 – delete</td><td>Berrigan Drive</td><td>Construction of a shared use path on Berrigan Drive between Mason Rd and Roe</td></tr>
</table>
</td><td>Remaining path projects have not progressed sufficently.<br>All of B1-A (Armadale Road SUP) is located within the Regional road network and therefore reliant on other agency delivery programs.<br>Delivery of the Main Roads segments can not be assured by June 2030 to enable close out of DCP13 by June 2031.<br>B7 is infrastructure that may be more appropriately delivered through future staged implementation of the Jandakot/NorthTreeby urban expansion area.<br>B15 will likely be signifcantly affected or even partially delivered by the State when grade separating of the freight rail crossing at North Lake Road (as a priority enabling transport project for Westport).<br>The City is currently updating its Cycling and Walking Plan.<br>The need and timing of delivering the remaining connections within the City-</td></tr>
</table>

| | | | |
|---|---|---|---|
| | | Highway, includes new bitument seal path, signage and line marking. | *managed local road network are best considered through this and future budgeting processes.* |
| B15 – delete (Railway to Osprey Drive only) | Extension of SW34 | Extension (600m) of PBN route SW34 along North Lake Rd to the Lakes Shopping Centre. | |
| B17 – delete | Realignment of SE41 | Realignment of PBN route SE41. | |

**Sub Regional - West**

**Bicycle Network – West (SRW5):** ***Delete Remaining Paths***

To construct a comprehensive and complete bicycle path network that connects to major attractors within the area and is suitable for both recreational and commuter cyclists.

The location of the proposed works is in accordance with the adopted Strategic Bicycle and Footpath Plan shown in Figure 9 below.

The plan also shows the path segments that have been completed, those not completed, and those managed by Main Roads WA.

The scope and segments of the Plan are as follows:

| Segment | Description | Scope |
|---|---|---|
| B3 – delete | Stock Rd / Rockingham Rd SUP | Construction of a shared use path along Stock/Rockigham Rd between Wattleup Rd and Winterfold (ultimately as part of a route that extends north to Canning Highway in Melville and south to Rockingham, includes new bitumen seal path, signage, and line marking, excludes allowances for grade separation. |
| B4 – delete | Rockingham Rd (North) | Construction of either an on-road or off-road facility on Rockingham Rd from Mayor Rd to Cockburn Rd. |
| B10 – delete (Henderson to Pearce Rd only) | Russell Rd | Provision of a shared use path on Russell Rd between Henderson Rd and Kwinana Freeway and on Gibbs Rd between Lyon Rd and Kwinana Freeway, includes new bitument seal path, signage and line marking. |
| B13 – completed | Extension of Winterfold Rd SUP | Provision of pavement markings for a shared use path on the northern side of Winterfold Rd from Stick Rd through to Collick St. |

*Remaining path projects have not progressed sufficently.*

*All of B3 (Stock & Rockingham Roads) is located within the Regional road network and therefore reliant on other agency delivery programs.*

*Delivery of the Main Roads segments can not be assured by June 2030 to enable close out of DCP13 by June 2031.*

*For B10 (Russell Road) the ultimate reserve is still being finalised by the WAPC meaning that the necessary land is not fully known or secured.*

*B13 was completed in 2019 by the City of Fremantle utilising its own funding sources.*

*The City is currently in the process of updating its Cycling and Walking Plan.*

*The need and timing of delivering the remaining connections within the City-managed local road network are best considered through this and future budgeting processes.*

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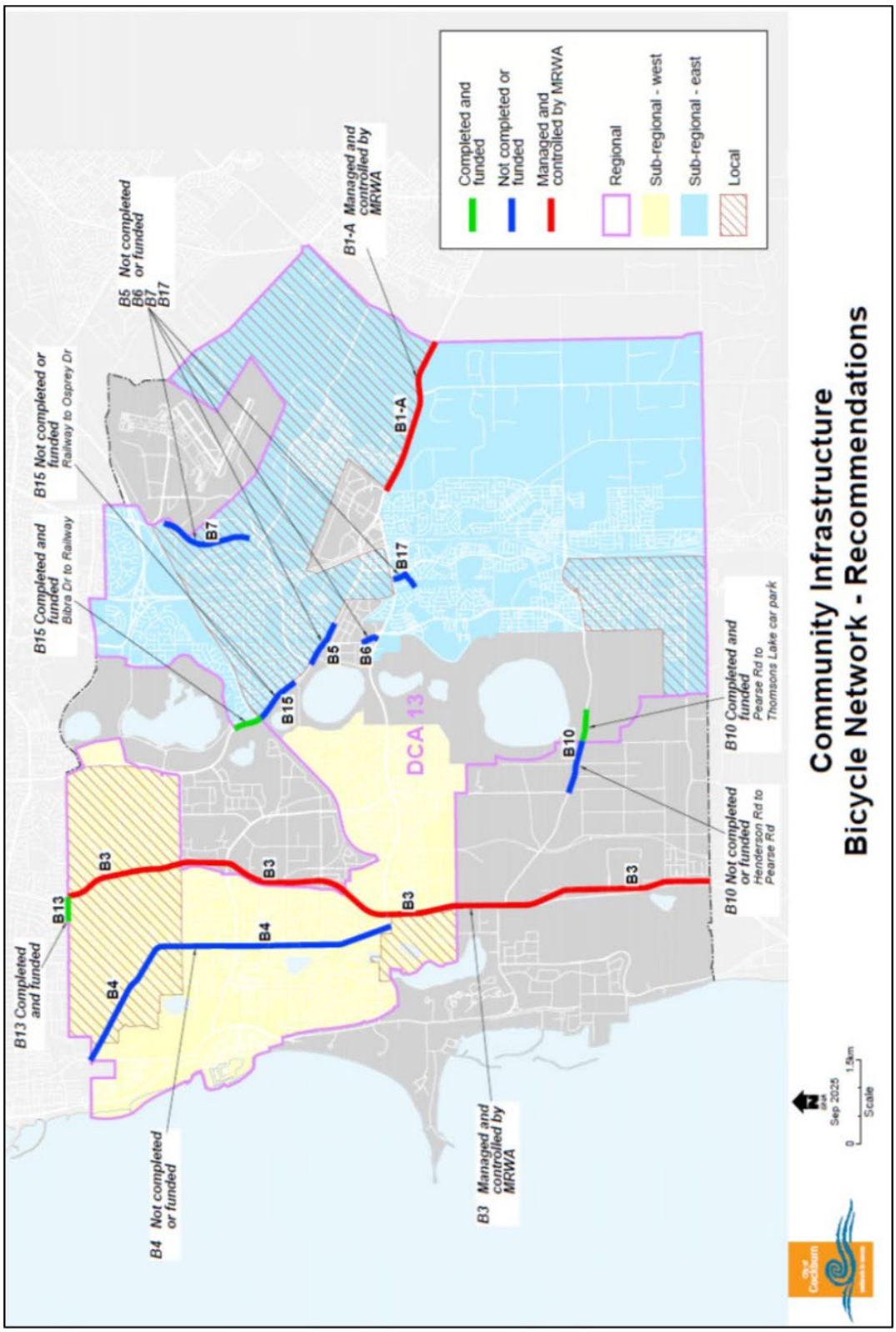



Figure 9: Segments of Bicycle Network Path

### 5.4 Contributions Collected

All 29 DCP13 infrastructure items are managed through a single, consolidated DCP Reserve. In accordance with SPP 3.6, all contributions are pooled, and costs funded from this central account rather than on an item-by-item basis. A consequence of this approach is that any under-collection or shortfall impacts the DCP's overall financial position rather than individual projects.

A reconciliation of infrastructure costs and contributions collected across all catchments has been undertaken, with the Regional items presented as an example of the financial position following the redistribution of contributions against removed and partially deleted items (refer Table 5 below).

| Financial Position Description | Estimated ($) |
|---|---|
| Pre-Amendment Infrastructure Items Cost | 83,700,009 |
| Revised Infrastructure Items Cost *(Post-Amendment Scope)* | 52,777,311 |
| Reduction in Cost *(Deletions and Scope Reductions)* | (30,922,698) |
| Contributions Collected to Date | 37,541,399 |
| Net Shortfall Funding Requirement *(Revised Items)* | 15,235,912 |

**Table 5: Regional Infrastructure Catchment**
(Redistribution of Collected Contributions for Existing Infrastructure Items)

In summary, the *estimated* cost of Regional infrastructure items will reduce from $83.7M to $52.7M following deletion of the items proposed by this amendment, an overall saving of $30.9M on Regional items alone.

If the $37.5M contributions already collected are redistributed across the revised infrastructure items, a further $15.24M is still required to complete the reduced list of Regional infrastructure.

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## 6.0 CONCLUSION

Since DCP13 was first prepared in 2009, actual and anticipated dwelling growth within the catchment has diverged from the original forecasts. Updated dwelling forecasts provided by ID Consulting (November 2025) indicate that total growth has been lower than originally anticipated when DCP13 was first created in 2009, particularly in certain established and redevelopment areas.

Across the catchment:

- The original 2009–2031 forecast, prepared in 2009, anticipated an increase of 31,531 dwellings.
- The revised 2009–2031 forecast, updated by ID Consulting in November 2025, reduces this projection to 25,013 dwellings.
- The 2026–2031 forecast, representing the expected growth over the remaining operational period of DCP13, is 5,452 dwellings. Growth during this period is expected to be concentrated in Coogee–North Coogee, Hammond Park–Wattleup, Treeby–Banjup (North), South Lake–Cockburn Central, and Success.(ID Consulting Nov 2025)

The revised growth outcomes have direct implications for the delivery and funding of infrastructure under DCP13. Certain infrastructure items were originally identified and costed based on higher anticipated dwelling yields. Slower-than-expected development in key areas means some items are unlikely to be delivered within the remaining life of the DCP.

Amendment No.189 provides a practical resolution to address these outcomes:

- City has not experience the growth, or in the same areas as was anticipated in 2009
- Acknowledgement that (whilst balancing other priorities) it cannot deliver this infrastructure before the expiry of the DCP in 2031

It's important to understand that the reduced scope of this DCP 13 does not necessarily mean that the City will not deliver this infrastructure (or equivalent facilities) at a future point in time.

Where infrastructure is still considered necessary to meet the demands of future growth, alternative funding sources will be considered via future processes closer to the time of delivery.

DRAFT

# *Planning and Development Act 2005*

## *City of Cockburn*
## *Town Planning Scheme No.3*
## *Amendment No.189*

RESOLVED that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of Cockburn Town Planning Scheme No. 3 by:

1. Modifying 'Table 10 – Development Contribution Plans' of the Scheme Text, by:

   a. Deleting the following infrastructure items to be funded under Development Contribution Area 13:

      - Regional: Cockburn Central Community Facilities
      - Regional: Coogee Golf Complex
      - Sub Regional – East: Anning Park Tennis
      - Sub Regional – West: Phoenix Seniors & Lifelong Learning Centre
      - Local: Southwell Community Centre
      - Local: Munster Recreation Facility

   b. Renaming the following infrastructure items to reflect a reduction in the scope of items being funded under Development Contribution Area 13:

      - Regional: Bibra Lake Management Plan Proposals (Refined)
      - Regional: Cockburn Coast Foreshore Reserve (bridge design only)
      - Regional: Cockburn Coast Beach Parking (east of Bennett Ave only)
      - Sub Regional – East: Bicycle Network – East (Refined)
      - Sub Regional – West: Bicycle Network – West (Refined)

   c. Correcting the spelling of the Sub Regional – West infrastructure item 'Dixon Reserve/Wally Hagan Facility Development (excluding the café component)'.

2. Modifying the extent of 'Development Contribution Area 13' as depicted on the Scheme Amendment Maps including Sheet 26.

DRAFT

**COUNCIL ADOPTION**

This Complex Amendment was adopted by resolution of the Council of the City of Cockburn at the Ordinary Meeting of the Council held on the _____ day of _____ 20___

_____

MAYOR

_____

CHIEF EXECUTIVE OFFICER

**COUNCIL RESOLUTION TO ADVERTISE**

By resolution of the Council of the City of Cockburn at the Ordinary Meeting of the Council held on the ___ day of _____ 20___ proceed to advertise this Amendment.

_____

MAYOR

_____

CHIEF EXECUTIVE OFFICER

**COUNCIL RECOMMENDATION**

This Amendment is recommended for [support with/without modification(s)/not support] by resolution of the City of Cockburn at the Ordinary Council Meeting of the Council held on the ___ day of _____ 20___ and the Common Seal of the City of Cockburn was hereunto affixed by the authority of a resolution of the Council in the presence of:

_____

MAYOR

(Seal)

_____

CHIEF EXECUTIVE OFFICER

DRAFT

**WAPC RECOMMENDATION FOR FINAL APPROVAL**

_____

DELEGATED UNDER S.16 OF THE
PLANNING AND DEVELOPMENT ACT 2005

DATE _____

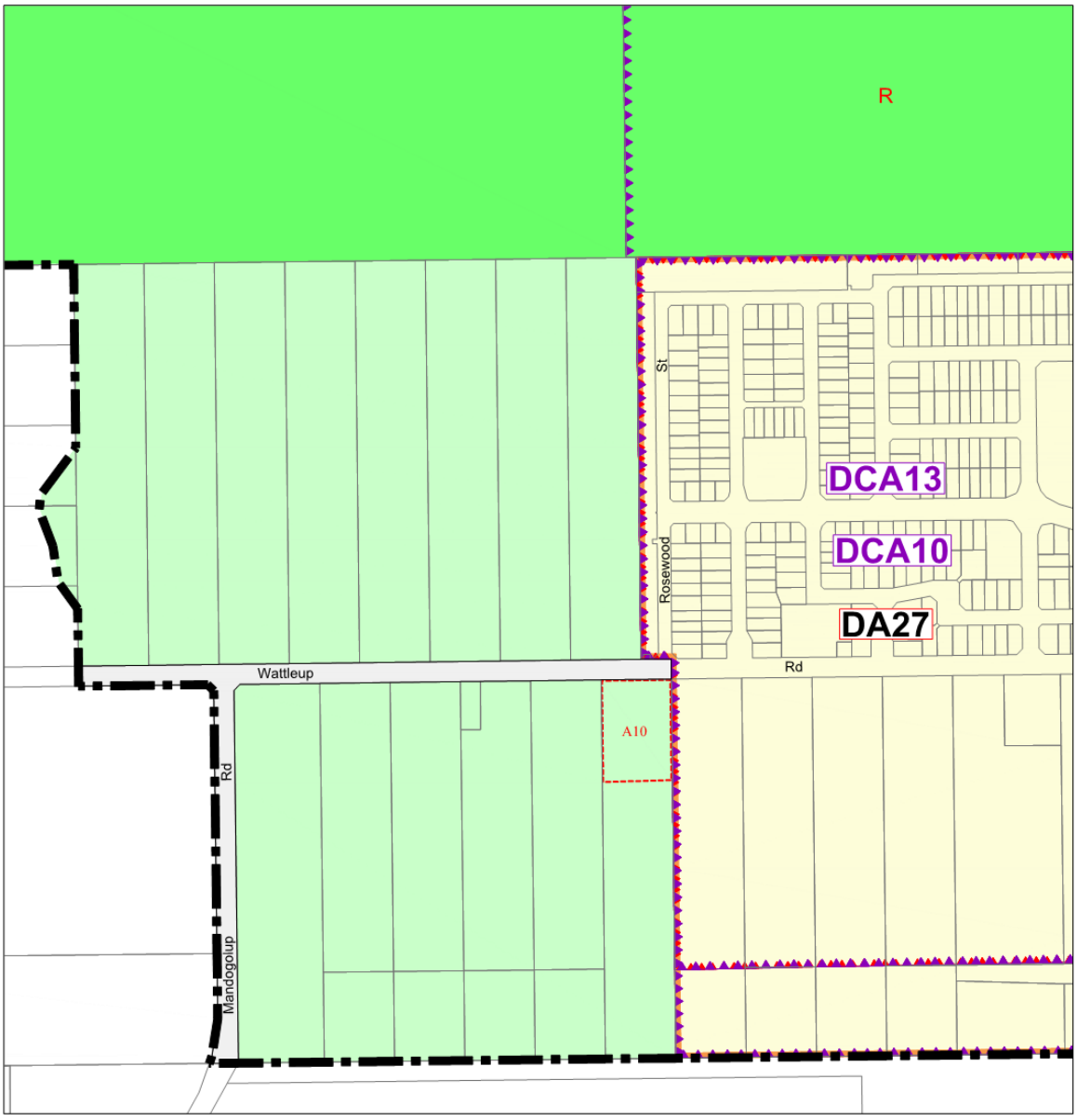
Approval Granted

_____

MINISTER FOR PLANNING

DATE _____

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# Current Scheme Map

**GENERAL**
- Scheme Boundary
- A1 Additional Uses

SPECIAL CONTROL AREAS:
- DA1 Development Areas
- DCA1 Development Contribution Areas

**REGION RESERVES**
- Parks and Recreation
- R Parks and Recreation - restricted public access

**LOCAL RESERVES**
- Local Road

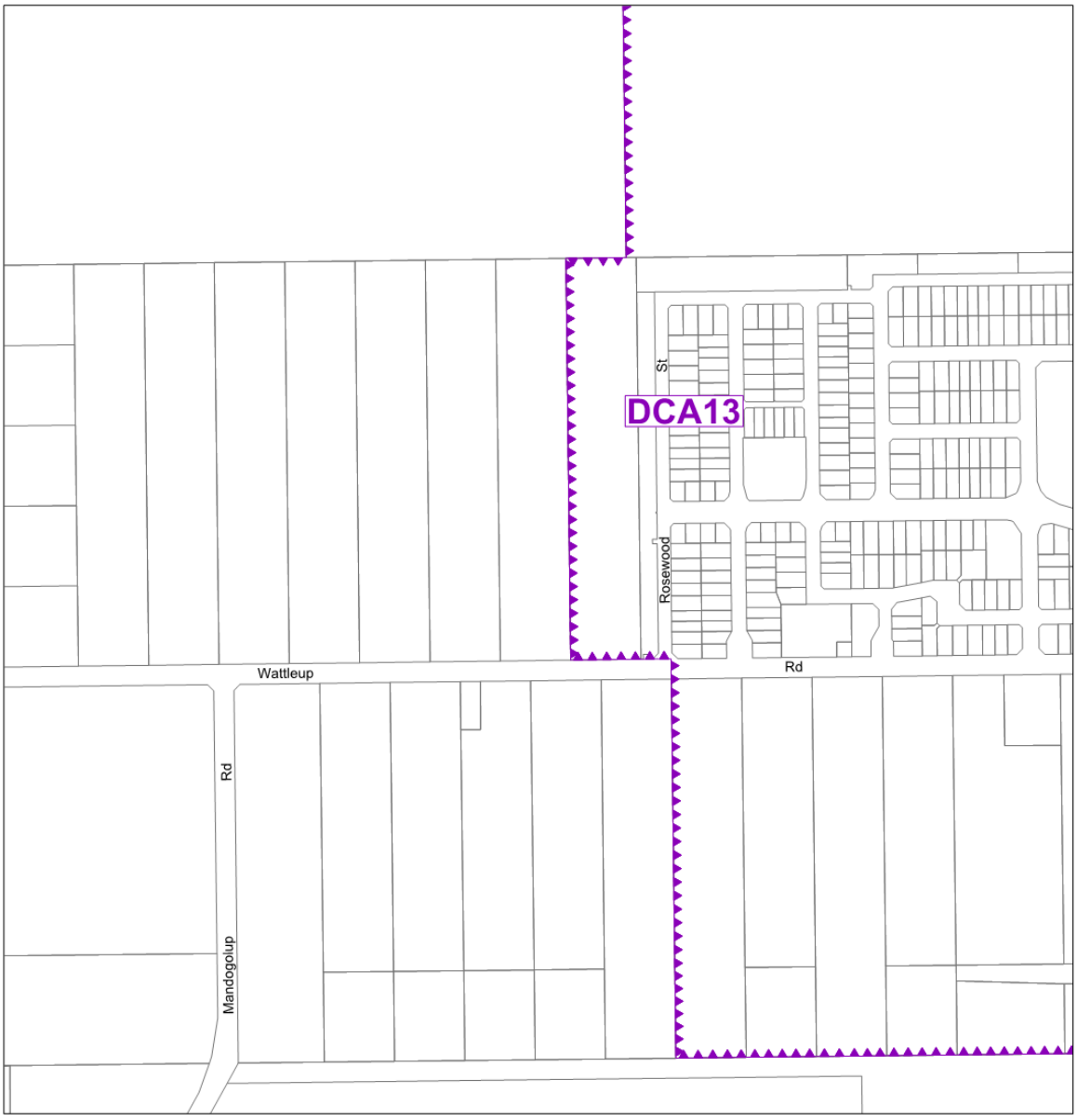
**ZONES**
- Development
- Rural

City of Cockburn
wetlands to waves

GNA
Nov 2024

0 150m
Scale

## Amendment No.184
Town Planning Scheme No.3




# Scheme Amendment Map

**GENERAL**

SPECIAL CONTROL AREAS:

DCA Development Contribution Areas

City of Cockburn wetlands to waves

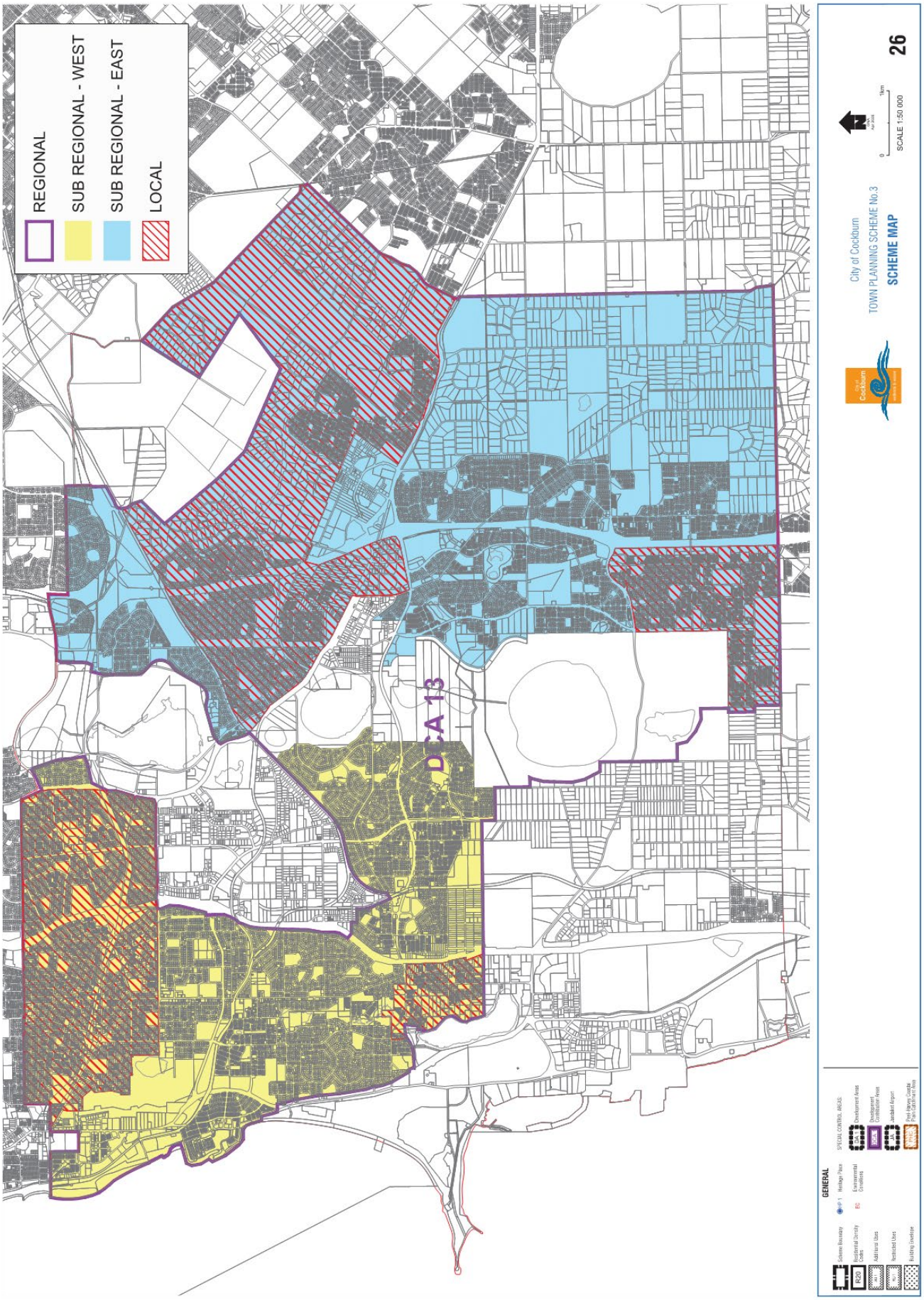
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0 150m

Scale

## Amendment No.189

Town Planning Scheme No.3


REGIONAL
SUB REGIONAL - WEST
SUB REGIONAL - EAST
LOCAL
DCA 13
City of Cockburn
TOWN PLANNING SCHEME No.3
SCHEME MAP
26
SCALE 1:50 000
GENERAL
SPECIAL CONTROL AREAS

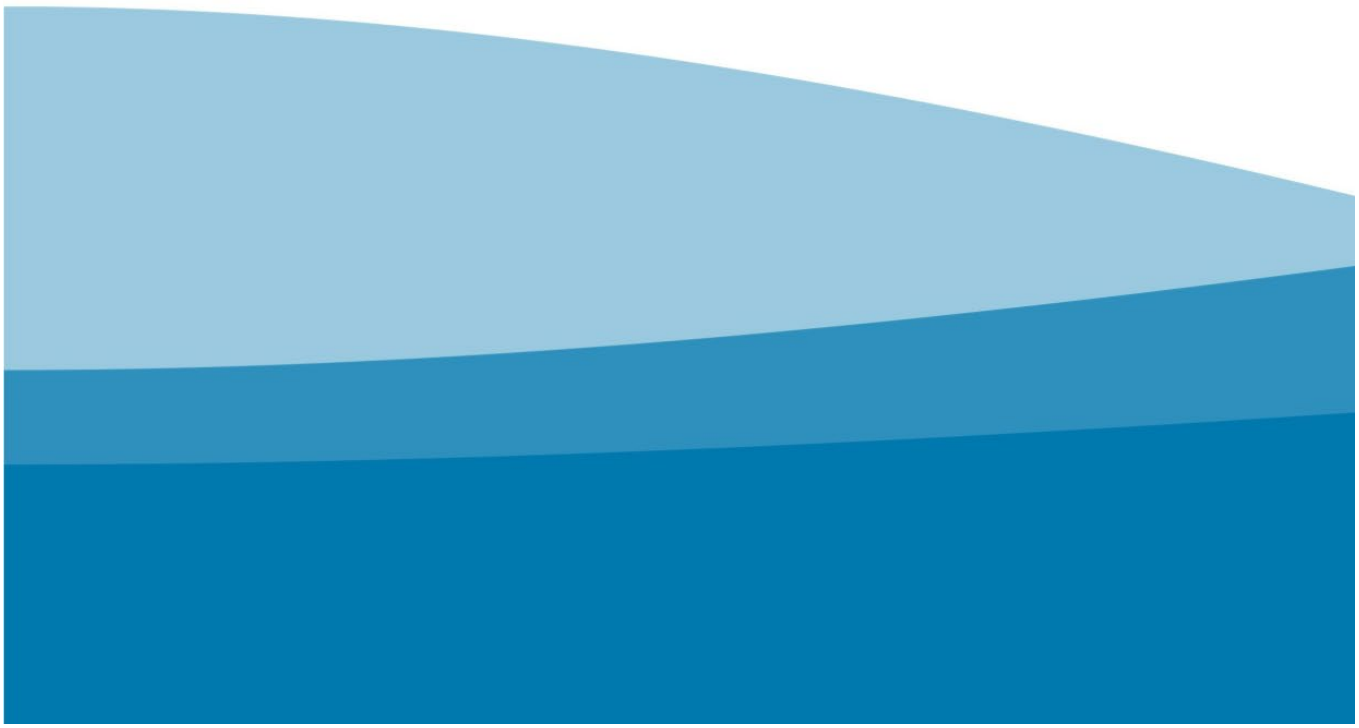
# APPENDIX A

## DRAFT Development Contribution Plan 13 Report

***(For Consultation Purposes Only)***

# Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

***Draft to accompany proposed TPS3 Amendment No.189 – DCP13 Review***



Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

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FOR CONSULTATION ONLY

### Acknowledgement of Country

The Mayor, Councillors and staff of the City of Cockburn acknowledge the Whadjuk Nyungar people of Beeliar boodja as the traditional custodians of this land. We pay our respect to the Elders, past and present.

# Community Infrastructure Development Contribution Plan Report

Note: This report does not form part of the planning scheme but provides the rationale and justification for the Development Contribution Plan (DCP), the calculation of costs, and the cost apportionment schedule specifying the costs for each owner.

### *Development Contribution Area*

The Development Contribution Area (DCA) is shown on the Sheet 26 Scheme Map as: 'DCA 13'.

### *Purpose*

The purpose of the DCP Report is to:

a) enable the application of infrastructure contributions for the development of new, and the upgrade of existing infrastructure which is required as a result of increased demand generated in the DCA.
b) provide for the equitable sharing of the costs of infrastructure and administrative items between owners.
c) ensure that cost contributions are reasonably required as a result of the subdivision and development of land in the DCA.
d) coordinate the timely provision of infrastructure.

The DCP provides for the equitable sharing of costs associated with the upgrade of existing, and the provision of new community infrastructure to service the regional, sub-regional and local catchment areas within the City of Cockburn, as identified by:

- The Plan for the District (now called the 'Strategic Community Plan')
- Bibra Lake Landscape, Recreation and Environmental Management Plan (2009)
- Bicycle Network and Footpath Plan (2010)
- Sport and Recreation Plan (2010)
- Review of City of Cockburn Library Services (2007)
- North Coogee Foreshore Management Plan
- Cockburn Coast Foreshore Management Plan

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Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

### *Period of the plan*

20 years commencing 30 August 2011 to 30 June 2031.

The plan may also be extended for further periods (with or without modification) by subsequent Scheme Amendments.

### *Operation of DCP*

DCP 13 has been prepared in accordance with the provisions of the City of Cockburn Town Planning Scheme No. 3 (TPS 3) and State Planning Policy 3.6 - Infrastructure Contributions (SPP 3.6). It came into effect upon the gazettal of Amendment 81 to TPS 3 on 30 June 2011.

Under DCP 13, landowners are required to make a financial contribution towards the provision of community infrastructure within the City of Cockburn. These contributions are typically required as a condition of subdivision approval, though they may also arise through other arrangements specified in clause 5.3.14 of TPS 3.

DCP 13 operates alongside several other DCPs that provide for development infrastructure, while DCP15 (Treeby/Jandakot) also provides for community infrastructure. Depending on the location of the land, landowners may be required to satisfy contribution obligations under DCP13, DCP15, and any other relevant DCPs that apply to the property.

### *Application requirements*

Where an application for subdivision, strata subdivision, development or an extension of land use is lodged which relates to land to which this plan applies, the local government shall take the provisions of the plan into account in making a recommendation on or determining that application.

### *Items included in the plan*

Table 1 lists the infrastructure items included in DCP 13 as defined in Table 10 of TPS 3.

At the Special Council Meeting on 27 November 2025, Council resolved to:

> *"REQUESTS the CEO to initiate a major (5 year) review of DCP13 in early 2026 with an aim of reducing the portion of DCP listed infrastructure required to be funded by municipal funds."*

FOR CONSULTATION ONLY

*Table 1: DCP13 Infrastructure Items Table 10/TPS3 (existing)*

| | |
|---|---|
| DCP13 INFRASTRUCTURE ITEMS | ***Regional***<br>**R1** Coogee Surf Club<br>**R2** Wetland Education Centre/Native Ark<br>**R3** Cockburn Central Recreation and Aquatic Centre<br>**R4** Cockburn Central Community Facilities<br>**R5** Visko Park Bowling and Recreation Club<br>**R6** Coogee Golf Complex *(excluding pro shop and restaurant components)*<br>**R7** Bibra Lake Management Plan Proposals<br>**R8** Atwell Oval<br>**R9** Cockburn Coast Foreshore Reserve<br>**R10** Cockburn Coast Beach Parking |
| | ***Sub Regional – East***<br>**SRE1** Cockburn Central Library and Community Facilities<br>**SRE2** Cockburn Central Playing Fields<br>**SRE3** Anning Park Tennis<br>**SRE4** Cockburn Central Heritage Park<br>**SRE5** Bicycle Network |
| | ***Sub-Regional – West***<br>**SRW1** North Coogee Foreshore Management Plan Proposals *(excluding rebuilding of the groyne)*<br>**SRW2** Phoenix Seniors and Lifelong Learning Centre<br>**SRW3** Beale Park Sports Facilities<br>**SRW4** Western Suburbs Skate Park<br>**SRW5** Bicycle Network<br>**SRW6** Dixon Reserve/Wally Hagan Facility Development *(excluding the café component)* |
| | ***Local***<br>**L1** Lakelands Reserve<br>**L2** Southwell Community Centre<br>**L3** Hammond Park Recreation Facility<br>**L4** Frankland Reserve Recreation and Community Facility<br>**L5** Munster Recreation Facility<br>**L6** Banjup Playing Field<br>**L7** Banjup Community Centre<br>**L8** Cockburn Coast Sport Oval and Clubroom *(including land cost)* |

FOR CONSULTATION ONLY

Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

### *Background*

DCP13 was the City of Cockburn's first community infrastructure DCP and the first in Western Australia to be adopted under the then-new (Nov 2009) SPP 3.6. It was also the first DCP in Cockburn charged on a 'per dwelling' basis rather than per hectare.

Gazetted in 2011, DCP13 has a lifespan to 30 June 2031 – four times the SPP 3.6 recommendation – reflecting the asset life of the infrastructure and the anticipated development benefiting from it.

Following the April 2021 SPP 3.6 review introducing progress reporting obligations, it has become clear that development is occurring more slowly than forecast, and the City is unlikely to deliver all remaining DCP13 items by 2031.

Council resolved at 12 May 2026 to initiate Amendment No.189 of the City of Cockburn Town Planning Scheme No.3, modifying **Table 10 – Development Contribution Plans** as follows:

a. *Deleting the following infrastructure items to be funded under Development Contribution Area 13:*

- *Regional: Cockburn Central Community Facilities*
- *Regional: Coogee Golf Complex*
- *Sub Regional – East: Anning Park Tennis*
- *Sub Regional – West: Phoenix Seniors & Lifelong Learning Centre*
- *Local: Southwell Community Centre*
- *Local: Munster Recreation Facility*

b. *Renaming the following infrastructure items to reflect a reduction in the scope of items being funded under Development Contribution Area 13:*

- *Regional: Bibra Lake Management Plan Proposals (Refined)*
- *Regional: Cockburn Coast Foreshore Reserve (bridge design only)*
- *Regional: Cockburn Coast Beach Parking (east of Bennett Ave only)*
- *Sub Regional – East: Bicycle Network – East (Refined)*
- *Sub Regional – West: Bicycle Network – West (Refined)*

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*Table 2: DCP13 Completed Infrastructure Items*

| DCP13 INFRASTEUCTURE ITEMS | |
|---|---|
| | ***Regional*** |
| | **R1** Coogee Surf Club |
| | **R2** Wetland Education Centre/Native Ark |
| | **R3** Cockburn Central Recreation and Aquatic Centre |
| | **R5** Visko Park Bowling and Recreation Club |
| | **R8** Atwell Oval |
| | ***Sub Regional – East*** |
| | **SRE1** Cockburn Central Library and Community Facilities |
| | **SRE4** Cockburn Central Heritage Park |
| | ***Sub-Regional – West*** |
| | **SRW1** North Coogee Foreshore Management Plan Proposals |
| | **SRW4** Western Suburbs Skate Park |
| | ***Local*** |
| | **L1** Lakelands Reserve |
| | **L3** Hammond Park Recreation Facility |
| | **L4** Frankland Reserve Recreation and Community Facility |
| | **L6** Banjup Playing Field |
| | **L7** Banjup Community Centre |

*Table 3: DCP13 Outstanding Infrastructure Items*

| DCP13 INFRASTRUCTURE ITEMS | |
|---|---|
| | ***Regional*** |
| | **R4** Cockburn Central Community Facilities |
| | **R6** Coogee Golf Complex |
| | **R7** Bibra Lake Management Plan Proposals<br>*(revegetation components and Visitor Centre only)* |
| | **R9** Cockburn Coast Foreshore Reserve |
| | **R10** Cockburn Coast Beach Parking<br>*(west of Bennett Avenue only)* |
| | ***Sub Regional – East*** |
| | **SRE2** Cockburn Central Playing Fields |
| | **SRE3** Anning Park Tennis |
| | **SRE5** Bicycle Network Segment<br>*(B1A Armadale Rd SUP, B5 North Lake Rd, B6 Hammond Rd, B7 Berrigan Dr, Realignment of SE41 only)* |
| | ***Sub-Regional – West*** |
| | **SRW2** Phoenix Seniors and Lifelong Learning Centre |
| | **SRW3** Beale Park Sports Facilities |
| | **SRW5** Bicycle Network Segment<br>*(B3 Stock Rd/Rockingham Rd, B4 Rockingham Rd & B13 Ext. Winterfold SUP only)* |
| | **SRW6** Dixon Reserve/Wally Hagan Facility Development |

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| | |
|---|---|
| | ***Local***<br>**L2** Southwell Community Centre<br>**L5** Munster Recreation Facility<br>**L8** Cockburn Coast Sport Oval and Clubroom |

*Table 4: DCP13 Reduced Scope of Infrastructure Items (Amendment 189)*

| | |
|---|---|
| REFINED DCA13 INFRASTRUCTURE ITEMS | ***Regional***<br>**R1** Coogee Surf Club<br>**R2** Wetland Education Centre/Native Ark<br>**R3** Cockburn Central Recreation and Aquatic Centre<br>**R5** Visko Park Bowling and Recreation Club<br>**R7** Bibra Lake Management Plan Proposals (Refined)<br>*(revegetation components and Visitor Centre removed)*<br>**R8** Atwell Oval<br>**R9** Cockburn Coast Foreshore Reserve (bridge design only)<br>*(all other foreshore works removed)*<br>**R10** Cockburn Coast Beach Parking (east of Bennett Ave only)<br>*(unconstructed parking west of Bennett Ave removed)* |
| | ***Sub Regional – East***<br>**SRE1** Cockburn Central Library and Community Facilities<br>**SRE2** Cockburn Central Playing Fields<br>**SRE4** Cockburn Central Heritage Park<br>**SRE5** Bicycle Network (Refined)<br>*(B15 – Extension of SW34, Bibra Dr to Railway only)* |
| | ***Sub-Regional – West***<br>**SRW1** North Coogee Foreshore Management Plan Proposals<br>*(excluding rebuilding of the groyne)*<br>**SRW3** Beale Park Sports Facilities<br>**SRW4** Western Suburbs Skate Park<br>**SRW5** Bicycle Network (Refined)<br>*(B10 - Russell Road, Pearse Rd to Thompsons Lake car park only)*<br>**SRW6** Dixon Reserve/Wally Hagan Facility Development |
| | ***Local***<br>**L1** Lakelands Reserve<br>**L3** Hammond Park Recreation Facility<br>**L4** Frankland Reserve Recreation and Community Facility<br>**L6** Banjup Playing Field<br>**L6** Banjup Community Centre<br>**L8** Cockburn Coast Sport Oval and Clubroom<br>*(including land cost)* |

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Maps detailing the proposed location of the infrastructure included within this DCP are shown in Annex 1 – Maps.

A map showing the areas which benefit from, and contribute to, each infrastructure item identified above is also provided in Annex 1 – Maps and reflected in Sheet 26 of TPS 3.

The cost of infrastructure includes all the initial capital costs associated with the provision of the infrastructure item and excludes ongoing maintenance and operating costs of the infrastructure.

Details of each infrastructure item included within the DCP, and the rationale for its inclusion, is outlined in Annex 4 – Infrastructure Sheets.

### *Estimated costs*

Following the annual review, the current total cost of infrastructure works under DCP13 was **$151,631,059** (as of **27 November 2025)**.

After applying the WALGA Local Government Cost Index (LGCI) December 2025 indexation of **2.9%** in accordance with SCM 27/11/2025 (item 10.1.1), the current updated total is **$153,636,885**.

A detailed summary of the cost breakdown for each infrastructure item is included in:

- Annex 2 – Cost Apportionment Schedule (CAS)
- Annex 3 – Infrastructure Items Status and Proposed Amendments
- Annex 6 – Schedule of Costs

Cost estimates are based on the best information available to the city at the time, including:

- similar projects where an Order of Probable Costs from a Quantity Surveyor or a recently tendered cost is available, or
- a specific Quantity Surveyor's assessment or tender.

The estimated cost of infrastructure items will be reviewed at least annually. Where more detailed costs are prepared during the year, these will be adopted in preference to broad estimates. Otherwise, cost estimates will be adjusted to reflect current pricing and indexed based on the Building Cost Index or another appropriate index as approved by an appropriately qualified independent person.

Notwithstanding clauses 5.3.11.1, 5.3.11.2(ii), 5.3.11.3 and 5.3.11.4 of TPS3, where the development contribution plan relates to community infrastructure, the local government may adopt a lesser rate than the independent certification recommends and make up the shortfall in accordance with clause 5.3.17.1.

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Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

A report on the Exercise of Clause 5.3.11.5 to apply a lesser Development Contribution Plan for the 2025 annual review was presented to Council at the Special Council Meeting on 27 November 2025.

*Council resolved to:*

*(1) EXERCISES clause 5.3.11.5 of Town Planning Scheme No.3 to apply a lesser Development Contribution Plan rate for the 2025 annual review than the independent certification recommends for Development Contribution Plan 13 (DCP13), with the rate to be not more than the WALGA (Local Government Index) applied to the annual rate update and escalated each quarter until the next annual review; and*

*(2) NOTES in applying the lesser rate:*

*a) it seeks to be aligned in principle to how DCP13 was originally constructed.*
*b) sees the attractiveness of Cockburn as a place to invest and develop continue.*
*c) seeks additional funding sources where available to supplement the DCP13 shortfall.*
*d) will still see an increase from the current day rate.*

*(3) REQUESTS the CEO to initiate a major (5 year) review of DCP13 in early 2026 with an aim of reducing the portion of DCP listed infrastructure required to be funded by municipal funds.*

The estimated costs for the uncompleted infrastructure items will be **quarterly indexed**, with the annual review to be completed no later than June 2027.

### *Method of calculating contribution*

All landowners within DCA 13 shall make a financial contribution towards the cost of upgrades to existing, and provision of new, community infrastructure within the City of Cockburn.

Calculation of an owner's contributions will be based on the number of new dwellings or lots, multiplied by the applicable contribution rate for the suburb in which the land is situated, as follows:

***Number of New Dwellings or Lots Proposed x Contribution Rate = Required Development Contributions***

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The calculation of the number of new lots and/or dwellings created through the relevant subdivision or development application process is subject to:

- Existing dwellings on a lot or lots to be subdivided or developed will be exempt from the contribution.
- Land required for public roads, public open space, drainage, and other uses not including residential development will not be assessable in accordance with clause 5.3.9 of TPS3.
- Where a lot may have further subdivision potential, for example as a grouped dwelling site, contributions will be sought at the next development approval stage where additional dwellings or lots are created.
- Contributions applying to development of aged or dependent persons dwellings or single bedroom dwellings shall be calculated on the number of dwelling units permitted prior to the application of the variations permissible under clause 5.1.3.A3.i of State Planning Policy – Residential Design Codes.

Notwithstanding the definitions of 'lot' listed in Schedule 1, for the purposes of calculating cost contribution liability within DCA 13, the term lot will be inclusive of green title, survey strata and built strata subdivisions.

The contribution rate calculated for each suburb is premised on the following:

- The identification of infrastructure demand based on regional, sub-regional and local catchments (as depicted in Sheet 26 of the Scheme Map).
- An assessment of future growth for each catchment area in respect to new dwellings/lots forecast to be created between 2009 and 2031, as identified by ID Consulting, and considered when DCP13 was initially contemplated (as depicted in Annex 6 – Dwelling Forecast)
- A calculation of future growth for each suburb as a percentage of the total forecast dwellings for each catchment area.

The above methodology equitably apportions the cost of infrastructure based on demand generated in each catchment area and according to the growth potential in each suburb.

The adopted contribution rate per suburb for DCP 13 is outlined in Table 2 Contribution Rates per suburb.

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### *Priority and timing of delivery*

The DCP 13 infrastructure items are major capital works projects. Their priority and timing are determined by:

(a) City of Cockburn Strategic Community Plan Strategic Community Plan 2025-2035
*previously the City's Plan for the District*

(b) City of Cockburn Long Term Financial Plan 2024-2025 to 2033-2034 provides a ten year view of the financial position of the City

(c) City of Cockburn Community Infrastructure Plan 2024 - 2041

The status of all DCP13 infrastructure projects, categorised by Regional, Sub-Regional, and Local significance, is provided in Annex 3.

Details of the priority and timing for the remaining DCP13 infrastructure items are included in Annex 5 – Capital Expenditure Plan (CEP); these dates are indicative and subject to change.

### *Payment of contributions*

Payment of contributions are in accordance with the provisions of clause 5.3.14 of TPS 3:

*5.3.14.1 The owner, with the agreement of the local government, is to pay the owner's cost contribution by*

*i. cheque or cash*
*ii. transferring to the local government or a public authority land in satisfaction of the cost contribution*
*iii. the provision of physical infrastructure*
*iv. some other method acceptable to the local government; or*
*v. Any combination of these methods.*

*5.3.14.2 The owner, with the agreement of the local government, may pay the owner's cost contribution in a lump sum, by instalment or in such other manner acceptable to the local government.*

*5.3.14.3 Payment by an owner of the cost contribution, including a cost contribution based upon estimated costs in a manner acceptable to the local government constitutes full and final discharge of the owner's liability under the development contribution plan and the local government shall provide certification in writing to the owner of such discharge if requested by the owner.*

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### *Review*

The plan will be reviewed five years from the date of gazettal of the local planning scheme or amendment to the local planning scheme to incorporate the plan, or earlier should the local government consider it appropriate, having regard to the rate of development in the area and the degree of development potential still existing.

In accordance with the Special Council Meeting (SCM 27/11/2025) resolution, the CEO has been requested to initiate a major five-year review of DCP13 in early 2026.

The estimated infrastructure costs as shown in the Cost Apportionment Schedule (CAS) will be reviewed at least annually to reflect changes in funding and revenue sources and indexed based on the Building Cost Index or other appropriate index as approved by the qualified person undertaking the certification of costs.

The estimated costs for the uncompleted infrastructure items will be **quarterly indexed**, with the annual review to be completed no later than June 2027.

### *Annexes*

1. Maps
2. Cost Apportionment Schedule (CAS)
3. Infrastructure Items Status and Proposed Amendments
4. Infrastructure Sheets
5. Capital Expenditure Plan (CEP)
6. Dwelling Forecast
7. Schedule of Costs

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Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

## *Annex 1 – Maps*

*Sheet 26 Scheme Map*

*Figure 1: Map Depicting Current Extent and Catchments of DCP 13 (TPS 3 Sheet 26)*

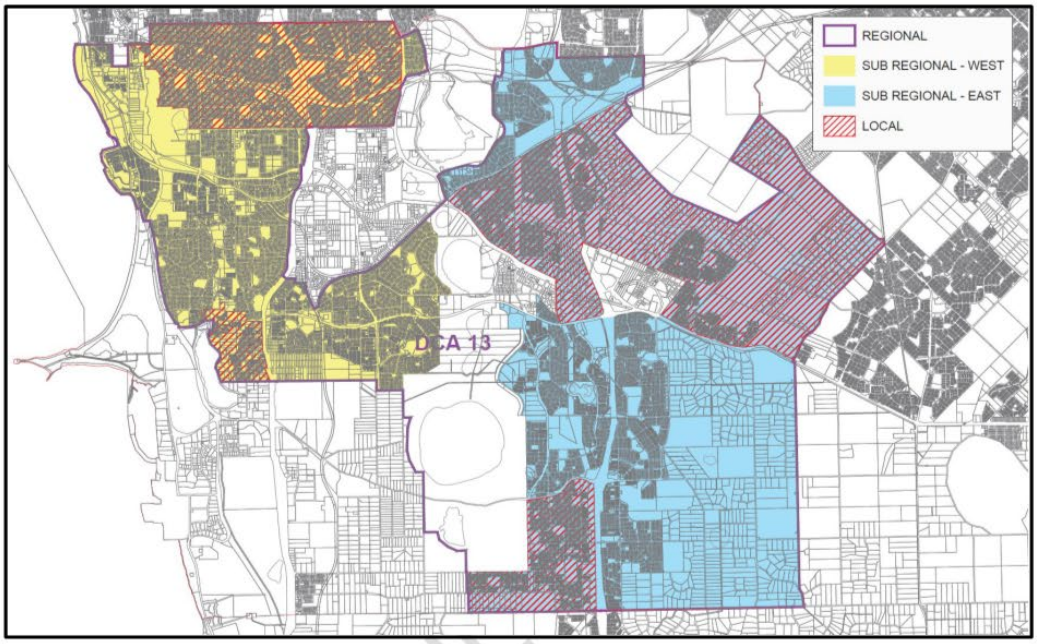
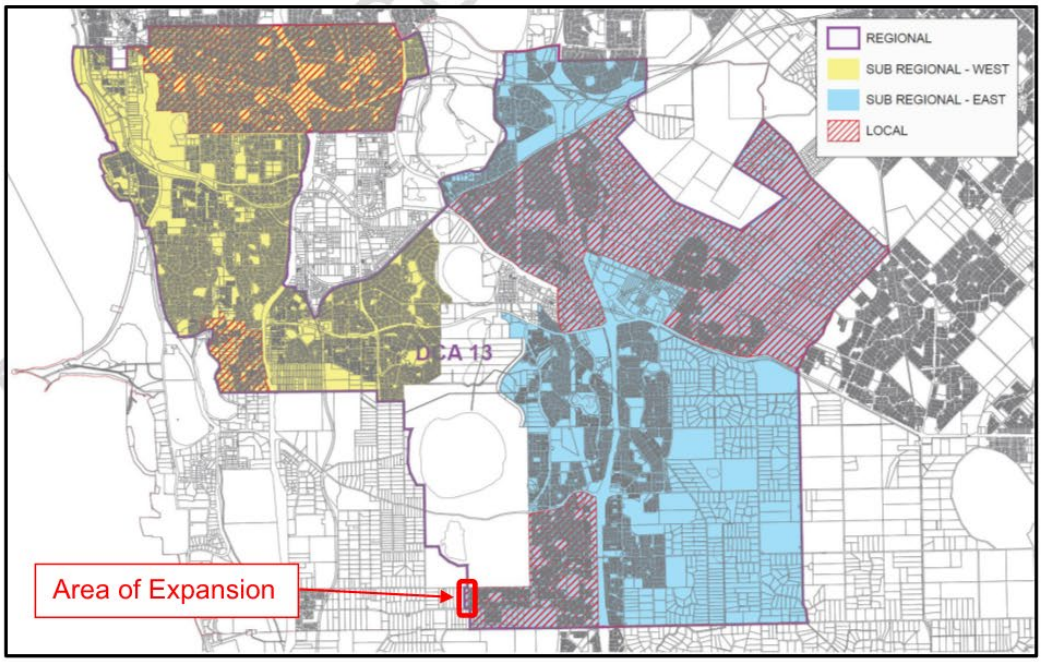



*Figure 2: Map Depicting Expanded Extent and Catchments of DCP 13 (TPS 3 Sheet 26)*



Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

*Figure 3: Map depicting the DCP13 infrastructure items*

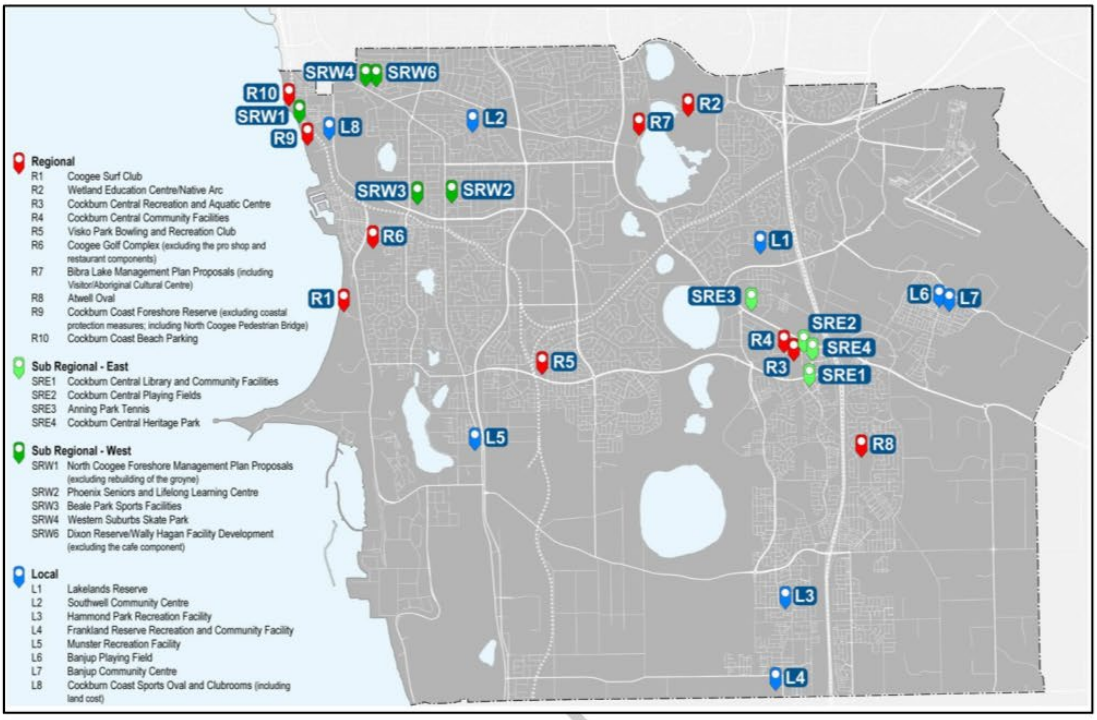
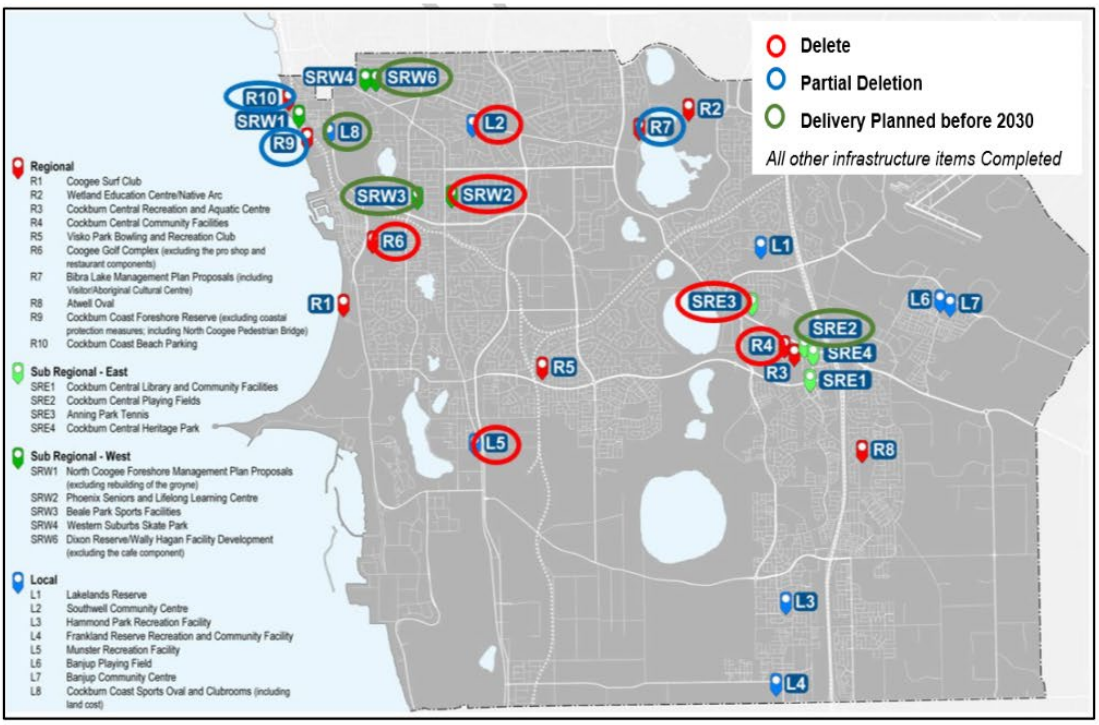



*Figure 4: Refined DCP13 Infrastructure Items*



Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

*Figure 5: Bicycle Network Plan*
*(this is and edited map which excluded segment of path not covered in DCP13)*

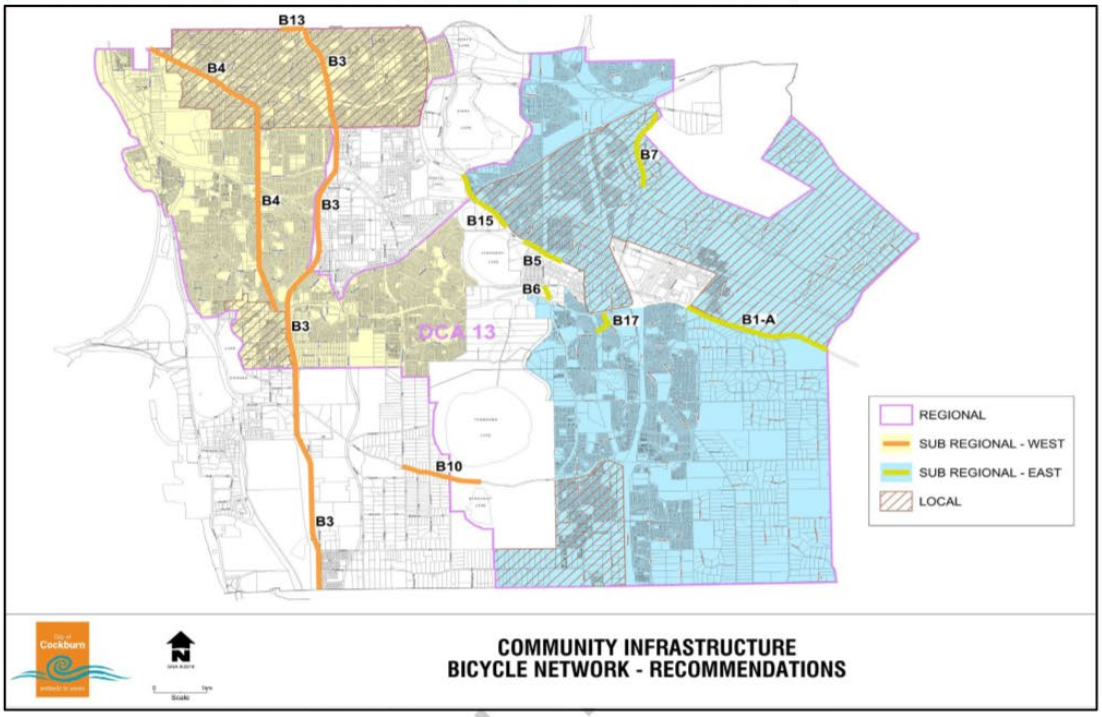
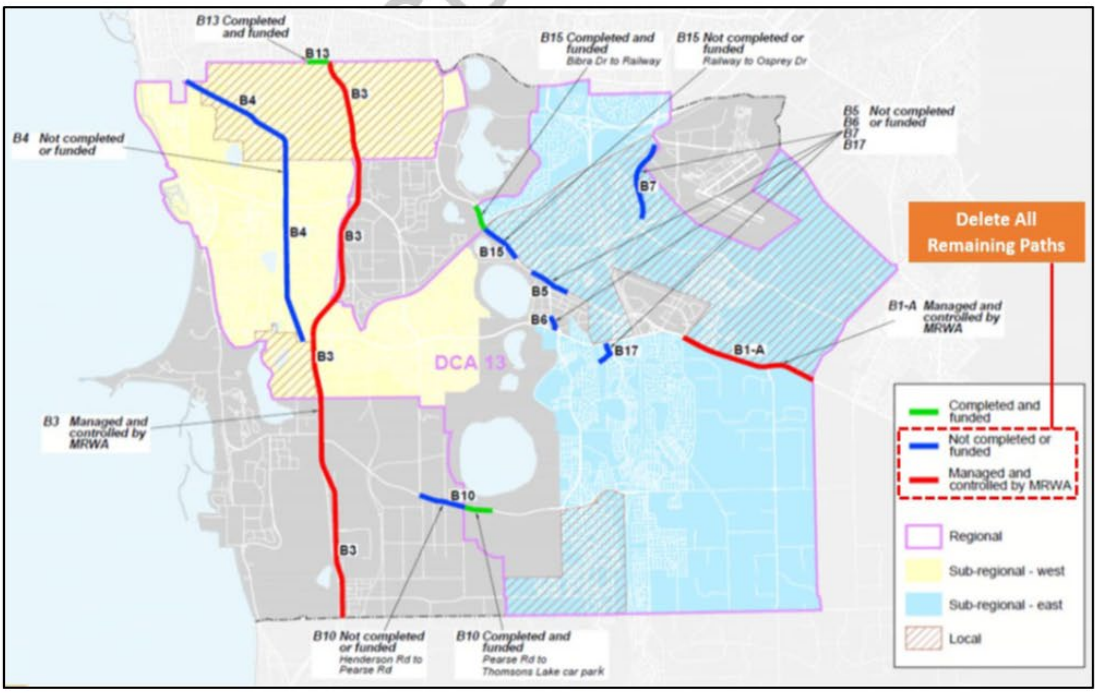



*Figure 6: Bicycle Network Plan – East & West (Reduced Scope)*



## *Annex 2 – Cost Apportionment Schedule (CAS)*

*Table 1 Summary Sheets – (Current capped rate following December 2025 quarterly indexation – applied January 2026)*

| Ref No | Description | Est Cost | Du's Existing | Du's DCA | DCA Cont | Atwell | | Aubin Grove/Banjup South | | Banjup North | | Beeliar | | Bibra Lake West | | Bibra Lake East | | Coogee/North Coogee | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Regional** | $ | % | % | $m | % | $ | % | $ | % | $ | % | $ | % | $ | % | $ | % | $ |
| **R1** | **Coogee Surf Club - Complete** | **$7,626,000** | 51.052 | 48.948 | 3,732,774 | 1.564 | 58,380.59 | 5.372 | 200,524.65 | 8.106 | 302,578.70 | 4.935 | 184,212.42 | 0.270 | 10,078.49 | 0.146 | 5,449.85 | 23.938 | 893,551.56 |
| **R2** | **Wetlands Ed/Native Arc (CW4156) - Complete** | **$5,985,945** | 51.052 | 48.948 | 2,930,000 | 1.564 | 45,825.21 | 5.372 | 157,399.62 | 8.106 | 237,505.83 | 4.935 | 144,595.52 | 0.270 | 7,911.00 | 0.146 | 4,277.80 | 23.938 | 701,383.49 |
| **R3** | **Cockburn Central Recn and Aquatic Centre) - Complete** | **$85,562,657** | 51.052 | 48.948 | 41,881,209 | 1.564 | 655,022.11 | 5.372 | 2,249,858.57 | 8.106 | 3,394,890.83 | 4.935 | 2,066,837.68 | 0.270 | 113,079.27 | 0.146 | 61,146.57 | 23.938 | 10,025,523.89 |
| R4 | Cockburn Central Community Facilities | $3,889,219 | 51.052 | 48.948 | 1,903,695 | 1.564 | 29,773.79 | 5.372 | 102,266.48 | 8.106 | 154,313.50 | 4.935 | 93,947.34 | 0.270 | 5,139.98 | 0.146 | 2,779.39 | 23.938 | 455,706.45 |
| **R5** | **Visko Park Bowling and Recreation club - Complete** | **$4,085,970** | 51.052 | 48.948 | 2,000,001 | 1.564 | 31,280.01 | 5.372 | 107,440.03 | 8.106 | 162,120.05 | 4.935 | 98,700.03 | 0.270 | 5,400.00 | 0.146 | 2,920.00 | 23.938 | 478,760.14 |
| R6 | Coogee Golf Complex | $11,901,274 | 51.052 | 48.948 | 5,825,436 | 1.564 | 91,109.81 | 5.372 | 312,942.40 | 8.106 | 472,209.81 | 4.935 | 287,485.25 | 0.270 | 15,728.68 | 0.146 | 8,505.14 | 23.938 | 1,394,492.78 |
| R7 | Bibra Lake Management Plan (incl. Visitor Centre) | $25,435,981 | 51.052 | 48.948 | 12,450,404 | 1.564 | 194,724.32 | 5.372 | 668,835.69 | 8.106 | 1,009,229.73 | 4.935 | 614,427.43 | 0.270 | 33,616.09 | 0.146 | 18,177.59 | 23.938 | 2,980,377.66 |
| **R8** | **Atwell Oval - Complete** | **$1,068,832** | 51.052 | 48.948 | 523,172 | 1.564 | 8,182.41 | 5.372 | 28,104.79 | 8.106 | 42,408.31 | 4.935 | 25,818.53 | 0.270 | 1,412.56 | 0.146 | 763.83 | 23.938 | 125,236.89 |
| R9 | Cockburn Coast Foreshore Management Plan | $25,085,638 | 51.052 | 48.948 | 12,278,918 | 1.564 | 192,042.28 | 5.372 | 659,623.48 | 8.106 | 995,329.10 | 4.935 | 605,964.61 | 0.270 | 33,153.08 | 0.146 | 17,927.22 | 23.938 | 2,939,327.42 |
| R10 | Cockburn Coast Beach parking - **partially complete** | $356,300 | 51.052 | 48.948 | 174,402 | 1.564 | 2,727.64 | 5.372 | 9,368.86 | 8.106 | 14,137.00 | 4.935 | 8,606.73 | 0.270 | 470.88 | 0.146 | 254.63 | 23.938 | 41,748.28 |
| | | | | | | | | | | | | | | | | | | | |
| | **Sub Regional East** | | | | | | | | | | | | | | | | | | |
| SRE1 | **Cockburn Central Library and Community - Complete** | **$15,844,500** | 44.958 | 55.042 | 8,721,130 | 3.038 | 264,947.92 | 10.439 | 910,398.73 | 15.751 | 1,373,665.14 | | | | | 0.283 | 24,680.80 | | |
| SRE2 | Cockburn Central Playing Fields | $6,135,444 | 44.958 | 55.042 | 3,377,071 | 3.038 | 102,595.43 | 10.439 | 352,532.47 | 15.751 | 531,922.50 | | | | | 0.283 | 9,557.11 | | |
| SRE3 | Anning Park - Tennis | $4,739,494 | 44.958 | 55.042 | 2,608,712 | 3.038 | 79,252.67 | 10.439 | 272,323.46 | 15.751 | 410,898.25 | | | | | 0.283 | 7,382.66 | | |
| SRE4 | **Cockburn Heritage Park - Complete** | **$82,660** | 44.958 | 55.042 | 45,498 | 3.038 | 1,382.22 | 10.439 | 4,749.51 | 15.751 | 7,166.35 | | | | | 0.283 | 128.76 | | |
| SRE5 | Bicycle Network East - **partially complete** | $3,541,293 | 44.958 | 55.042 | 1,949,199 | 3.038 | 59,216.65 | 10.439 | 203,476.84 | 15.751 | 307,018.27 | | | | | 0.283 | 5,516.23 | | |
| | **Sub Regional West** | | | | | | | | | | | | | | | | | | |
| SRW1 | **North Coogee Foreshore Management Plan - Complete** | **$1,490,000** | 56.195 | 43.805 | 652,695 | | | | | | | 10.168 | 66,365.98 | 0.555 | 3,622.45 | | | 49.322 | 321,921.98 |
| SRW2 | Seniors & Life Long Learning Centre | $31,704,573 | 56.195 | 43.805 | 13,888,188 | | | | | | | 10.168 | 1,412,150.95 | 0.555 | 77,079.44 | | | 49.322 | 6,849,932.08 |
| SRW3 | Beale Park Sports Facilities | $7,669,330 | 56.195 | 43.805 | 3,359,550 | | | | | | | 10.168 | 341,599.06 | 0.555 | 18,645.50 | | | 49.322 | 1,656,997.35 |
| SRW4 | **Western Suburbs Skate Park - Complete** | **$316,400** | 56.195 | 43.805 | 138,599 | | | | | | | 10.168 | 14,092.75 | 0.555 | 769.22 | | | 49.322 | 68,359.81 |
| SRW5 | Bicycle Network West - **partially complete** | $7,256,769 | 56.195 | 43.805 | 3,178,828 | | | | | | | 10.168 | 323,223.21 | 0.555 | 17,642.49 | | | 49.322 | 1,567,861.46 |
| SRW6 | Dixon Reserve/Wally Hagan | $8,804,289 | 56.195 | 43.805 | 3,856,719 | | | | | | | 10.168 | 392,151.15 | 0.555 | 21,404.79 | | | 49.322 | 1,902,210.77 |
| | | | | | | | | | | | | | | | | | | | |
| | **Local** | | | | | | | | | | | | | | | | | | |
| L1 | **Lakelands Reserve - Complete** | **$2,829,900** | 34.280 | 65.720 | 1,859,810 | | | | | | | | | | | | | | |
| L2 | Southwell Community Centre | $1,317,294 | 67.143 | 32.857 | 432,823 | | | | | | | | | | | | | | |
| L3 | **Hammond Park Recreation Facility - Complete** | **$776,240** | 21.327 | 78.673 | 610,691 | | | | | | | | | | | | | | |
| L4 | **Frankland Park Rcn & Community (CW4676) - Complete** | **$6,271,400** | 21.327 | 78.673 | 4,933,899 | | | | | | | | | | | | | | |
| L5 | Munster Recreation Facility | $3,505,191 | 62.726 | 37.274 | 1,306,525 | | | | | | | | | | | | | | |
| L6 | **Banjup Playing Field - Complete** | **$314,652** | 27.293 | 72.707 | 228,774 | | | | | 95.659 | 218,842.64 | | | | | | | | |
| L7 | **Banjup Community Centre - Complete** | **$4,796,900** | 27.293 | 72.707 | 3,487,682 | | | | | 95.659 | 3,336,281.80 | | | | | | | | |
| L8 | Cockburn Coas Oval and Clubroom | $5,841,928 | 18.585 | 81.415 | 4,756,206 | | | | | | | | | | | | | 100.000 | 4,756,205.94 |
| | Cockburn Coast Oval land - Lot 505 | $9,433,304 | 18.585 | 81.415 | 7,680,124 | | | | | | | | | | | | | 100.000 | 7,680,124.45 |
| | Cockburn Coas Oval Land - Remaining 6008sqm | $2,601,500 | 18.585 | 81.415 | 2,118,011 | | | | | | | | | | | | | 100.000 | 2,118,011.23 |
| | | | | | | | | | | | | | | | | | | | |
| | **Administration** | 746,141 | | 100.00 | 746,141 | 1.564 | 11,669.65 | 5.372 | 40,082.69 | 8.106 | 60,482.19 | 4.935 | 36,822.06 | 0.270 | 2,014.58 | 0.146 | 1,089.37 | 23.938 | 178,611.23 |
| | | | | | | | | | | | | | | | | | | | |
| | **Total cost** | **297,017,017** | | | **153,636,885** | | **1,828,132.71** | | **6,279,928.28** | | **13,031,000.01** | | **6,717,000.70** | | **367,168.52** | | **170,556.94** | | **47,136,344.86** |
| | Less Funds received | | | | | | 596,778.33 | | 1,045,943.92 | | 4,509,426.88 | | 2,196,006.83 | | 10,575.64 | | 17,469.31 | | 4,212,443.28 |
| | **Balance** | | | | **$12,034,804** | | **1,231,354.38** | | **5,233,984.36** | | **8,521,573.13** | | **4,520,993.87** | | **356,592.88** | | **153,087.63** | | **42,923,901.58** |
| | Future dwellings (as estimated 2009-2031) | 31,531 | | | | | 493 | | 1,694 | | 2,556 | | 1,556 | | 85 | | 46 | | 7,548 |
| | Dwellings created | 7,706 | | | | | 200 | | 340 | | 975 | | 689 | | 9 | | 3 | | 1,299 |
| | Remaining future dwellings | 23,825 | | | | | 293 | | 1,354 | | 1,581 | | 867 | | 76 | | 43 | | 6,249 |
| | **Cost per Dwelling** | | | | | | **4,202.57** | | **3,865.57** | | **5,389.99** | | **5,214.53** | | **4,692.01** | | **3,560.18** | | **6,868.92** |

FOR COUNCIL

Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

| Coolbellup | | Hamilton Hill | | Hammond Park/ Wattleup/Henderson | | Jandakot | | Leeming | | Munster / Lake Coogee | | North Lake | | South Lake/ Cockburn Central | | Spearwood | | Success | | Yangebup | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % | $ | % | $ | | $ | % | $ | % | $ | % | $ | % | $ | % | $ | % | $ | % | $ | % | $ |
| | | | | | | | | | | | | | | | | | | | | | |
| 2.578 | 96,230.93 | 7.145 | 266,706.74 | 10.834 | 404,408.79 | 0.368 | 13,736.61 | 0.135 | 5,039.25 | 2.620 | 97,798.69 | 0.117 | 4,367.35 | 15.340 | 572,607.61 | 4.852 | 181,114.22 | 9.603 | 358,458.33 | 2.077 | 77,529.73 |
| 2.578 | 75,535.41 | 7.145 | 209,348.53 | 10.834 | 317,436.24 | 0.368 | 10,782.40 | 0.135 | 3,955.50 | 2.620 | 76,766.01 | 0.117 | 3,428.10 | 15.340 | 449,462.06 | 4.852 | 142,163.62 | 9.603 | 281,367.93 | 2.077 | 60,856.11 |
| 2.578 | 1,079,697.58 | 7.145 | 2,992,412.41 | 10.834 | 4,537,410.22 | 0.368 | 154,122.85 | 0.135 | 56,539.63 | 2.620 | 1,097,287.68 | 0.117 | 49,001.01 | 15.340 | 6,424,577.51 | 4.852 | 2,032,076.28 | 9.603 | 4,021,852.53 | 2.077 | 869,872.72 |
| 2.578 | 49,077.25 | 7.145 | 136,018.99 | 10.834 | 206,246.29 | 0.368 | 7,005.60 | 0.135 | 2,569.99 | 2.620 | 49,876.80 | 0.117 | 2,227.32 | 15.340 | 292,026.78 | 4.852 | 92,367.27 | 9.603 | 182,811.81 | 2.077 | 39,539.74 |
| 2.578 | 51,560.02 | 7.145 | 142,900.04 | 10.834 | 216,680.06 | 0.368 | 7,360.00 | 0.135 | 2,700.00 | 2.620 | 52,400.02 | 0.117 | 2,340.00 | 15.340 | 306,800.09 | 4.852 | 97,040.03 | 9.603 | 192,060.06 | 2.077 | 41,540.01 |
| 2.578 | 150,179.73 | 7.145 | 416,227.38 | 10.834 | 631,127.70 | 0.368 | 21,437.60 | 0.135 | 7,864.34 | 2.620 | 152,626.41 | 0.117 | 6,815.76 | 15.340 | 893,621.82 | 4.852 | 282,650.14 | 9.603 | 559,416.58 | 2.077 | 120,994.30 |
| 2.578 | 320,971.41 | 7.145 | 889,581.35 | 10.834 | 1,348,876.75 | 0.368 | 45,817.49 | 0.135 | 16,808.05 | 2.620 | 326,200.58 | 0.117 | 14,566.97 | 15.340 | 1,909,891.94 | 4.852 | 604,093.59 | 9.603 | 1,195,612.28 | 2.077 | 258,594.89 |
| 2.578 | 13,487.37 | 7.145 | 37,380.63 | 10.834 | 56,680.44 | 0.368 | 1,925.27 | 0.135 | 706.28 | 2.620 | 13,707.10 | 0.117 | 612.11 | 15.340 | 80,254.57 | 4.852 | 25,384.30 | 9.603 | 50,240.20 | 2.077 | 10,866.28 |
| 2.578 | 316,550.51 | 7.145 | 877,328.70 | 10.834 | 1,330,297.99 | 0.368 | 45,186.42 | 0.135 | 16,576.54 | 2.620 | 321,707.65 | 0.117 | 14,366.33 | 15.340 | 1,883,586.04 | 4.852 | 595,773.11 | 9.603 | 1,179,144.51 | 2.077 | 255,033.13 |
| 2.578 | 4,496.08 | 7.145 | 12,461.00 | 10.834 | 18,894.68 | 0.368 | 641.80 | 0.135 | 235.44 | 2.620 | 4,569.33 | 0.117 | 204.05 | 15.340 | 26,753.22 | 4.852 | 8,461.97 | 9.603 | 16,747.80 | 2.077 | 3,622.32 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | 21.05 | 1,835,797.80 | 0.715 | 62,356.08 | 0.258 | 22,500.51 | | | | | 29.807 | 2,599,507.13 | | | 18.659 | 1,627,275.59 | | |
| | | | | 21.05 | 710,873.51 | 0.715 | 24,146.06 | 0.258 | 8,712.84 | | | | | 29.807 | 1,006,603.64 | | | 18.659 | 630,127.74 | | |
| | | | | 21.05 | 549,133.91 | 0.715 | 18,652.29 | 0.258 | 6,730.48 | | | | | 29.807 | 777,578.83 | | | 18.659 | 486,759.60 | | |
| | | | | 21.05 | 9,577.27 | 0.715 | 325.31 | 0.258 | 117.38 | | | | | 29.807 | 13,561.50 | | | 18.659 | 8,489.42 | | |
| | | | | 21.05 | 410,306.31 | 0.715 | 13,936.77 | 0.258 | 5,028.93 | | | | | 29.807 | 580,997.63 | | | 18.659 | 363,700.97 | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 5.313 | 34,677.66 | 14.723 | 96,096.21 | | | | | | | 5.399 | 35,238.98 | 0.242 | 1,579.52 | | | 9.998 | 65,256.40 | | | 4.28 | 27,935.32 |
| 5.313 | 737,879.43 | 14.723 | 2,044,757.92 | | | | | | | 5.399 | 749,823.27 | 0.242 | 33,609.41 | | | 9.998 | 1,388,541.03 | | | 4.28 | 594,414.45 |
| 5.313 | 178,492.90 | 14.723 | 494,626.58 | | | | | | | 5.399 | 181,382.12 | 0.242 | 8,130.11 | | | 9.998 | 335,887.83 | | | 4.28 | 143,788.75 |
| 5.313 | 7,363.77 | 14.723 | 20,405.93 | | | | | | | 5.399 | 7,482.96 | 0.242 | 335.41 | | | 9.998 | 13,857.13 | | | 4.28 | 5,932.04 |
| 5.313 | 168,891.12 | 14.723 | 468,018.82 | | | | | | | 5.399 | 171,624.91 | 0.242 | 7,692.76 | | | 9.998 | 317,819.21 | | | 4.28 | 136,053.83 |
| 5.313 | 204,907.46 | 14.723 | 567,824.69 | | | | | | | 5.399 | 208,224.24 | 0.242 | 9,333.26 | | | 9.998 | 385,594.73 | | | 4.28 | 165,067.56 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | 1,859,810.28 | | | | | | |
| | | | 432,823.26 | | | | | | | | | | | | | | | | | | |
| | | | | | 610,691.30 | | | | | | | | | | | | | | | | |
| | | | | | 4,933,898.52 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | 1,306,524.80 | | | | | | | | | | |
| | | | | | | 4.341 | 9,931.07 | | | | | | | | | | | | | | |
| | | | | | | 4.341 | 151,400.28 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 2.578 | 19,235.51 | 7.145 | 53,311.77 | 10.834 | 80,836.92 | 0.368 | 2,745.80 | 0.135 | 1,007.29 | 2.620 | 19,548.89 | 0.117 | 872.98 | 15.340 | 114,458.03 | 4.852 | 36,202.76 | 9.603 | 71,651.92 | 2.077 | 15,497.35 |
| | | | | | | | | | | | | | | | | | | | | | |
| | **3,509,234.13** | | **10,158,230.94** | | **18,209,174.69** | | **591,509.69** | | **157,092.46** | | **4,872,790.45** | | **159,482.48** | | **19,792,098.69** | | **6,604,283.61** | | **11,225,717.26** | | **2,827,138.52** |
| | 1,370,434.14 | | 2,115,075.94 | | 2,808,881.98 | | 8,412.10 | | 0.00 | | 1,277,891.21 | | 19,518.83 | | 1,227,431.01 | | 3,661,653.77 | | 2,175,427.21 | | 307,013.37 |
| | **2,138,799.99** | | **8,043,155.00** | | **15,400,292.71** | | **583,097.59** | | **157,092.46** | | **3,594,899.24** | | **139,963.65** | | **18,564,667.68** | | **2,942,629.84** | | **9,050,290.05** | | **2,520,125.15** |
| | 813 | | 2,253 | | 3,416 | | 116 | | 42 | | 826 | | 37 | | 4,837 | | 1,530 | | 3,028 | | 655 |
| | 410 | | 612 | | 690 | | 2 | | 0 | | 348 | | 6 | | 349 | | 1,003 | | 672 | | 99 |
| | 403 | | 1,641 | | 2,726 | | 114 | | 42 | | 478 | | 31 | | 4,488 | | 527 | | 2,356 | | 556 |
| | **5,307.20** | | **4,901.37** | | **5,649.41** | | **5,114.89** | | **3,740.30** | | **7,520.71** | | **4,514.96** | | **4,136.51** | | **5,583.74** | | **3,841.38** | | **4,532.60** |

FOR CONSIDERATION

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*Table 2 Contribution Rates per suburb*

| Suburbs | LGCI Nov 3.1% (28 Nov 2025) Capped Rate | LGCI Dec 2.9% (13 Jan 2026) Capped Rate |
|---|---|---|
| **Atwell** | 4,130.56 | 4,202.57 |
| **Aubin Grove/ Banjup South** | 3,812.04 | 3,865.57 |
| **Banjup North / Treeby** | 5,320.81 | 5,389.99 |
| **Beeliar** | 5,082.20 | 5,214.53 |
| **Bibra Lake West** | 4,609.54 | 4,692.01 |
| **Bibra Lake East** | 3,514.40 | 3,560.18 |
| **Coogee / N Coogee** | 6,758.42 | 6,868.92 |
| **Coolbellup** | 5,158.45 | 5,307.20 |
| **Hamilton Hill** | 4,792.71 | 4,901.37 |
| **Hammond Park/Wattleup/ Henderson** | 5,595.79 | 5,649.41 |
| **Jandakot** | 5,071.34 | 5,114.89 |
| **Leeming** | 3,697.16 | 3,740.30 |
| **Munster/ Lake Coogee** | 7,316.24 | 7,520.71 |
| **North Lake** | 4,427.01 | 4,514.96 |
| **South Lake / Coc Central** | 4,090.39 | 4,136.51 |
| **Spearwood** | 5,369.68 | 5,583.74 |
| **Success** | 3,786.38 | 3,841.38 |
| **Yangebup** | 4,445.75 | 4,532.60 |

FOR CONSULTATION ONLY

*Legend: ✓ Completed ◐ Retain / Amend ⧖ Scheduled for Delivery ✗ Proposed for Deletion*

***Annex 3 – Infrastructure Items Status and Proposed Amendments***

| TABLE 1: REGIONAL | | | | Financial Summary | | | | |
|---|---|---|---|---|---|---|---|---|
| **Ref No** | **Infrastructure Item** | **Status** | **Rationale for Deletion** | **Current DCP13 Estimate Total Costs ($)** | **Proposed Amendment Cost ($)** | **Difference ($)** | **Contributions Collected ($)** | **Outstanding / Remaining ($)** |
| R1 | **Coogee Surf Club** | ✓ | | 3,732,774 | 3,732,774 | 0 | 1,991,860 | 1,740,914 |
| R2 | **Wetland Education Centre/Native Ark** | ✓ | | 2,930,000 | 2,930,000 | 0 | 1,283,416 | 1,646,584 |
| R3 | **Cockburn Central Recreation and Aquatic Centre** | ✓ | | 41,881,209 | 41,881,209 | 0 | 21,433,428 | 20,447,781 |
| R4 | **Cockburn Central Community Facilities**<br>*The development of a community facility in conjunction with the recreation and aquatic centre at Cockburn Central.*<br>*The development will include the provision of specialised welfare offices, meeting rooms and function space. The provision of these services on the same site as the recreation facility will optimise parking and create a viable community hub.* | ✗ | *Project has not progressed sufficiently with further planning not scheduled until 2032.*<br>*Delivery will therefore not be completed by June 2030 to enable close out of DCP13 by June 2031.*<br>*Development in this precinct has not occurred at the rate necessary to warrant delivery of the facility by 2031.* | 1,903,695 | 0 | 1,903,695 | 884,860 | -884,80 |
| R5 | Visko Park Bowling and Recreation Club | ✓ | | 2,000,000 | 2,000,000 | 0 | 1,464,685 | 535,315 |
| R6 | **Coogee Golf Complex**<br>***(excluding pro shop and restaurant components)***<br>*To construct a 9-hole public golf course, driving range together with associated buildings and infrastructure on Region Open Space land east of Cockburn Road Coogee.*<br>*The complex will include club facilities, restaurant, pro shop, maintenance shed and a car park which will be accessed off Cockburn Road. Note the pro shop and restaurant are not part of the DCP and costs reflect this.* | ✗ | *Project has not progressed sufficiently with current planning work identifying and resolving key site constraints.*<br>*No design date is currently scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.*<br>*Future delivery faces significant environmental and financial challenges.* | 5,825,436 | 0 | 5,825,436 | 2,484,746 | -2,484,746 |
| R7 | **Bibra Lake Management Plan Proposals**<br>*It is proposed to undertake a range of works which includes the upgrading of the existing picnic area and the provision of new and additional facilities such as playgrounds, table settings, shade structures, gazebos, BBQ, toilets, exercise circuit, skate park, dual use paths and tracks, board walks, lookouts, lake edge promenade, interpretive signage and artwork, entry statements, traffic calming and construction of a visitor centre.*<br>*The works which are consistent with this DCP item are described in the Bibra Lake Landscape Plan, Recreation and Environmental Management Plan 2009.*<br>Scope details in Annex 3 – Infrastructure Items Status and Proposed Amendments | ◐ | ***Delete Revegetation & Visitor Centre Components***<br>*Many aspects of the Bibra Lake Management Plan 2009 (which was updated in 2015), including all the relevant revegetation works are complete.*<br>*The visitor centre has been tied to a project including works outside of the scope of DCP13; the Aboriginal Cultural and Visitors Centre (ACVC).*<br>*At present the ACVC has no further dates scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.* | 12,450,404 | 1,380,720 | 11,069,684 | 4,784,223 | -3,403,503 |

*Legend: ✓ Completed ◐ Retain / Amend ⧖ Scheduled for Delivery ✗ Proposed for Deletion*

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| R8 | **Atwell Oval** | ✓ | | 523,171 | 523,171 | 0 | 242,711 | 280,460 |
| R9 | **Cockburn Coast Foreshore Reserve**<br>The purpose of the foreshore enhancements is to activate the foreshore and beach and enhance the experience, quality, and safety of the foreshore area.<br>The upgrades are proposed for the foreshore reserve area. They are divided into two typologies: A and B, with the latter being a less intensive level of development.<br>The conceptual areas of these are set out in the table below and these should inform costing estimates until such time as detailed plans are undertaken. Detailed plans should generally accord with the level of intensity intended for each foreshore reserve area (set out in the lists below). Embellishments which are beyond this will be outside the scope of this DCP item.<br>There are also two pedestrian bridges over the railway line (located at Neighbourhood Park 1 and Local Park 5 respectively).<br>This DCP item is unique, with the ability to 'build to cost' and in considering the inclusion of this item City officers required a 'cap' of the total costs of this item to be not more than $18M (from 30 June 2016, this 'cap' may be indexed to CPI annually).<br>Scope detailed in Annex 4 – Infrastructure Sheets | ◐ | ***Delete everything but Bridge Design (already completed)***<br>*The project has not progressed sufficiently due to unresolved issues relating to land tenure, coastal vulnerability and the future of the existing freight line.*<br>*No further design is currently scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.*<br>*The design component needs to remain in DCP13 to reflect its partial progression, with funds having previously been credited to Development WA.*<br>*Future delivery is uncertain, with alternative beach access (of similar distance) within reasonable proximity.* | 12,278,918 | 146,191 | 12,132,727 | 2,939,276 | -2,793,085 |
| R10 | **Cockburn Coast Beach Parking**<br>Construct 90 degree on street parking along the northern side of the road running parallel with the linear east-west running public open space.<br>A range of parking limits (up to 4 hours) is proposed to improve the activity and vitality of the area and to discourage long-term parking. | ◐ | ***Delete Remaining Parking***<br>*Most of the car parking has been delivered and credited along Reinforcement Parade.*<br>*Remaining portions west of Bennett Ave remain private land that has not yet been subdivided or in LG control.*<br>*Delivery is reliant upon Development WA who have provided no indication of scheduled dates, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.* | 174,402 | 183,246 | -8,844 | 32,194 | 151,052 |
| | | | **Totals** | **83,700,009** | **52,777,311** | **30,922,698** | **37,541,399** | **15,235,912** |

***Table 1*** *illustrates how contributions already collected, together with surpluses from deleted or partially completed projects, are being applied to fund the remaining infrastructure items within DCP13. After accounting for these offsets, a net shortfall of $15.2M remains to fully deliver the remaining project. These figures are benchmark estimates based on modelling assumptions at the time this report was written and do not represent final funding decisions.*

FOR CO ONLY

*Legend: ✓ Completed ◐ Retain / Amend ⧖ Scheduled for Delivery ✗ Proposed for Deletion*

| TABLE 2: SUB REGIONAL – EAST | | | | Financial Summary | | | | |
|---|---|---|---|---|---|---|---|---|
| **Ref No** | **Infrastructure Item** | **Status** | **Rationale for Deletion** | **Current DCP13 Estimate Total Costs ($)** | **Proposed Amendment Estimated Cost ($)** | **Difference ($)** | **Contributions Collected ($)** | **Outstanding / Remaining ($)** |
| SRE1 | **Cockburn Central Library and Community Facilities** | ✓ | | 8,721,130 | 8,721,130 | 0 | 4,782,681 | 3,938,449 |
| SRE2 | **Cockburn Central Playing Fields** | ⧖ | Scheduled for delivery before 2030 | 3,377,071 | 3,377,071 | 0 | 1,465,257 | 1,911,814 |
| SRE3 | **Anning Park Tennis**<br>To redevelop with appropriate change rooms and car parking on Anning Reserve, North Lake Road South Lake.<br>The building will be approximately 700m² including facilities for sporting clubs (with possible alternate sport uses to current provision of football and soccer or conversion to more passive use). | ✗ | *Project has not progressed sufficiently with current planning work identifying and resolving key site constraints.*<br>*No design date is currently scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.*<br>*Future delivery faces significant environmental and financial challenges* | 2,608,712 | 0 | 2,608,712 | 1,070,984 | -1,070,984 |
| SRE4 | **Cockburn Central Heritage Park** | ✓ | | 45,498 | 45,498 | 0 | 166,429 | -120,931 |
| SRE5 | **Bicycle Network**<br>To construct a comprehensive and complete bicycle path network that connects to major attractors within the area and is suitable for both recreational and commuter cyclists.<br>The location of the proposed works is in accordance with the adopted Strategic Bicycle and Footpath Plan shown in Annex 1 – Maps .<br>The plan also shows the path segments that have been completed, those not completed, and those managed by Main Roads WA.<br>The scope and segments of the Plan are as follows:<br>**Segment** / **Description** / **Scope**<br>B1-A – delete / Armadale Rd SUP / Extension of a shared use path along southern side of Armadale Rd from Tapper Rd to the City's boundary with the City of Armadale.<br>B5 – delete / North Lake Rd / Marking of the existing path as a shared use path on the northern side of North Lake Rd from Semple Court to Berrigan Drive. | ◐ | ***Delete Remaining Path***<br>*Remaining path projects have not progressed sufficently.*<br>• *All of B1-A (Armadale Road SUP) is located within the Regional road network and therefore reliant on other agency delivery programs.*<br>• *Delivery of the Main Roads segments can not be assured by June 2030 to enable close out of DCP13 by June 2031.*<br>• *B7 is infrastructure that may be more appropriately delivered through future staged implementation of the Jandakot/NorthTreeby urban expansion area.*<br>• *B15 will likely be signifcantly affected or even partially delivered by the State when grade separating of the freight rail crossing at North Lake Road (as a priority enabling transport project for Westport).* | 1,949,199 | 95,114 | 1,854,085 | 804,70 | -709,590 |

COMMENT ONLY

*Legend: ✓ Completed ◐ Retain / Amend ⧖ Scheduled for Delivery ✗ Proposed for Deletion*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | B6 – delete | Hammond Rd | Construction of a shared use path along the northeast side of Hammond Rd between Yangebup and Beeliar Drive, includes new bitumen seal path, signage and line marking. | | *The City is currently updating its Cycling and Walking Plan.*<br>*The need and timing of delivering the remaining connections within the City-managed local road network are best considered through this and future budgeting processes.*<br>*A map illustrating the paths proposed for deletion can be viewed in the Annex 4 – Infrastructure Sheets* | | | | |
| | B7 – delete | Berrigan Drive | Construction of a shared use path on Berrigan Drive between Mason Rd and Roe Highway, includes new bitument seal path, signage and line marking. | | | | | | |
| | B15 – delete (Railway to Osprey Drive only) | Extension of SW34 | Extension (600m) of PBN route SW34 along North Lake Rd to the Lakes Shopping Centre. | | | | | | |
| | B17 – delete | Realignment of SE41 | Realignment of PBN route SE41. | | | | | | |
| | | | | | **Totals** | **16,701,610** | **12,238,813** | **4,462,797** | **8,290,055** | **3,948,758** |

***Table 2** illustrates how contributions already collected, together with surpluses from deleted or partially completed projects, are being applied to fund the remaining infrastructure items within the Sub-Regional – East catchment. After accounting for these offsets, a net shortfall of $3.95M remains to fully deliver the remaining projects. These figures are benchmark estimates based on modelling assumptions at the time this report was written and do not represent final funding decisions.*

| TABLE 3: SUB REGIONAL - WEST | | | | Financial Summary | | | | |
|---|---|---|---|---|---|---|---|---|
| **Ref No** | **Infrastructure Item** | **Status** | **Rationale for Deletion** | **Current DCP13 Estimate Total Costs ($)** | **Proposed Amendment Estimated Cost ($)** | **Difference ($)** | **Contributions Collected ($)** | **Outstanding / Remaining ($)** |
| SRW1 | **North Coogee Foreshore Management Plan Proposals *(excluding rebuilding of the groyne)*** | ✓ | | 652,695 | 652,695 | 0 | 253,854 | 398,841 |
| SRW2 | **Phoenix Seniors and Lifelong Learning Centre**<br>Construction of a multi-functional civic facility including library, welfare services, community hall, meeting rooms and childcare.<br>These uses will occupy approximately 3,000m². The permanent seniors centre to be developed as part of the complex will have an area of approximately 2,000m².<br>The proposal consolidates several civic facilities which will be part of the development of the Civic precinct. | ✗ | *Project has not progressed sufficiently with further planning pending a broader audit and decision on the future of the current civic site.*<br>*No design date is scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.* | 13,888,188 | 0 | 13,888,188 | 4,729,254 | -4,729,254 |
| SRW3 | **Beale Park Sports Facilities** | ⧖ | Delivery in progress | 3,359,550 | 3,359,550 | 0 | 1,225,707 | 2,133,843 |

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<table>
<tr><td>SRW4</td><td>Western Suburbs Skate Park</td><td>✓</td><td></td><td>138,599</td><td>138,599</td><td>0</td><td>77,679</td><td>60,920</td></tr>
<tr><td>SRW5</td><td>Bicycle Network<br>To construct a comprehensive and complete bicycle path network that connects to major attractions within the area and is suitable for both recreational and commuter cyclists.<br>The location of the proposed works is in accordance with the adopted Strategic Bicycle and Footpath Plan shown in Annex 1 – Maps<br>The plan also shows the path segments that have been completed, those not completed, and those managed by Main Roads WA.<br>The scope and segments of the Plan are as follows:
<table>
<tr><th>Segment</th><th>Description</th><th>Scope</th></tr>
<tr><td>B3 – delete</td><td>Stock Rd / Rockingham Rd SUP</td><td>Construction of a shared use path along Stock/Rockigham Rd between Wattleup Rd and Winterfold (ultimately as part of a route that extends north to Canning Highway in Melville and south to Rockingham, includes new bitumen seal path, signage, and line marking, excludes allowances for grade separation.</td></tr>
<tr><td>B4 – delete</td><td>Rockingham Rd (North)</td><td>Construction of either an on-road or off-road facility on Rockingham Rd from Mayor Rd to Cockburn Rd.</td></tr>
<tr><td>B10 – delete (Henderson to Pearce Rd only)</td><td>Russell Rd</td><td>Provision of a shared use path on Russell Rd between Henderson Rd and Kwinana Freeway and on Gibbs Rd between Lyon Rd and Kwinana Freeway, includes new bitument seal path, signage and line marking.</td></tr>
<tr><td>B13 – completed</td><td>Extension of Winterfold Rd SUP</td><td>Provision of pavement markings for a shared use path on the northern side of Winterfold Rd from Stick Rd through to Collick St.</td></tr>
</table></td><td>◐</td><td>Delete Remaining Paths<br>Remaining path projects have not progressed sufficently.<br>• All of B3 (Stock & Rockingham Roads) is located within the Regional road network and therefore reliant on other agency delivery programs.<br>• Delivery of the Main Roads segments can not be assured by June 2030 to enable close out of DCP13 by June 2031.<br>• For B10 (Russell Road) the ultimate reserve is still being finalised by the WAPC meaning that the necessary land is not fully known or secured.<br>• B13 was completed in 2019 by the City of Fremantle utilising its own funding sources.<br>The City is currently in the process of updating its Cycling and Walking Plan.<br>The need and timing of delivering the remaining connections within the City-managed local road network are best considered through this and future budgeting processes.<br>A map illustrating the paths proposed for deletion can be viewed in the Annex 4 – Infrastructure Sheets</td><td>3,178,828</td><td>41,143</td><td>3,137,715</td><td>1,094,052</td><td>-1,052,939</td></tr>
<tr><td>SRW6</td><td>Dixon Reserve/Wally Hagan Facility Development<br>(excluding the café component)</td><td>⧗</td><td>Scheduled for delivery before 2030</td><td>3,856,719</td><td>3,856,719</td><td>0</td><td>1,423,338</td><td>2,433,381</td></tr>
<tr><td colspan="4">Totals</td><td>25,074,579</td><td>8,048,676</td><td>17,025,903</td><td>8,803,884</td><td>-755,208</td></tr>
</table>

***Table 3** illustrates how contributions already collected, together with surpluses from deleted or partially completed projects, have more than covered the outstanding projects within this catchment. After accounting for these offsets, there is a net surplus of $0.76M, which can be carried forward or reallocated to other DCP projects. These figures are benchmark estimates based on modelling assumptions at the time this report was written and do not represent final funding decisions.*

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*Legend: ✓ Completed ◐ Retain / Amend ⌛ Scheduled for Delivery ✗ Proposed for Deletion*

| TABLE 4: LOCAL | | | | Financial Summary | | | | |
|---|---|---|---|---|---|---|---|---|
| **Ref No** | **Infrastructure Item** | **Status** | **Rationale for Deletion** | **Current DCP13 Estimate Total Costs ($)** | **Proposed Amendment Estimated Cost ($)** | **Difference ($)** | **Contributions Collected ($)** | **Outstanding / Remaining ($)** |
| L1 | **Lakelands Reserve** | ✓ | | 1,859,810 | 1,859,810 | 0 | 440,378 | 1,419,431 |
| L2 | **Southwell Community Centre**<br>The Plan for the District described the proposal to expand the current sports clubrooms on Goodchild Reserve and relocate the Community Centre into that facility.<br>This Building extension is described as approximately 300m², including construction of additional parking for 300 vehicles. It will establish a multiuse community facility, with areas suitable for children's activities, meetings and community events. | ✗ | *Project has not progressed sufficiently with further planning not scheduled until 2031.*<br>*Recent upgrades to Goodchild Reserve did not include this facility due to concerns about the suitability of the site and its compatibility with existing uses. An alternative site is yet to be secured.*<br>*Delivery will therefore not be complete by June 2030 to enable close out of DCP13 by June 2031.* | 432,823 | 0 | 432,823 | 156,775 | -156,775 |
| L3 | **Hammond Park Recreation Facility** | ✓ | | 610,691 | 610,691 | 0 | 466,166 | 144,525 |
| L4 | **Frankland Reserve Recreation and Community Facility** | ✓ | | 4,933,899 | 4,933,899 | 0 | 2,978,255 | 1,955,644 |
| L5 | **Munster Recreation Facility**<br>Develop a recreation reserve with requisite changing rooms and building approximately 1,000m², including facilities for sporting clubs.<br>It is noted the land for the reserve will be as part of a relocation of the current South Coogee reserve as part of the Development WA development of Australian Marine Park – Technology Precinct.<br>The new reserve will be a similar size (3.2ha) and as this will effectively be a 'land swap' there is no land component to this DCP item.<br>The Council item (January 2005) which dealt with the above structure plan also noted the existing facilities would be replicated by Development WA at the new reserve, so this will provide for the rectangular field, parking, and tennis courts.<br>Mention was also made of the clubroom; however, this building has nearly reached the end of its lifecycle.<br>Noting the above, this DCP item only provides for a new building as described, along with associated car parking required (in addition to the amount which Development WA will replicate from South Coogee).<br>If additional parking is required, they should be calculated as per table below: | ✗ | *Project has not progressed sufficiently with the site yet to be secured.*<br>*The identified site forms the subject of a complex and lengthy land swap proposal (involving an existing Class A Reserve) which Development WA are yet to progress.*<br>*Instead, Development WA are exploring delivery of an alternative site via a separate structure planning process.*<br>*Further planning of the infrastructure must await the outcome of both processes, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.*<br>*The existing facilities at South Coogee Reserve will likely remain until planning for the broader area is resolved.* | 1,306,524 | 0 | 1,306,524 | 365,127 | -365,127 |

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*Legend: ✓ Completed ◐ Retain / Amend ⧖ Scheduled for Delivery ✗ Proposed for Deletion*

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Description of Parking / Bays (Bitumen) / Bays (Overflow)<br>Current development (2009) / 50 / 100<br>Proposed development Requirements / A / B<br>DCP13 component / C = (A-50) / D = (B-100) | | | | | | | |
| L6 | **Banjup Playing Field** | ✓ | | 228,773 | 228,773 | 0 | 1,006,556 | -777,782 |
| L7 | **Banjup Community Centre** | ✓ | | 3,487,682 | 3,487,682 | 0 | 3,868,032 | -380,350 |
| L8 | **Cockburn Coast Sport Oval and Clubroom *(including land cost)*** | ⧖ | Scheduled for delivery before 2030 | 14,554,341 | 14,554,341 | 0 | 1,611,121 | 12,943,220 |
| **Totals** | | | | **27,414,544** | **25,675,197** | **1,739,347** | **10,892,411** | **14,782,786** |

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**Table 4** illustrates how contributions already collected, together with surpluses from deleted or partially completed projects, are being applied to fund the remaining infrastructure items within this catchment. After accounting for these offsets, a net shortfall of $14.78M remains to fully deliver the remaining projects. These figures are benchmark estimates based on modelling assumptions at the time this report was written and do not represent final funding decisions.

**Table 5** summurises the contributions required for the remaining infrastructure items following redistribution of collected contributions for items proposed for fully or partially removed.

**Table 5: Remaining Contributions Required by Catchment**

| Catchment | Remaining Contributions Required ($) |
|---|---|
| **Regional** | 15,235,912 |
| **Sub Regional East** | 3,948,758 |
| **Sub Regional West** | (755,208) |
| **Local** | 14,782,786 |
| **Total** | **33,212,248** |

The expected growth for the remaining operational period of DCP13, until June 2031, is 5,432 dwellings. Should this anticipated growth not be achieved within each catchment, a shortfall in DCP13 contributions is likely. In recognition of this, the redistribution of collected contributions within each catchment is considered justifiable to address funding gaps and support the delivery of the remaining projects.

## *Annex 4 – Infrastructure Sheets*

### Regional Facilities – All Suburbs

| R1 Coogee Beach Surf Club<br>Construction Completed – Outstanding Contributions | |
|---|---|
| **Description** | This will be the sole facility to serve the needs of existing and future residents within the whole of the City of Cockburn. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>To develop an integrated surf club and community facility at Poore Grove Coogee that satisfies the needs of the Coogee Beach Surf Life Saving Club, provides for increased beach access and facilities for the growing population of the city and incorporates community facilities.<br>The proposed development will be undertaken in stages and includes sitework, servicing infrastructure extension, construction of a 2000 ($m^2$) two (2) story building, a main car parking area and beach access ways, grassed areas with public facilities and an overflow car park area. |
| **Need and Nexus** | The Department of Sport and Recreation's Decision-Making Guide 2007 cites an example from the North Metropolitan Region Recreation Advisory Committee (NMRRAC) for facility provision needs based on a population of 100,000. The ratio indicated for surf lifesaving clubs is 1.07.<br>Translating this ratio to Cockburn's projected growth; this would indicate at least one surf club is warranted at the regional level. It is also noteworthy that the Australian Sports Commission's Participation in Exercise, Recreation and Sport Survey 2009 (WA) indicates participation rate of 2.9% for surf sports. To put this in context, AFL has a participation rate of 3.9%.<br>Development of a new facility at Poor Grove will satisfy the current and future needs of the club, enabling it to grow with the increase in population within the city. The development at Poore Grove will also include community facilities available to the wider community as well as providing much needed beach access to relieve Coogee Beach and John Graham Reserve. |

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| R2 Wetlands Education Centre/Native Arc<br>Construction Completed – Outstanding Contributions | |
|---|---|
| **Description** | This will be the sole environmental education and wildlife care facility to serve the needs of existing and future residents within the whole of the City of Cockburn. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>The Wetlands Education Centre and Native Arc operate out of a few buildings located along Hope Road, Bibra Lake. The local scout group also uses the Wetland Education buildings. The building occupied by Native Arc is an old house which is inadequate and past its economic life.<br>It is proposed to establish an integrated environmental facility at Bibra Lake which serves the environmental education and animal welfare needs of the City and is suitable for ongoing use by the Scouts.<br>The proposal includes buildings for Native Arc, a new shed to accommodate vehicles and equipment, an extension to the existing Wetlands Education Building, additional parking for 50 vehicles and new pathways. |
| **Need and Nexus** | There is a demonstrated need for both the Wetland Education Centre and Native Arc. Facilities for the Wetland Education Centre need to be expanded to cope with the additional use generated by the projected increased population within the city whilst the Native Arc building needs to be replaced with a purpose-built structure that is appropriate to the needs and requirements of the Native Arc group.<br>Usage of the centre will increase as the population of the city grows. It is expected that membership of existing clubs and groups using the facilities will also increase, requiring an increase in size and capacity of the centre. |

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| R3 Cockburn Central Recreation and Aquatic Centre<br>Construction Completed – Outstanding Contributions | |
|---|---|
| **Description** | This will be the sole Recreation and Aquatic Centre to serve the needs of existing and future residents within the whole of the City of Cockburn. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>To construct a new multi-functional recreation facility that includes a suite of aquatic and related recreation facilities. The building would be approximately 10,000m$^2$ with parking for approx. 300 vehicles.<br>The land is currently owned by the Western Australian Planning Commission and will need to be acquired or the subject of a long lease to the city. |
| **Need and Nexus** | The current site (South Lake Leisure Centre) on which the current facility is located is almost fully developed and is a major constraint for redevelopment/expansion. The fact that the city does not own the land on which the facility has been constructed further limits development potential and is a cause for uncertainty regarding the long-term access to the site by the City of Cockburn.<br>It is proposed to construct a new multi-functional aquatic and recreational facility at Cockburn Central on land to the west of Midgegooroo Drive and south of North Lake Road. The site is only a short walk from the Cockburn Central train and bus interchange and is therefore readily accessible by public transport from the whole district thus making it easier and more convenient to access for students, elderly and people who do not drive to access the facility. The site is also well served with road access being on the major arterial road network that conveniently connects to the whole district. A major advantage of the site is that it is located adjacent to the area being promoted by the city for a major sporting stadium which, if realised, could generate significant synergies.<br>The new facility will include an expanded range of facilities including a larger gym, meeting facilities and indoor and outdoor pools required to meet the needs of the growing population and to meet user expectations. |

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| R4 Cockburn Central Community Facilities<br>● Full Deletion | |
|---|---|
| ~~**Description**~~ | ~~This development will serve the needs of the whole of the city by either providing specific services not available elsewhere in the city or similar services in a location that is more convenient and easily accessible.~~ |
| ~~**Proposal**~~ | ~~This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.~~<br>~~The development of a community facility in conjunction with the recreation and aquatic centre at Cockburn Central. The development will include the provision of specialised welfare offices, meeting rooms and function space. The provision of these services on the same site as the recreation facility will optimise parking and create a viable community hub.~~ |
| ~~**Need and Nexus**~~ | ~~Continued residential development in the district requires the establishment of further core community facilities including welfare services and space for meetings and functions. Development of these facilities at Cockburn Central will provide a greater level of service to existing and future residents in the central and eastern portion of the district.~~ |
| ***Rationale for Full Deletion*** | *Project has not progressed sufficiently with further planning not scheduled until 2032.*<br>*Delivery will therefore not be complete by June 2030 to enable close out of DCP13 by June 2031.*<br>*Development in this precinct has not occurred at the rate necessary to warrant delivery of the facility by 2031.* |

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| R5 Visko Park Bowling and Recreation Club<br>Construction Completed – Outstanding Contributions | |
|---|---|
| **Description** | The proposed development has been located centrally so that it can serve the whole district. It is not planned to provide any further bowling facilities within the city. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>To relocate the Cockburn Bowling club from the old premises adjacent to the City's administration centre to a central location fronting Beeliar Drive Yangebup which can also serve the growing needs of the eastern side of the city.<br>The proposal is for new 800m$^2$ club rooms with a mix of synthetic and grass green and car parking. The balance of Visko Park will be upgraded with enhanced landscaping, walkways and public amenities including tennis courts. Acknowledging that the balance of Visko Park forms part of the local public open space for the surrounding residential area, upgrades which would ordinarily be part of local POS (play equipment, seating, barbeques, and pathways other than those connecting the bowling club, tennis courts and car parking) are not part of this DCP item. |
| **Need and Nexus** | The current Cockburn Bowling Club is accommodated in dated facilities adjacent to the City's administration centre in the western part of the district. The facilities are in poor condition and in need of refurbishment. There is also a need for some of the greens to be provided with a synthetic surface.<br>The existing bowling club is not well located to be able to serve the eastern portion of the district and whilst the growing residential areas will need such facilities, it is feasible to retain the existing club premises and develop a new facility in the eastern portion of the district. It is more appropriate to develop a new central facility that will serve the needs of the whole district providing both the current and future needs of the community.<br>Visko Park is centrally located in the whole district and is readily accessible by car and bus services which connect to both Cockburn Central and Rockingham Road high frequency service.<br>The proposal has the support of the bowling club and has been agreed on by the Council. The Western Australian Planning Commission has agreed to the use of a portion of Visko Park for this purpose and the structure plan has been amended accordingly. |

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| R6 Coogee Golf Complex<br>Full Deletion | |
|---|---|
| ~~Description~~ | ~~The golf course will attract players from the whole district.~~ |
| ~~Proposal~~ | ~~This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.~~<br>~~To construct a 9-hole public golf course, driving range together with associated buildings and infrastructure on Region Open Space land east of Cockburn Road Coogee. The complex will include club facilities, restaurant, pro shop, maintenance shed and a car park which will be accessed off~~<br>~~Cockburn Road. Note the pro shop and restaurant are not part of the DCP and costs reflect this.~~ |
| ~~Need and Nexus~~ | ~~The Department of Sport and Recreation's Decision-Making Guide (2007) cites an example from the North Metropolitan Region Recreation Advisory Committee (NMRRAC) for facility provision needs based on a population of 100,000. The ratio indicated for golf clubs (municipal) is 0.89. The ratio for golf clubs (private) is 1.96.~~<br>~~Translating this ratio to Cockburn's projected growth, this would indicate at least one municipal club is warranted at the regional level as well as two private clubs. It is also noteworthy that the Australian Sports Commission's Participation in Exercise, Recreation and Sport Survey 2009 (WA) indicates participation rates of 6.3% for golf. To put this in context, AFL has a participation rate of 3.9%. This is consistent with the national results which indicated golf as having the highest club participation rate of club-based activities, with AFL as second.~~<br>~~The only course available within the city is Glen Iris which is privately owned. The demand for golf facilities will increase with the increased development within the city. A general ratio for the provision of a golf course for every 30,000 persons. On that basis alone the forecast increase in population justifies a further 18 holes. The need is further justified because some time in the future, the Fremantle 9-hole public course will be adversely affected by the widening of High Street, reducing that course to par 3 and reducing its capacity by some 25%.~~<br>~~The above demonstrates the need for the golf course to service both the existing and future population within the district. Additionally, the course will provide local employment, increased visual amenity of a highly degraded area, provide much needed local restaurant facilities and make use of water from the Port Coogee intercept drain.~~ |

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| | |
|---|---|
| ***Rationale for Full Deletion*** | *Project has not progressed sufficiently with current planning work identifying and resolving key site constraints.*<br>*No design date is currently scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.*<br>*Future delivery faces significant environmental and financial challenges.*<br>  |

| **R7 Bibra Lake Management Plan Activities**<br>● Partial Deletion – *Revegetation & Visitor Centre Components*<br>● Refined Scope - Remaining items completed – Outstanding Contributions | |
|---|---|
| **Description** | Bibra Lake is located centrally within the city, and, due to its attractions, it is visited by people from all suburbs, not just those in proximity. The planned works will expand the range of facilities available, increasing the attractiveness of the area and thus reinforce the regional status of Bibra Lake. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>It is proposed to undertake a range of works which includes the upgrading of the existing picnic area and the provision of new and additional facilities such as playgrounds, table settings, shade structures, gazebos, BBQ, toilets, exercise circuit, skate park, dual use paths and tracks, board walks, lookouts, lake edge promenade, interpretive signage and artwork, entry statements, traffic calming and construction of a visitor centre.<br>The works which are consistent with this DCP item are described in the Bibra Lake Landscape Plan, Recreation and Environmental Management Plan 2009.<br>A revision to this plan has been undertaken since gazettal of DCP13 and items which have substantially changed are either:<br>• excluded from what the DCP contributes to, or<br>• only fund to the extent of their original proposal. |
| **Need and Nexus** | There is a need to provide for the passive needs of the existing and future community which include walking, cycling, picnicking, and enjoying nature.<br>Bibra Lake is recognised as one of the prime areas in the city for passive recreation and accordingly is well used. The proposed work will build on and expand the existing infrastructure at Bibra Lake and will provide further capacity for the growing population to use the area without overcrowding or significant environmental impact. The environmental values of the area will be significantly enhanced through planned bushland and wetland rehabilitation, interpretive signage, and a visitor information centre. |

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Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

| | |
|---|---|
| ***Rationale for Partial deletion*** | *Delete Revegetation and Visitor Centre Components*<br>*Many aspects of the Bibra Lake Management Plan 2009 (which was updated in 2015), including all the relevant revegetation works are complete.*<br>*The visitor centre has been tied to a project including works outside of the scope of DCP13; the Aboriginal Cultural and Visitors Centre (ACVC).*<br>*At present the ACVC has no further dates scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.*<br>  <br>  |

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| **R8 Atwell Oval**<br>Construction Completed – Outstanding Contributions | |
|---|---|
| **Description** | With two senior size football ovals the reserve currently hosts the City's largest junior football club in the winter shared with softball, and during the summer months accommodating T-ball and softball. Atwell Oval is one of the more heavily utilised reserves within the city. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>The Sport and Recreation Strategic Plan 2009 discuss options for this site:<br>Short term – current use of football, upgrading of clubrooms/car parking to include junior cricket<br>Long term – either retain current use OR repurpose to a dedicated hockey facility<br>Since the publication of the SRSP 2009 it has been confirmed this site will not be used for a dedicated hockey facility, the current use will be retained and the DCP costs will reflect this.<br>The SRSP 2009 describes the following short-term upgrades to this existing facility:<br>• Extension of club room area to accommodate Senior Football Club and allow for Junior Cricket (this would involve extension to the existing club rooms, additional change rooms, cricket pitch, practice nets)<br>• Parking upgrade to resolve existing issues.<br>It should be noted, as the parking is an existing problem (described as 'inadequate' in the SRSP 2009 the DCP will only contribute proportionally to the car parking created by the clubroom addition proposed. If additional parking is to be provided on the reserve, the car parking strategy should clearly establish the amount (shown as 'E' and 'F' below) as follows: |

| Description of parking | Bays (bitumen) | Bays (overflow) |
|---|---|---|
| Current development (as at 2009) - underprovided | 40 | 100 |

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<table>
<tr><td></td><td>
<table>
<tr><td>Current development (as at 2009) to meet expectations</td><td>A</td><td>B</td></tr>
<tr><td>Proposed development requirement (with clubhouse addition complete)</td><td>C</td><td>D</td></tr>
<tr><td>DCP component</td><td>E = (C-A)</td><td>F = (D-B)</td></tr>
</table>
Noting there may be site constraints; there may be no option to construct additional parking on the reserve. If this is the case, then it should be assumed that when the clubroom upgrades are completed, this project (as far as it is considered a DCP13 item) is completed.
</td></tr>
<tr><td>Need and Nexus</td><td>
The SRSP (2009) notes the WACA released a strategic plan for cricket in the Metro area and Cockburn had been identified to experience growth in the coming years. To ensure cricket is serviced according to growth, several actions were identified for the city, including:
<ul>
<li>Introduction of junior club in central ward (2013-2015)</li>
<li>relocation of Jandakot Junior Cricket Club to Atwell Oval (2010)</li>
<li>allocation of multiple overflow facilities to suit cricket needs (2010)</li>
<li>introduction of senior club in east ward (2011-2013)</li>
</ul>
The SRSP 2009 also notes for Atwell Oval:
<ul>
<li>Possible development of major Hockey Facility that would include both synthetics and grass fields with partnership approach with DET (depends on Cockburn Central Development).</li>
</ul>
As noted in the description of the proposal (section above) it has since been determined this site will not be repurposed to be a dedicated hockey facility, the current use will remain.<br><br>
The facility audit contained in the SRSP (2009) notes that the existing facility is used for senior and junior level. It has inadequate parking (40 bays bitumen, 100 bays overflow) it is floodlit (to standard), and the potential upgrades are described (these are included in the scope set out above).
</td></tr>
</table>

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| **R9 Cockburn Coast Foreshore Reserve - (excl. coastal protection measures)**<br>● Refined Scope – *Retain only the Pedestrian Bridge Preliminary Design*<br>● Delete all other items | |
|---|---|
| **Description** | Enhancements to the Foreshore Reserve to activate the public open space and provide efficient and sustainable access to the beach. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br><br>The purpose of the foreshore enhancements is to activate the foreshore and beach and enhance the experience, quality, and safety of the foreshore area.<br><br>The upgrades are proposed for the foreshore reserve area. They are divided into two typologies: A and B, with the latter being a less intensive level of development. The conceptual areas of these are set out in the table below and these should inform costing estimates until such time as detailed plans are undertaken. Detailed plans should generally accord with the level of intensity intended for each foreshore reserve area (set out in the lists below). Embellishments which are beyond this will be outside the scope of this DCP item.<br><br>***There is also a pedestrian bridge over the railway line (located at Neighbourhood Park 1 respectively).***<br><br>This DCP item is unique, with the ability to 'build to cost' and in considering the inclusion of this item City officers required a 'cap' of the total costs of this item to be not more than $18M (from 30 June 2016, this 'cap' may be indexed to CPI annually). |

| ~~Figure code~~ | ~~Description~~ | ~~Area ($m^2$)~~ | ~~Length (m)~~ |
|---|---|---|---|
| ~~FRA1~~ | ~~Foreshore reserve (type A) 1 - Robb Jetty Plaza and parkland~~ | ~~6,983~~ | ~~-~~ |
| | ~~Foreshore reserve (type A) 1 - prefabricated toilet block at Robb Jetty~~ | ~~(item)~~ | |
| ~~FRA2~~ | ~~Foreshore reserve (type A) 2 – McTaggart Cove parkland~~ | ~~29,353~~ | ~~-~~ |
| | ~~pedestrian bridge over railway~~ | ~~(item)~~ | |
| ~~FRA3~~ | ~~Foreshore reserve (type A) 3 – Catherine Point foreshore park~~ | ~~5,751~~ | ~~-~~ |
| | ~~Foreshore reserve (type A) - lighting~~ | | ~~560~~ |

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| | | | |
|---|---|---|---|
| | ~~Foreshore reserve (type A) 2 – drainage (N1) rate/m$^3$~~ | ~~3,500~~ | - |
| ~~FRB1~~ | ~~Foreshore reserve (type B) 1 – low intensity areas~~ | ~~42,668~~ | - |
| ~~FRB~~ | ~~Foreshore reserve (type B) – high intensity areas (boardwalks and surrounds)~~ | ~~4,000~~ | - |
| | ~~Lighting for foreshore path~~ | - | ~~1,485~~ |
| ~~FRB2~~ | ~~Foreshore reserve (type B) 2 – medium intensity areas~~ | ~~10,718~~ | - |
| | ~~pedestrian bridge over railway (Design only)~~ | ~~(Item)~~ | |

**~~Foreshore Type A~~**

~~Robb Jetty Plaza & Parkland~~

- ~~Minor earthworks and drainage~~
- ~~Rehabilitative dunal planting works~~
- ~~Irrigated planting and trees~~
- ~~Irrigated turf~~
- ~~Decking~~
- ~~Paved areas (stone and concrete pavers)~~
- ~~Footpaths (in-situ, concrete, stabilised gravel)~~
- ~~Skateable landscape~~
- ~~Furniture (benches, shelters, bins, bike racks, water fountains, outdoor showers, BBQ's)~~
- ~~Plaza lighting~~
- ~~Foreshore Reserve Path (shared path in red asphalt) and Lighting~~
- ~~Toilets~~

~~McTaggart Cove Parkland~~

- ~~Minor earthworks and drainage~~
- ~~Rehabilitative dunal planting works~~
- ~~Irrigated planting~~
- ~~Irrigated turf~~
- ~~Timber decks~~
- ~~Paved areas (stone and concrete pavers)~~
- ~~Footpaths (in-situ, concrete, stabilised gravel)~~
- ~~Skateable landscape~~
- ~~Furniture (benches, shelters, bins, bike racks, water fountains, outdoor showers, BBQs)~~
- ~~Custom and proprietary play equipment~~
- ~~Youth recreation area (half ball court)~~
- ~~Lookouts~~
- ~~Foreshore Reserve Path (shared path in red asphalt) and Lighting~~
- ~~Pedestrian Bridge (over rail)~~

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| | |
|---|---|
| | ~~Catherine Point Foreshore Park~~<br>~~(In addition to the North Coogee Foreshore Management Plan)~~<br>• ~~Irrigated planting~~<br>• ~~Furniture (benches, shelters, bins)~~<br>• ~~Foreshore Reserve Path (shared path in red asphalt) and Lighting~~<br>• ~~Skateable landscape~~<br>~~**Foreshore Type B**~~<br>~~Low Intensity Landscape Areas~~<br>• ~~Minor earthworks and drainage~~<br>• ~~Minor clearing of weeds and vegetation~~<br>• ~~Rehabilitative dunal planting works~~<br>• ~~Footpaths (sand, in-situ concrete, stabilised gravel)~~<br>• ~~Skateable landscape~~<br>• ~~Foreshore Reserve Path (shared path in red asphalt) and Lighting~~<br>~~Medium Intensity Landscape Areas~~<br>• ~~Minor earthworks and drainage~~<br>• ~~Extensive unirrigated planting~~<br>• ~~Limited irrigated planting~~<br>• ~~Limited irrigated turf~~<br>• ~~Footpaths (in-situ concrete)~~<br>• ~~Skateable landscape~~<br>• ~~Furniture (benches, shelters, bins)~~<br>• ~~Foreshore Reserve Path (shared path in red asphalt) and Lighting~~<br>• ***Pedestrian Bridge (over rail) – preliminary design only***<br>~~High Intensity Landscape Areas~~<br>• ~~Minor earthworks and drainage~~<br>• ~~Minor clearing of weeds and vegetation~~<br>• ~~Irrigated planting~~<br>• ~~Decking~~<br>• ~~Lookouts~~<br>• ~~Footpaths (in-situ concrete, stabilised gravel)~~<br>• ~~Skateable landscape~~<br>• ~~Furniture (benches, shelters, bins, bike racks, water fountains)~~<br>• ~~Foreshore Reserve Path (shared path in red asphalt) and Lighting~~<br>~~The foreshore proposals exclude coastal intervention and protection measures.~~ |
| **Need and Nexus** | The Community Development Plan (2012) prepared by Place Partners identifies that other additional community infrastructure is necessary to support the future Cockburn Coast population and wider community. |

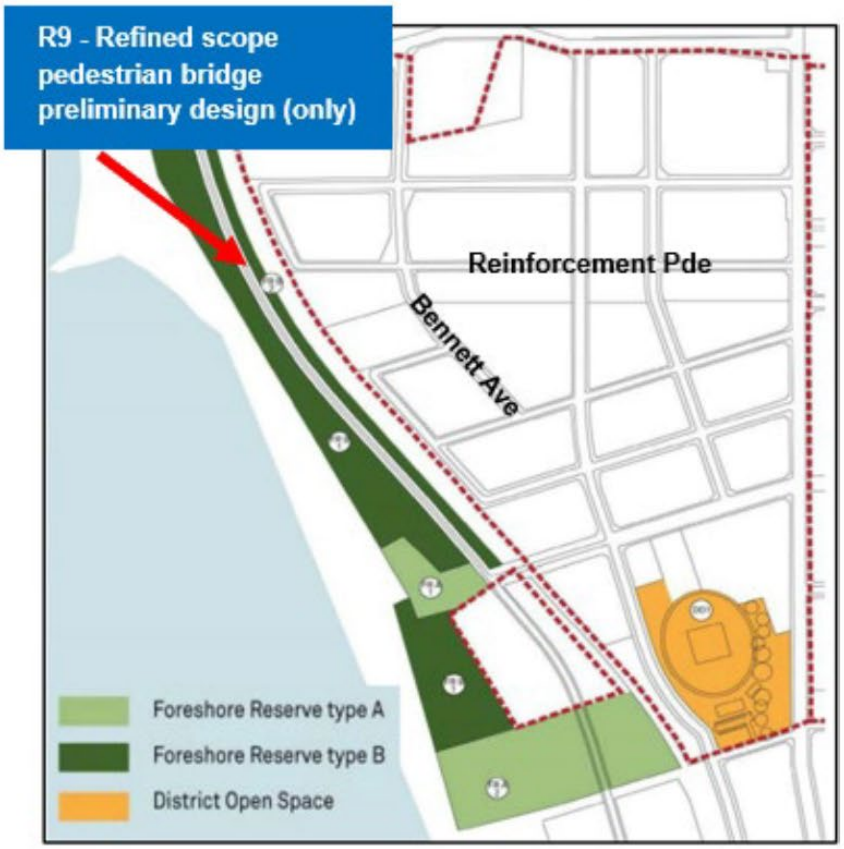
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| | The Cockburn Coast foreshore will be a popular beach and attraction within the City of Cockburn. There is limited coastal foreshore within the City of Cockburn, and the Cockburn Coast Foreshore represents one of the best beaches in the municipality. Enhancing portions of the foreshore to enable recreational activity and provide a high-quality aesthetic on the beach will establish a key community focal point, particularly during the initial phases of development. The enhancement of foreshore areas will provide opportunities for the community to interact and encourage accessibility and activity on the coast. The level of enhancements to the foreshore will vary to provide passive and active recreational activities whilst maintaining the conservation value of the foreshore.<br><br>The foreshore is currently reserved under the Metropolitan Region Scheme for Parks and Recreation given its regional importance. The central objective of WAPC's Livable Neighborhoods in the provision of public parkland is to ensure there is the provision of adequate land to protect and to provide public access to ocean foreshores. The Foreshore Reserve is fundamental in ensuring the access to the ocean is well designed and of a high level of amenity to service the recreational and social needs of the community. The circulation to and from the beach and movement north-south will be improved with an enhanced dual use path, decked boardwalks, and lookouts for views of the ocean.<br><br>The Cockburn Coast Foreshore Management Plan outlines that the success of Cockburn Coast development will rely in part on the success of the foreshore as a focus of community activity and recreation. The foreshore needs to balance emphasis on the conservation of its natural elements with the provision of a vibrant and activated community space. It should be noted that the foreshore proposals exclude coastal intervention and protection measures.<br><br>Use of the facilities along the coastal strip will increase as population in the catchment grows. Current facilities such as Coogee Beach are already heavily used and there is a need to provide additional areas to ensure that aquatic and active uses such as cycling and passive needs including picnic areas are met.<br><br>The proposed development at Cockburn Coast is an integral and essential component of facilities required to satisfy the ultimate demand.<br><br>The foreshore area adjacent to the Robb Jetty remains and the Main Street location is proposed to be developed into a plaza. Robb Jetty will |

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| | be a high quality flexible urban space catering for large community events such as outdoor performances and markets.<br><br>Community facilities focusing on multiple user needs will encourage diversity while retaining and enhancing the areas heritage, both Nyungar and European. The plaza will cater for activities such as markets, alfresco dining, concerts, outdoor cinema, performances, and seasonal festivals to attract people of all ages, ethnicities, and cultures.<br><br>McTaggart Cove builds on the existing recreational facilities to provide a key location for those wanting 'green space' facilities such as 'kick about' areas, BBQs, picnic areas, car parking and playgrounds. A pedestrian bridge is proposed across the rail line to allow access from the existing activity node, and future primary school at McTaggart Cove to the Foreshore Reserve. A second pedestrian bridge will be located from the east-west public open space providing access across the rail line to the Foreshore Reserve in the northern portion of the project area.<br><br>Additional foreshore enhancement is proposed at Catherine Point (beyond the North Coogee Foreshore Management Plan proposals). Further enhancement to this location (including irrigated planting, seats, shelter, lighting, and paths) is required in recognition of the scale and intensification of development proposed in this location. Given the project area's coastal location, mixture of uses and scale of redevelopment proposals, the Cockburn Coast project will attract visitors from outside of the project area.<br><br>The enhanced accessibility to the foreshore and encouragement of passive and recreation opportunities will attract residents from eastern suburbs within the City of Cockburn and contribute to the health and wellbeing of all residents. Together with the scale of retail and other active uses planned within the Cockburn Coast, the foreshore and nearby activities will be an important recreational asset and focal point for the entire City of Cockburn community. |

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| ***Rationale for Partial Deletion*** | *Delete everything but Bridge Design*<br>*The project has not progressed sufficiently due to unresolved issues relating to land tenure, coastal vulnerability and the future of the existing freight line.*<br>*No further design is currently scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.*<br>*The design component needs to remain in DCP13 to reflect its partial progression, with funds having previously been credited to Development WA.*<br>*Future delivery is uncertain, with alternative beach access (of similar distance) within reasonable proximity.*<br>  |

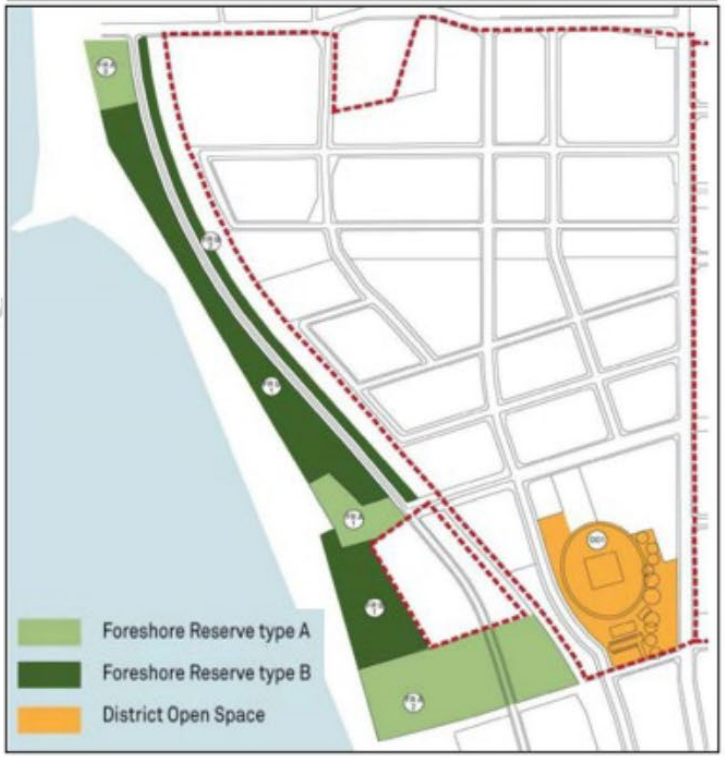
FOR ONLY

Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

| Cockburn Coast Foreshore Reserve (excluding coastal protection measures) (R9 cont.): | |
|---|---|
| ***Foreshore Type A***<br>Robb Jetty Plaza & Parkland<br>• Minor earthworks and drainage<br>• Rehabilitative dunal planting works<br>• Irrigated planting and trees<br>• Irrigated turf<br>• Decking<br>• Paved areas (stone and concrete pavers)<br>• Footpaths (in-situ, concrete, stabilised gravel)<br>• Skateable landscape<br>• Furniture (benches, shelters, bins, bike racks, water fountains, outdoor showers,<br>• BBQ's)<br>• Plaza lighting<br>• Foreshore Reserve Path (shared path in red asphalt) and Lighting<br>• Toilets<br>McTaggart Cove Parkland<br>• Minor earthworks and drainage<br>• Rehabilitative dunal planting works<br>• Irrigated planting<br>• Irrigated turf<br>• Timber decks<br>• Paved areas (stone and concrete pavers)<br>• Footpaths (in-situ, concrete, stabilised gravel)<br>• Skateable landscape<br>• Furniture (benches, shelters, bins, bike racks, water fountains, outdoor showers,<br>• BBQs)<br>• Custom and proprietary play equipment<br>• Youth recreation area (half ball court)<br>• Lookouts<br>• Foreshore Reserve Path (shared path in red asphalt) and Lighting<br>• Pedestrian Bridge (over rail)<br>Catherine Point Foreshore Park<br>*(In addition to the North Coogee Foreshore Management Plan)*<br>• Irrigated planting<br>• Furniture (benches, shelters, bins)<br>• Foreshore Reserve Path (shared path in red asphalt) and Lighting<br>• Skateable landscape | ***Foreshore Type B***<br>Low Intensity Landscape Areas<br>• Minor earthworks and drainage<br>• Minor clearing of weeds and vegetation<br>• Rehabilitative dunal planting works<br>• Footpaths (sand, in-situ concrete, stabilised gravel)<br>• Skateable landscape<br>• Foreshore Reserve Path (shared path in red asphalt) and Lighting<br>Medium Intensity Landscape Areas<br>• Minor earthworks and drainage<br>• Extensive unirrigated planting<br>• Limited irrigated planting<br>• Limited irrigated turf<br>• Footpaths (in-situ concrete)<br>• Skateable landscape<br>• Furniture (benches, shelters, bins)<br>• Foreshore Reserve Path (shared path in red asphalt) and Lighting<br>• Pedestrian Bridge (over rail)<br>High Intensity Landscape Areas<br>• Minor earthworks and drainage<br>• Minor clearing of weeds and vegetation<br>• Irrigated planting<br>• Decking<br>• Lookouts<br>• Footpaths (in-situ concrete, stabilised gravel)<br>• Skateable landscape<br>• Furniture (benches, shelters, bins, bike racks, water fountains)<br>• Foreshore Reserve Path (shared path in red asphalt) and Lighting |

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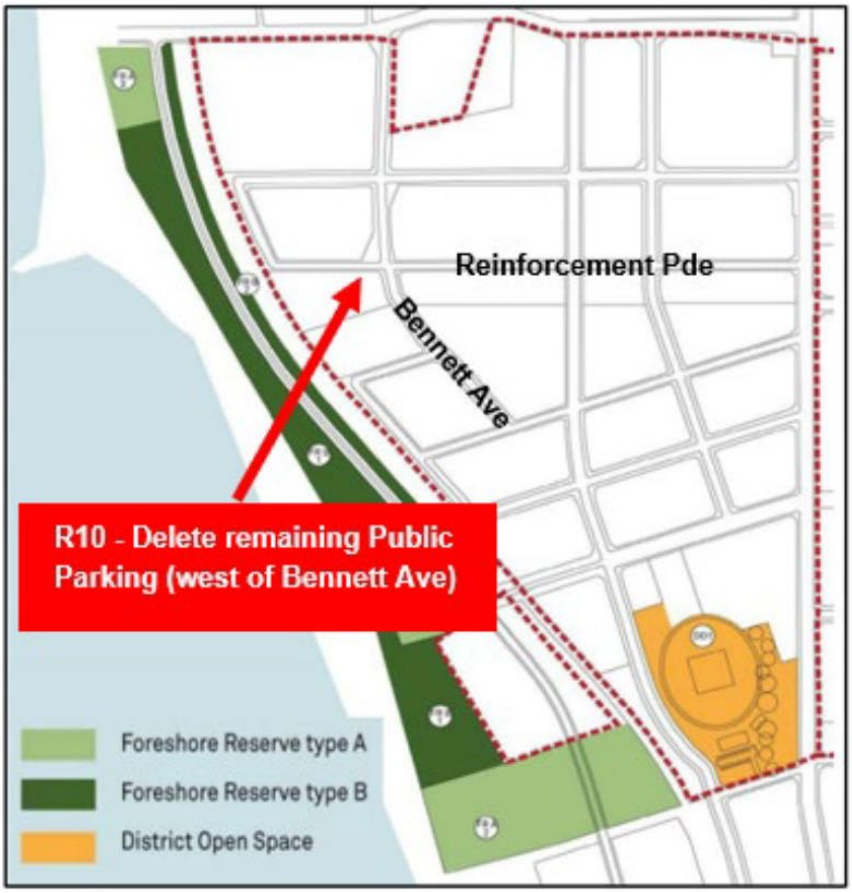
| Figure code | Description | Area ($m^2$) | Length (m) |
|---|---|---|---|
| FRA1 | Foreshore reserve (type A) 1 - Robb Jetty Plaza and parkland | 6,983 | - |
| | Foreshore reserve (type A) 1 - prefabricated toilet block at Robb Jetty | (item) | |
| FRA2 | Foreshore reserve (type A) 2 – McTaggart Cove parkland | 29,353 | - |
| | pedestrian bridge over railway | (item) | |
| FRA3 | Foreshore reserve (type A) 3 – Catherine Point foreshore park | 5,751 | - |
| | Foreshore reserve (type A) - lighting | - | 560 |
| | Foreshore reserve (type A) 2 – drainage (N1) rate/m3 | 3,500 | - |
| FRB1 | Foreshore reserve (type B) 1 – low intensity areas | 42,668 | - |
| FRB | Foreshore reserve (type B) – high intensity areas (boardwalks and surrounds) | 4,000 | - |
| | Lighting for foreshore path | - | 1,485 |
| FRB2 | Foreshore reserve (type B) 2 – medium intensity areas | 10,718 | - |
| | pedestrian bridge over railway | (item) | |




FOR C

| **R10 Cockburn Coast Beach Parking**<br>● **Refined Scope - Construction Completed Outstanding Contributions** *(East of Bennett)*<br>● **Full Deletion** *(West of Bennett)* | |
|---|---|
| **Description** | Beach parking to service the Foreshore Reserve and beach. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP<br>Construct 90 degrees on street parking along the northern side of the road running parallel with the linear east-west running public open space. A range of parking limits (up to 4 hours) is proposed to improve the activity and vitality of the area and to discourage long-term parking. |
| **Need and Nexus** | The Foreshore Reserve and beach are a central element of the project area providing a focal point of community activity and recreation. Beach car parking is necessary at the site to ensure the Foreshore Reserve and beach can be accessed and used by the wider community. Further the local structure plans for Cockburn Coast promote alternative travel modes other than private vehicle use. Despite this, a number of parking areas are required for visitors to the area wishing to access the foreshore. These bays will be strictly for public use only and not for commercial patrons. These bays will allow access to the many recreational amenities that span the coast.<br>The quantity of beach parking is limited to promote active and public transport; to reduce greenhouse gas emission, reduce the amount of time spent travelling in private motor vehicles and to increase household affordability, which are central objectives of the Projects Integrated Transport Plan. The beach parking has been identified on the east side of the freight rail due to traffic management considerations associated with the signalised rail crossing(s) and resultant cueing impacts on the local road network. |
| ***Rationale for Partial Deletion*** | *Delete Remaining Parking West of Bennette Ave.*<br>*Most of the car parking has been delivered and credited along Reinforcement Parade.*<br>*The remaining portions west of Bennett Avenue remain private land that has not yet been subdivided or in Local Government control.* |

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| | *Delivery is reliant upon Development WA who have provided no indication of scheduled dates, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.*   |

FOR

## Sub Regional East

| SRE1 Cockburn Central Library and Community Facilities<br>Construction Completed – Outstanding Contributions | |
|---|---|
| **Description** | The proposed library and community facilities will service the population on the eastern side of the district. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP<br>Construct a library and community facilities on Council owned land located at the intersection of Wentworth Parade and Beeliar Drive Success. The library will initially comprise 1500m$^2$ with an additional 500m$^2$ for community meeting rooms. As residential development in the catchment occurs and demand increases the library will be expanded to occupy the full 2000m$^2$. |
| **Need and Nexus** | Success Public Library, the third branch of the City of Cockburn Public Library & Information Service, is to be constructed on the public purpose site in Wentworth Avenue, Success. This site is adjacent to and near Cockburn Gateway Shopping City. It will share the site with a Commonwealth Government supported 'Super Clinic.' The library will replace the very small Success (shopfront) Public Library that is located within the shopping centre.<br>The library is to serve the localities situated in the eastern part of the City of Cockburn. Existing library facilities except for the tiny Success shop front library (250m²) are situated in the western part of the city. These libraries are approximately six and ten kilometers away respectively and while accessible by private vehicle are not especially well linked by frequent public transport.<br>In addition, the standard for library space for the community of the size that Cockburn will be by 2021 (approximately 116,000 inhabitants) suggests a total library floor space of not less than 28m² per one thousand people. Based on this conservative figure the floor space required for the whole of the city should be no less than about 3250m². |

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| SRE2 Cockburn Central Playing Fields<br>Delivery Scheduled before 2030 | |
|---|---|
| **Description** | The proposed playing fields will service the population on the eastern side of the district. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP<br>To develop multipurpose playing fields and associated car parking and change rooms on land south of North Lake Road adjacent to the proposed recreation and aquatic centre. It is proposed to develop a football oval, soccer pitch, 6 multipurpose courts, changing rooms and club room facilities (1000m$^2$) with parking for approx. seven hundred cars.<br>Provision is for junior and senior clubs. |
| **Need and Nexus** | AFL football and soccer are the most popular sports within the city. The Western Australian Football Commission predicts future membership on a percentage of approximately 25% of the male population aged between 5-17 playing for a local club whilst Football West expects a 7% increase in the membership of soccer clubs in the southwest zone of Fremantle, Melville, Cockburn, and Kwinana from now till 2031.<br>Currently the provision of active reserves within the City is well below that of other local governments. Within Cockburn the provision is 1.14 ha/1000 persons compared to 1.38ha for Melville, 1.69ha for Joondalup and 1.66ha for Gosnells. This deficiency results in heavy utilisation of grounds particularly for football and soccer and accordingly there is a need for additional active sports grounds to meet the needs of the growing community. This is particularly the case with respect to the eastern portion of the district where major growth is forecast and the overall provision of area active sports per capita is lower than elsewhere within the City.<br>The provision of the Cockburn Central complex is an integral and essential part of the overall strategy of meeting the projected sporting needs of the eastern portion of the district. |

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| SRE3 Anning Park Tennis<br>Full Deletion | |
|---|---|
| ~~**Description**~~ | ~~Anning Park is in the suburbs of South Lake and is approximately 6ha in total with active reserve space at approximately 2ha. The reserve currently provides senior football in the winter and is a cricket overflow ground for both junior and senior cricket in the summer.~~ |
| ~~**Proposal**~~ | ~~This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.~~<br>~~To redevelop with appropriate change rooms and car parking on Anning Reserve, North Lake Road South Lake. The building will be approximately 700m$^2$ including facilities for sporting clubs (with possible alternate sport uses to current provision of football and soccer or conversion to more passive use).~~ |
| ~~**Need and Nexus**~~ | ~~The SRSP (2009) notes Anning Reserve is currently an active reserve which hosts Football in winter and soccer in summer. The reserve is predominantly owned by the State Government under Management Order, with a portion of land (1.4 hectares) owned as freehold land.~~<br>~~It also acknowledges with the development of Cockburn Central and active reserve space less than five hundred meters from Anning Park, there is an opportunity to develop Anning Reserve for an alternative use (both bowls and tennis were discussed as possibilities).~~<br>~~An important mention in the SRSP (2009) applies to Anning Park. Reserves that are small or near other active reserves should be identified and future need and likely usage assessed. Those reserves that are unable to meet the needs of sport clubs into the future should be either developed for passive purposes, alternate sport purposes or alternate uses depending on the classification and zoning of the reserve.~~<br>~~Development of current active reserve space to a major facility to service the Eastern Sub-region was provided for in the SRSP (2009) at that time a notional cost indicated was $3 million.~~ |
| ~~***Rationale for Full Deletion***~~ | *Project has not progressed sufficiently with further planning pending an audit of local tennis facilities.*<br>*No design date is currently scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.* |

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| SRE4 – Cockburn Central Heritage Park<br>● Construction Completed, Contributions Fully Collected | |
|---|---|
| **Description** | Due to its size and location, the proposed heritage park will primarily serve the needs of residents in the eastern portion of the district and will complement the regional facilities at Bibra Lake and Manning Lake. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>Located within the Cockburn Central West ('CCW') development area, a 'Memorial Walk' will reflect heritage values appropriate to the Eastern Sub-region (such as Australia's participation in various theatres of war, peacekeeping forces, United Nations representatives, Police, FESA and other endeavors deemed appropriate for recognition and/or reflecting Aboriginal heritage).<br>This (universally accessible) walk trail may connect to other elements within the development area, such as the public open space and public art installations, however these are not covered by this DCP item.<br>The walk trail may include the trail/pathway itself, interpretive signage of physical of manmade features along the trail, or visible from the trail where they recognise matters of related to the trail's purpose. This does not include signage for commercial purposes, wayfinding to features which are not part of the trail (such as the aquatic centre). Consolidation of the interpretative signage is recommended where possible.<br>An open-grassed area where recognition ceremonies could be held, barbecue areas, and seating may also be provided for within the scope of this item. This should be in addition to those which would ordinarily be provided for as part of the embellishment of the local public open space.<br>The proposal does not include land costs, and it will make use of the public domain created by the development of CCW. |
| **Need and Nexus** | This project was discussed in the Plan for the District as recognising there were areas of high conservation and heritage value in the Cockburn Central reserve.<br>This project seeks to preserve these areas as well as develop some of the POS for community use. The site's Aboriginal heritage would also be recognised. Reference was made for a 10ha site of landscaped POS with |

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| | boardwalks and public amenities (e.g., BBQ and play equipment). Originally this was described as a $3 million proposal.<br><br>With the subsequent development of the Cockburn Central West structure plan, which has included an environmental assessment and POS analysis of the adjacent town centre development also, it has been established through the applicant's proposal and the WAPC's approval, that:<br><br>• The 10ha parcel originally deemed to be retained was not required, it would be reduced to 2.5ha (containing the wetland/drainage area)<br>• The 2.5ha parcel forms part of the 10% POS requirement for both the CCW and town centre development to the east.<br>• The 2.5ha parcel would be embellished as that area's local open space.<br><br>Within the development area, there was still opportunity to provide this item (but at a reduced scope) still in line with the intent of the proposal in the form of a 'Memorial Walk' trail which could reflect heritage values such as Australia's participation in various theatres of war.<br><br>Whatever values are reflected they should draw an Eastern Sub-region catchment, not simply the suburb or development level catchment. |

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**SRE5 Bicycle Network East**

**Refined Scope – Construction Completed, Contributions Fully Collected**
***(B15 Bibra Dr to Railway)***

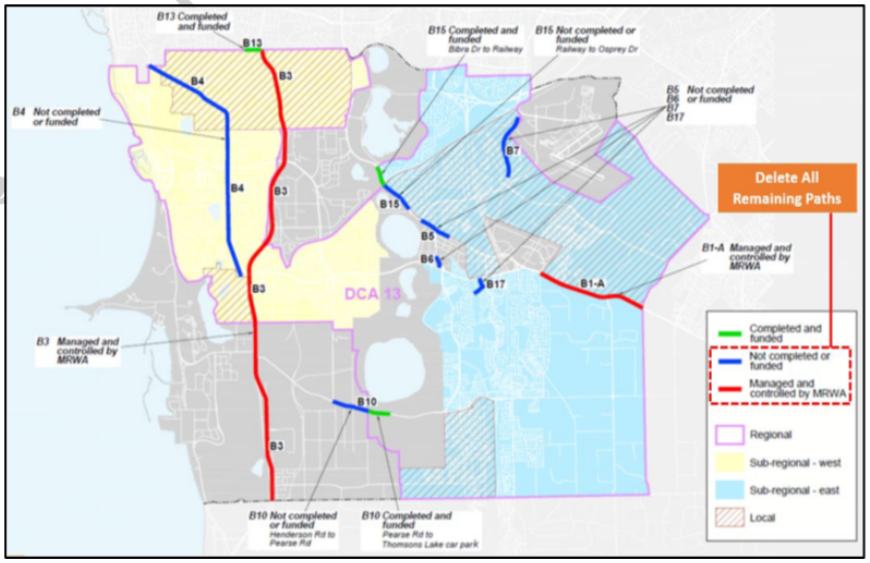
**Deletion of All Remaining Paths**

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| **Description** | The proposed works are in the area east of the central wetland chain and will primarily serve residents in that area as opposed to the whole district. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br><br>To construct a comprehensive and complete bicycle path network that connects to major attractions within the area and is suitable for both recreational and commuter cyclists. The location of the proposed works is in accordance with the adopted Strategic Bicycle and Footpath Plan and is shown on Plan 2 in Appendix 5. The scope and segments of the Plan are: |

| Segment | Description | Scope |
|---|---|---|
| ~~B1-A~~ | ~~Armadale Rd SUP~~ | ~~Extension of a shared use path along southern side of Armadale Rd from Tapper Rd to the City's boundary with the City of Armadale~~ |
| ~~B5~~ | ~~North Lake Rd~~ | ~~Marking of the existing path as a SUP on the northern side of North Lake Rd from Semple Court to Berrigan Drive~~ |
| ~~B6~~ | ~~Hammond Rd~~ | ~~Construction of a shared use path along the northeast side of Hammond Rd between Yangebup and Russell Rd, includes new bitumen seal path, signage, and line marking.~~ |
| ~~B7~~ | ~~Berrigan Drive~~ | ~~Construction of a shared use path on Berrigan Drive between Mason Rd and Roe Highway, includes new bitumen seal path, signage, and line marking.~~ |
| ***B15*** | ***Extension of SW34*** | ***Extension (600m) of PBN route SW34 along North Lake Rd to the Lakes Shopping Centre*** |
| ~~B17~~ | ~~Realignment of SE41~~ | ~~Realignment of PBN route SE41~~ |

The works subject to the DCP exclude components of the project which are to be provided through other means: existing subdivisions approvals, other DCA, or have already been constructed (prior to DCP13's gazettal).

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| **Need and Nexus** | Cycling is an important mode of transport which will increase overtime due to population growth and the need to provide a viable alternative to car use for shorter trips.<br><br>There is an identified need for an expanded and complete bicycle network throughout the eastern portion of the district to cater for the needs of cyclists. As the population grows there will be greater demand and use of the network. It also needs to be expanded into developing areas. |
| ***Rationale for Partial Deletion*** | *Delete Remaining Paths, all of which have not progressed sufficently.*<br><br>*All of B1-A (Armadale Road SUP) is located within the Regional road network and therefore reliant on other agency delivery programs.*<br><br>*Delivery of the Main Roads segments can not be assured by June 2030 to enable close out of DCP13 by June 2031.*<br><br>*B7 is infrastructure that may be more appropriately delivered through future staged implementation of the Jandakot/NorthTreeby urban expansion area.*<br><br>*B15 will likely be signifcantly affected or even partially delivered by the State when grade separating of the freight rail crossing at North Lake Road (as a priority enabling transport project for Westport).*<br><br>*The City is currently updating its Cycling and Walking Plan. The need and timing of delivering the remaining connections within the City-managed local road network are best considered through this and future budgeting processes.*<br><br>  |

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## Regional - Western Suburbs

| SRW1 North Coogee Foreshore Management Plan<br>Construction Completed – Outstanding Contributions | |
|---|---|
| **Description** | The proposed development will primarily benefit residents in the western coastal suburbs who, due to their proximity and reason of convenience, are the major regular users of coastal facilities. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>This project covers approximately 9.5ha of coastal foreshore at North Coogee.<br>Stage one of this project involving contaminated site remediation and revegetation of the dunes was completed in 2009. A further two stages are planned which includes rebuilding of the groyne for beach stabilisation and the creation of additional public open space along the foreshore and public amenities. Note: the rebuilding of the groyne does not form part of the DCP (and costs reflect this), although it is part of the proposed works. |
| **Need and Nexus** | Usage of the facilities along the coastal strip will increase as population in the catchment grows. Current facilities such as Coogee Beach are already heavily used and there is a need to provide additional areas to ensure that the aquatic, active uses such as cycling and passive needs, including picnic areas, are met. The proposed development at North Coogee is an integral and essential component of facilities required to satisfy the ultimate demand.<br>This was described in the Plan for the District as 9.5 ha of passive open space with minor recreation facilities, e.g., shelters and play equipment and included remediation of the dunes. The level of facilities provided will correspond to a western sub-region catchment, rather than be higher order items that would be required in a regional item.<br>Coastal protection measures such as groynes are not considered 'community infrastructure' in line with the direction given by the Minister for Planning when considering approval of this DCP. Therefore, this component of the project must be excluded from the DCP item. |

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| SRW2 Seniors and Lifelong Learning Centre<br>Full Deletion | |
|---|---|
| ~~Description~~ | ~~The proposed development will include uses that are required to satisfy the needs of residents in the western portion of the district. Due to factors in access and distance, it is unlikely that the centre will attract many people from the eastern portion of the district.~~ |
| ~~Proposal~~ | ~~The construction of a multi-functional civic facility including library, welfare services, community hall, meeting rooms and childcare. These uses will occupy approximately 3000m$^2$. The permanent seniors centre to be developed as part of the complex will have an area of approximately 2000m$^2$.~~<br><br>~~The proposal consolidates several civic facilities which will be part of the development of the Civic precinct.~~ |
| ~~Need and Nexus~~ | ~~The number of books and facilities is linked to the population and as the catchment population grows the library will need to expand to meet demand. The Library Strategic Plan clearly recognises the link between population growth and the size of library services and recommends expansion of the Spearwood library.~~<br><br>~~The proposal has been sized to meet the needs of the ultimate population in the western portion of the city having regard to national standards.~~<br><br>~~The provision and size of other uses within the development is also related to population size. The integration of these activities into single purpose designed and constructed complex will offer benefits in terms of levels of service and greater value in service provision.~~<br><br>~~As noted in the City's Sport and Recreation Strategic Plan (2009), an increase for Cockburn overall in the median age will create a bigger need for senior clubs and more emphasis placed on low intensity recreation activities such as bowls. The Plan notes significant growth in the west ward in the next ten years of persons over 45 years of age and acknowledges there is already an existing older population in this ward. Recommendations for the west ward include merging and/or relocation of senior clubs to address a current over supply and a change in facilities to reduce focus on club facilities and increase focus on facilities to cater for the wider community. An example of such a facility is the proposed seniors and lifelong learning centre for the west ward which would include~~ |

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|---|---|
| | ~~a library, welfare services, community hall, meeting rooms and childcare comprising 3000m$^2$ and a 2000m$^2$ Senior's centre.~~<br>~~The current Spearwood Library and Seniors Centre are now quite aged and investment in substantial renovation works to increase their lifespan to 2031 is not considered warranted. Money would be better invested in a new purpose-built facility, where better economies can also be achieved through collocation of facilities.~~ |
| ***Rationale for Full Deletion*** | *Project has not progressed sufficiently with further planning pending a broader audit and decision on the future of the current civic centre site.*<br>*No design date is scheduled, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.* |

FOR CONSULTATION ONLY

| SRW3 Beale Park Sports Facilities<br>Delivery Scheduled before 2030 | |
|---|---|
| **Description** | Currently soccer is heavily concentrated in the West Ward with Beale Park being one of the largest and most used active reserves in the city. The Sport and Recreation Strategic Plan propose to correct this imbalance by providing facilities for soccer at Aubin Grove. Beale Park would remain the main area for soccer in the western portion of the district. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>The SRSP 2009 describes this proposal as:<br>Upgrade and refurbishment of the existing club and change rooms as well as upgrades to reserve to accommodate premier league soccer matches. |
| **Need and Nexus** | Beale Park is in the suburbs of Spearwood and is approximately 8ha in total with active reserve space at approximately 4ha. The reserve hosts junior and senior soccer in the winter (including a Premier League) and T-Ball & baseball in the summer. Beale Park is one of the City's largest reserves that is owned freehold and is one of few reserves that hold large annual sporting events and carnivals. The facilities were constructed in 1975 and have not been extended. They need upgrading and refurbishment to meet current requirements and expectations and to be able to accommodate premier league matches.<br>Soccer is the second most popular sport within the city with some 906 players. Football West expects a 7% increase in the membership of soccer clubs in the southwest zone of Fremantle, Melville, Cockburn, and Kwinana from now till 2031 due to the increasing population and increasing popularity. Clearly facilities need to be suitable to accommodate that growth and provide for all levels of competition.<br>The SRSP 2009 audit of the facility noted that the site's car parking is adequate. This establishes a suitable baseline for upgrading needs (i.e., parking provision does not need to be brought up to standard before the DCA component is proportioned). |

FOR CONSULTATION ONLY

| SRW4 Western Suburbs Skate Park<br>Construction Completed – Outstanding Contributions | |
|---|---|
| **Description** | Due to factors of access and distance, this facility will only satisfy the needs of the western portion of the district. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>The Plan for the District described this proposal as:<br>Construction of a 1,000m$^2$ skate park with adjacent amenities on a reserve readily accessible for young residents living in the western side of the city.<br>The notional location of Dixon Reserve was indicated as a possible location, though it was not committed to, with the priority being the catchment and the accessibility of a site. |
| **Need and Nexus** | The Department of Sport and Recreation's Decision-Making Guide (2007) cites an example from the North Metropolitan Region Recreation Advisory Committee for facility provision needs based on a population of 100,000. The ratio indicated for skate parks is 3.57.<br>Translating this ratio to Cockburn's projected growth, more than four skate parks would be required City wide. In 2006/07 skate parks were constructed in broad catchment areas across the City However no facility was provided for the suburbs of Coogee, Spearwood, Munster, and Hamilton Hill. An additional skate park is planned to fill this gap in provision.<br>In 2008 it was estimated that there were upwards of 10,000 people under the age of twenty-five living in the western suburbs who did not have easy and convenient access to a permanent skate facility. That number will significantly increase as further development occurs within the catchment. The size of the facility has regard to the future residential development and growth in the number of potential users. |

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**SRW5 Bicycle Network West**

- **Refined Scope – Construction Completed, Contributions Fully Collected**
  ***(B10 Pearse Rd to Thompsons Lake car park)***
- **Deletion of All Remaining Paths**

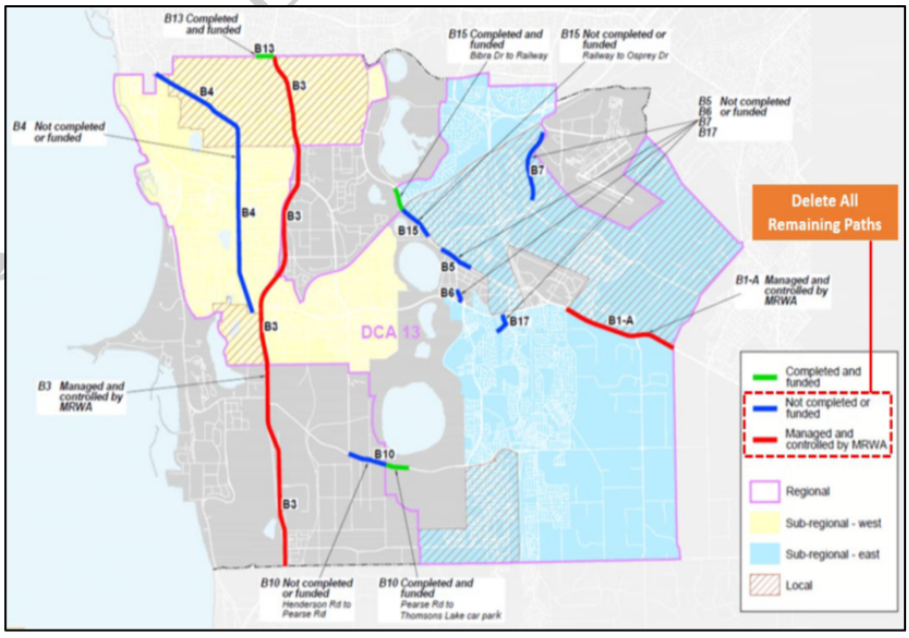
| | |
|---|---|
| **Description** | The proposed works are in the area west of the central wetland chain and will primarily serve residents in that area as opposed to the whole district. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>To construct a comprehensive and complete bicycle path network that connects to major attractions within the area and is suitable for both recreational and commuter cyclists. The location of the proposed works is in accordance with the adopted Strategic Bicycle and Footpath Plan and is shown on Plan 2 in Appendix 5. The scope and segments of the Plan are: |

| ~~Segment~~ | ~~Description~~ | ~~Scope~~ |
|---|---|---|
| ~~B3~~ | ~~Stock Rd / Rockingham Rd Shared Use Path~~ | ~~Construction of a SUP along Stock/Rockingham Rd between Wattleup Rd and Winterfold (ultimately as part of a route that extends north to Canning Highway in Melville and south to Rockingham, includes new bitumen seal path, signage, and line marking, excludes allowances for grade separation.~~ |
| ~~B4~~ | ~~Rockingham Rd (North)~~ | ~~Construction of either an on-road or off-road facility on Rockingham Rd from Mayor Road to Cockburn Rd~~ |
| ***B10*** | ***Russell Rd*** | ***Provision of a SUP on Russell Rd between Henderson Rd and Kwinana Freeway and on Gibbs Rd between Lyon Rd and Kwinana Freeway, includes new bitumen seal path, signage, and line marking.*** |
| ~~B13~~ | ~~Extension of Winterfold SUP~~ | ~~Provision of pavement markings for the SUP on the northern side of Winterfold Rd from Stock Rd through to Collick St~~ |

The works subject to the DCP exclude components of the project which are to be provided through other means: existing subdivisions' approvals, other DCA, or have already been constructed.

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Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

| | |
|---|---|
| **Need and Nexus** | Cycling is an important mode of transport which will increase overtime due to population growth and the need to provide a viable alternative to car use for shorter trips.<br>There is an identified need for an expanded and complete bicycle network throughout the eastern portion of the district to cater for the needs of cyclists. As the population grows there will be greater demand and use of the network. It also needs to be expanded into developing areas. |
| ***Rational for Partial Deletion*** | *Delete Remaining Paths*<br>*Remaining path projects have not progressed sufficently.*<br>*All of B3 (Stock & Rockingham Roads) is located within the Regional road network and therefore reliant on other agency delivery programs.*<br>*Delivery of the Main Roads segments can not be assured by June 2030 to enable close out of DCP13 by June 2031.*<br>*For B10 (Russell Road) the ultimate reserve is still being finalised by the WAPC meaning that the necessary land is not fully known or secured.*<br>*B13 was completed in 2019 by the City of Fremantle utilising its own funding sources.*<br>*The City is currently in the process of updating its Cycling and Walking Plan. The need and timing of delivering the remaining connections within the City-managed local road network are best considered through this and future budgeting processes.*<br>  |

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| SRW6 Dixon Reserve/Wally Hagan Facility Development<br>Delivery Scheduled before 2030 | |
|---|---|
| **Description** | The facility is the current home of the Cockburn Cougars which is a state-based team. While the facility houses a state basketball team, the demand for this sport has been in decline and the upgrades to the facility will refocus this facility toward district fitness needs. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>Upgrading and a 2500m$^2$ extension of the existing Wally Hagan Basketball Stadium to include a café, dry side recreation and fitness and sporting club facilities to accommodate overflow sports and toilet/change room facilities.<br>The proposal also includes two additional car park areas, totaling approximately 124 additional car bays.<br>Note the café and its seating area do not form part of the DCP item and the costs reflect this. |
| **Need and Nexus** | SRSP 2009 discusses this item in some detail. Dixon Reserve is located next to the Wally Hagan Basketball stadium and is approximately 4 ha in total.<br>According to the SRSP 2009, the reserve is currently not utilised during the summer or winter months as the playing surface is not up to an active reserve standard. The reserve used form part of a landfill site, and investigations have taken place into the development of the reserve for sporting purposes, however with the proposed extension of the Wally Hagan Basketball stadium to include gym facilities, the reserve size will be compromised and therefore would not be suitable as an active reserve. The reserve will only be used for passive purposes.<br>The Wally Hagan Stadium was constructed in 1978 and is owned by the City of Cockburn and leased to the Cockburn Basketball Association. The facility features four Stadium Courts and offers basketball for men, women, and juniors. The facility is the home of the Cockburn Cougars, a State Basketball League team. Competition is offered on Monday and Tuesday nights for Men, Monday night for Women and Tuesday, Wednesday, Thursday, Friday, and Saturday for juniors. |

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| | |
|---|---|
| | While the facility was heavily utilised throughout the 1980's, the development of Lakeside Recreation and the South Lake Leisure Centre combined with the decrease in popularity of basketball has significantly impacted on the utilisation of the stadium. Given the current structure and management of the facility, the Wally Hagan Stadium is unable to diversify the opportunities it offers to attract more people to the facility.<br><br>The future of the facility lies in the development of alternative services, including a full suite of fitness services to provide opportunities for the community on the western side of the city.<br><br>Appendix 3 of the SRSP 2009 is a concept plan for the development of the facility. The items described in that plan as 'proposed' reflect the scope of the proposal set out above as far as it forms as DCP item.<br><br>In line with the development plan, management of the facility should revert to the City of Cockburn, where synergies between the redeveloped facility and the facility on the eastern side of the city can be achieved. The Cockburn Basketball Association can remain as a tenant, with SBL continuing at the facility under conditions that best suit the wider community. |

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## Local - Specific Suburbs

| L1 Lakelands Reserve<br>Construction Completed – Outstanding Contributions | |
|---|---|
| **Description** | This is a facility aimed at providing for the needs of the suburbs of South Lake and Cockburn Central. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>Lakelands Reserve is located on the south side of South Lake Drive between the power lines and the current South Lake Leisure Centre. The reserve has been developed for cricket and football but has no facilities. It is a collocated reserve adjacent to a high school.<br>As described in the SRSP 2009, it is proposed to construct new sport facilities (i.e., clubroom with associated car park) integrated with the recreational reserve for junior and senior club use. The SRSP (2009) also notes the City should identify and target alternate sport use on Lakelands's reserve as this site is located on good transport routes. Sports may include Grid Iron, Lacrosse, ultimate frisbee and Gaelic football. |
| **Need and Nexus** | The SRSP 2009 audit of this site indicates it is currently only used for junior sport (overflow), there are no sustainable clubs based here, and it only has overflow parking (30 bays). With the imminent closure of the South Lake Leisure Centre, this site will need its own facilities if the use of this well-located local site is to be maximised.<br>A significant increase in the number of dwellings is primarily due to development within the Muriel Court (DA19) Structure Plan Area and Cockburn Central and will result in a significant increase in the population and the demand for recreation services.<br>The Muriel Court Structure Plan does not include any active open space reserves and accordingly residents in that area will rely on facilities developed at local reserves in the immediate vicinity. It is proposed to develop clubroom facilities on Lakelands's reserve to satisfy the expected demand. |

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| L2 Southwell Community Centre<br>● Full Deletion | |
|---|---|
| ~~**Description**~~ | ~~This is a small local facility that will serve the needs of residents in the suburb of Hamilton Hill.~~ |
| ~~**Proposal**~~ | ~~This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.~~<br>~~The Plan for the District described the proposal to expand the current sporting clubrooms on Goodchild Reserve and relocate the community Centre into that facility.~~<br>~~This Building extension is described as approximately 300m$^2$, including construction of additional parking for 300 vehicles. It will establish a multi-use community facility, with areas suitable for children's activities meetings and community events.~~ |
| ~~**Need and Nexus**~~ | ~~The existing Community Centre is located at the end of residential cul-de-sac (Caffery Place) in Southwell. The land is owned by the Department of Housing and Works and is on lease to the city. The facility is old, of poor design and needs total replacement. As the facility is surrounded by residential development, use of the facility is limited.~~<br>~~The proposed development recognises the current population and has regard to providing for the projected growth in the suburbs.~~<br>~~Inclusion of this item is consistent with Section 5.1 of SPP 3.6 which provides that development contributions can be sought for the upgrade in the standard of provision of an existing item of infrastructure and or it has reached the end of its economic life which is clearly the case.~~ |
| ~~***Rationale for Full Deletion***~~ | ~~*Project has not progressed sufficiently; further planning not scheduled until 2031. Recent upgrades to Goodchild Reserve did not include this facility due to site suitability and compatibility concerns.*~~<br>~~*An alternative site is yet to be secured. Delivery cannot be completed by June 2030 to enable close-out of DCP13 by June 2031.*~~ |

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| L3 Hammond Park Recreation Facility<br>Construction Completed – Outstanding Contributions | |
|---|---|
| **Description** | This is a local facility comprising a single oval that is aimed at providing for the needs of the suburbs of Hammond Park/Wattleup/Henderson. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>To construct club and change rooms and a car park on a newly developed active reserve located in Macquarie Boulevard Hammond Park.<br>The building will have an area of approximately 250m$^2$ and includes change rooms, ablutions, and a small kitchen. |
| **Need and Nexus** | The estate developer has developed the playing field together with some play equipment in the northwest corner. It is proposed to provide club rooms so that the reserve can be used for its intended purpose of active sports.<br>The resultant population will require the development of the Hammond Park Reserve<br>Hammond Park is expected to have a significant population in the period 2010 to 2031 within the age groups of 0-14 years and 25-45 years. No other active reserve exists in the suburbs and currently residents access the active reserve in Success, which caters for rugby and netball.<br>The City of Cockburn's Sport and Recreation Strategic Plan identify the Hammond Park site to be used for junior AFL. |

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| L4 Frankland Reserve Recreation and Community Facility<br>Construction Completed – Outstanding Contributions | |
|---|---|
| **Description** | This is a local facility comprising a single oval that is aimed at providing for the needs of the suburbs of Hammond Park/Wattleup/Henderson. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>The Plan for the District described this proposal as:<br>• Construction of new community facilities integrated with the recreational reserve.<br>• This includes a building approximately 450m$^2$, including facilities for sporting clubs and community activities, located on 4 ha of active reserve<br>The SRSP 2009 also mentions this proposal, as follows:<br>The reserve is expected to be around 4ha in size that would include facilities to accommodate junior football in the winter and cricket overflow in the summer. |
| **Need and Nexus** | Frankland Reserve will be located in the suburb of Wattleup and will border the Town of Kwinana's suburb of Mandogalup. Frankland Reserve is not currently developed.<br>The growing population will require the development of the Hammond Park Reserve and Frankland Avenue Reserve to satisfy the local active sporting and community needs of this area.<br>The facilities will serve the population of Hammond Park. The suburb has a small active reserve identified (Hammond Park) which will be suitable for limited junior sport (AFL), complementing the activities at Frankland Reserve. |

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| L5 Munster Recreation Facility<br>Full Deletion | |
|---|---|
| **Description** | This is a local facility aimed at providing for the needs of the suburbs of Munster. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>The proposal described in the SRSP 2009 is to:<br>• Develop a recreation reserve with requisite change rooms.<br>• Building approximately 1,000m², including facilities for sporting clubs<br>It is noted the land for the reserve will be as part of a relocation of the current South Coogee reserve as part of the Development WA development of Australian Marine Park – Technology Precinct.<br>The new reserve will be a similar size (3.2ha) and as this will effectively be a 'land swap' there is no land component to this DCP item.<br>The Council item (January 2005) which dealt with the above structure plan also noted the existing facilities would be replicated by Development WA at the new reserve, so this will provide for the rectangular field, parking, and tennis courts. Mention was also made of the clubroom; however, this building has nearly reached the end of its lifecycle.<br>Noting the above, this DCP item only provides for a new building as described, along with associated car parking required (in addition to the amount which Development WA will replicate from South Coogee). If additional car parking is required, they should be calculated as per table below: |
| **Need and Nexus** | As part of the development of the Technology Park, Development WA proposes to relocate the existing oval which fronts Russell Road to this more northern position, so it is adjacent to the Munster residential area and for the former site to be developed as part of the Technology Park.<br>This facility is the only active open space area within that portion of Munster bounded by Mayor Road, Stock Road, Frobisher Road, and Lake |

| Description of parking | Bays (bitumen) | Bays (overflow) |
|---|---|---|
| Current development as of 2009 | 50 | 100 |
| Proposed development requirement | A | B |
| DCP component | C = (A-50) | D = (B-100) |

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| | |
|---|---|
| | ~~Coogee and is therefore essential to satisfy the local active sporting and community needs of this area.~~<br><br>~~The existing Russell Road site is the subject of widening requirements for Russell Road and only has a small building of approximately 200m$^2$. The resultant playing area would have been smaller than that required for active sports and the building is significantly smaller than that required. Accordingly, the city would have faced significant difficulties and costs to provide an active recreation facility for the western Munster area. The proposed development, which is designed to cater for future growth in the catchment area, is a good planning outcome by providing a larger purpose-built facility in a better location.~~ |
| ***Rationale for Full Deletion*** | *The project has not progressed sufficiently with a site is yet to be secured.*<br><br>*The identified site is subject to a complex land swap involving an existing Class A Reserve, which Development WA has yet to progress.*<br><br>*Development WA are exploring delivery of an alternative site via a separate structure planning process.*<br><br>*Further planning must await the outcomes of both processes, meaning delivery is unlikely to be complete by June 2030 to enable close out of DCP13 by June 2031.*<br><br>*Existing facilities at South Coogee Reserve will likely remain until planning for the broader area is resolved.* |

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| L6 Banjup Playing Field<br>● Construction Completed – Contributions Fully Collected | |
|---|---|
| **Description** | This is a local facility comprising a single full-size oval that is aimed at providing for the needs of the suburbs of Banjup North and Jandakot. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br><br>To develop a full-sized playing field containing one full sized senior AFL oval, one cricket oval and two senior soccer fields (multi-marked in the same space) and including a playground area and equipment, picnic furniture and BBQs on land within the Banjup Quarry Local Structure Plan area adjacent to the proposed primary school.<br><br>The general intent is to provide playground equipment that caters for all age groups of children. However, the playground within the playing field area will focus on lower and upper primary school aged children, on the basis that a playground catering for younger pre-school aged children is proposed to be provided within the adjacent community centre.<br><br>The land for the oval is not part of DCA 13, it is part of the local POS (this leads to other exclusions from the DCP item which are set out further below). A small area (maximum 0.6211ha) overlaps into the adjacent school site. A subdivision approval relates to this site and indicates the site will be 2.2788ha. Lighting of the oval is not included in this DCP item.<br><br>To ensure there is no 'doubling up' of costs, it is important to be clear that this DCP item must exclude the cost the developer of the Calleya Estate has to provide for a neighbourhood park under ordinary subdivision conditions. The developer has chosen to include this site as part of their minimum 10% POS calculation and therefore it attracts the normal embellishment condition, which in this case reads:<br><br>*Arrangements are being made for the proposed public open space to be developed by the landowner/applicant to a minimum standard and maintained for two summers through the implementation of an approved landscape plan providing for the development and maintenance of the proposed public open space in accordance with the requirements of Livable Neighbourhoods and to the specifications of the local government.'*<br><br>The following advice note is as follows: |

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*Regarding Conditions __, the development is to include full earthworks, basic reticulation, grassing of key areas, and pathways that form part of the overall pedestrian and/or cycle network.'*

A breakdown of the elements which comprise the playing field is shown in the LSP appendix by CCS Strategic dated November 2012. Utilising this table, and noting the condition and advice note above, the following separation of these costs has informed the cost of this DCP item, under guidance from the City's Parks and Environment Manager as to the reasonable inclusions as part of a Neighbourhood Park:

| Playing field element | Covered by Calleya subdivision condition | Included in DCP13 cost |
|---|---|---|
| Landscape Preliminaries | 100% | |
| Site establishment and preliminaries | 100% | |
| Clearing and earthworks | 66.66% | 33.33% |
| Fine grading to all soft and hard works areas | | 100% |
| Soil treatments and grading | 66.66% | 33.33% |
| External drainage to oval | 100% | |
| Paving and hardscape | 66.66% | 33.33% |
| Turf | 100% | |
| Trees and shrub plantings | 100% | |
| Lighting (paths and oval and amenity lighting) | | 100% |
| AFL goal posts | | 100% |
| Soccer nets | | 100% |
| Playground equipment | 100% | |
| Picnic furniture | 100% | |
| BBQs (2) | 1 BBQ unit | 1 BBQ unit |
| Drinking fountain (1) | 1 | |
| Bins (5) | 2 bins | 3 bins |
| Wooden bollards | 100% | |
| Reticulation | 100% | |
| Mature tree transplants | | 100% |

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| | | | |
|---|---|---|---|
| | Irrigation bore and pump | 100% | |
| | Iron filtration unit (1) | 100% | |
| | Power connection | 100% | |
| | Water supply | 100% | |
| | Consolidation (12 weeks) plus 2 years maintenance period | 100% | |
| **Need and Nexus** | The Banjup Quarry (Calleya) site has recently been rezoned under the Metropolitan Region Scheme for Urban purposes. The size and scale of the Banjup Quarry development will not increase the overall number of dwellings in the city to a level that would warrant additional regional or subregional facilities to be provided. However, the new local community needs to be serviced with a suite of local scale community facilities, outlined in the LSP appendix by CCS Strategic dated November 2012. | | |

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| L7 Banjup Community Centre<br>● Construction Completed – Contributions Fully Collected | |
|---|---|
| **Description** | This is a local facility comprising a community centre that is aimed at providing for the needs of the suburbs of Banjup North and Jandakot. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>The aim of the community centre is to provide a multi-functional community space that offers a variety of independent and compatible uses including sporting club change rooms, multi-purpose clubhouse, food and beverage areas, separate multi-function community activity space, art and craft spaces, playground area, toilets, covered viewing areas for adjacent playing field and car parking areas for the community centre. The intent is to provide playground equipment that caters for young and pre-school-aged children as this is the age group most likely to be using playground at the community centre as part of playgroups and other organised community activities. A playground focused on lower and upper primary school aged children is proposed to be provided in the adjacent playing field area.<br>The total building area is 885m$^2$ with a further 400m$^2$ under verandah. It will be serviced by 50 car bays.<br>The land for the community centre is not part of DCA13; it is part of the local 10% POS calculation (which can also include a civic/community use site). A subdivision approval relates to this site and indicates the site will be 7526m$^2$. |
| **Need and Nexus** | The Banjup Quarry site has recently been rezoned under the Metropolitan Region Scheme for Urban purposes. The size and scale of the Banjup Quarry development will not increase the overall number of dwellings in the city to a level that would warrant additional regional or subregional facilities to be provided. However, the expanding local community needs to be serviced with a suite of local scale community facilities outlined in the LSP appendix by CCS Strategic dated November 2012. |

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| L8 Cockburn Coast Sport Oval and Clubroom<br>Delivery Scheduled before 2030 | |
|---|---|
| **Description** | The Cockburn Coast district open space, comprising sports oval and clubroom will service the sport and recreation needs of the Coogee and North Coogee community. |
| **Proposal** | This is the original scope of works on gazettal of the item, scope of items might expand over time, but the expanded scope is not covered by DCP.<br>A single storey dual use club house building with a gross floor area of 525m2 located on the southern side of the sports oval. The club house will include the following:<br>• General change rooms, meeting hall and under-croft 2 x 200m$^2$<br>• Kitchen 40m$^2$<br>• General Toilets & Showers 2 x 42.5m$^2$<br>• 34 car parking bays<br>• External works & services<br>The 2.82-hectare facility comprises a 1.3-hectare sports oval and associated club house building and will allow for close interaction with the adjacent primary school. The oval will provide sports facilities such as goals and goal posts for a variety of sports and be floodlit to maximum usage. The surrounding open space will include irrigated turf and local native planting, paved areas in stone/concrete pavers, footpaths in in-situ concrete, boardwalks, custom and proprietary play equipment, furniture including benches, shelters, bins, bike racks, water fountains, BBQ's and exercise equipment and custom shade shelters for play areas.<br>The land is included in this DCP item as it is in addition to the local public open space. |
| **Need and Nexus** | The City's Sports and Recreation Strategic Plan 2009 identify the site as "future Cockburn Coast POS" required for active district open space to support active recreational needs of the locality for AFL and cricket overflow.The sport oval and clubroom are also identified by the Robb Jetty Precinct local structure plan as district open space. The oval and clubroom facilities will accommodate dual season (winter and summer) sports ground and club room.<br>The proposed club house building will provide a high quality, well planned and sustainable facility and will be a catalyst for bringing the community from the Coogee and North Coogee catchment together for sport and recreation. |

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## *Annex 5 – Capital Expenditure Plan (CEP)*

**DCP Reserve Balance as of 05/02/2026:** $7.361M

**Interest Earned on DCP Reserve 2024/25:** $133,315

| Infrastructure Details | | Funding Strategy *(Draft forward Capital Works Budget)* | | | | Project Phasing | | | Annual Budget Allocation by Financial Year ($) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Ref No** | **Infrastructure Item** | **Total Project Costs ($)** | **DCP13 ($)** | **Grants ($)** | **Municipal Funding ($)** | **Planning FY** | **Design FY** | **Delivery FY** | **FY26 ($)** | **FY27 ($)** | **FY28 ($)** | **FY29 ($)** | **FY30 ($)** |
| SRE2 | Cockburn Central Clubroom (Legacy Oval) | 6,135,444 | 3,377,071 | 750,000 | 2,008,373 | FY28 | FY29 | FY30 | | | | 500,000 | 5,635,444 |
| SRW3 | Beale Park | 13,308,000 | 3,359,550 | 1,000,000 | 8,948,450 | FY25 | FY25 | FY26 | 8,139,132 | 5,156,131 | 12,758 | | |
| SRW6 | Wally Hagan Recreation Centre | 60,000,000 | 3,856,719 | 40,000,000 | 16,143,281 | FY25 | FY26 | FY29 | | 1,500,000 | 1,500,000 | 27,000,000 | 30,000,000 |
| L8 | Cockburn Coast Oval & Clubroom | 5,841,928 | 4,756,206 | 500,000 | 585,722 | FY26 | FY27 | FY30 | | | | 500,000 | 5,341,928 |
| | Cockburn Coast Oval Remaining Land Purchase | 2,601,500 | 2,118,011 | 0 | 483,489 | FY26 | FY27 | FY30 | | | | 500,000 | 2,101,500 |
| **Totals** | | **87,886,872** | **17,467,557** | **42,250,000** | **28,169,315** | | | | | | | | |

*Note: Costs, timing, and funding are indicative only and subject to design development, approvals, budget adoption, development activity, and funding availability; excludes recurring annual costs administration, valuations, professional fees, and audit). RBB estimated costs reflect only the DCP13 scope of works (excluding scope increases), while CEP estimates include expanded scopes from the City's draft forward capital works plan, resulting in higher cost estimates.*

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## DCP13 Financial Position

SPP 3.6 suggest that any funds not used for its collected purpose should be returned. Based on the City's experience with closing out smaller enabling infrastrucure DCP's (such as its recent work in closing DCP12), this is a highly labour intensive process, significantly complicated by the number of landowners involved and the length of time the DCP has been in operation.

In recognition of these challenges, the Department of Planning Lands and Heritage (DPLH) has indicated a willingness to consider a proposal whereby the City retains the collected funds if it can demonstrate that the additional cost burden already absorbed in delivering remaining infrastructure (via indexation) exceeds the value of the funding already collected.

With the introduction of the ability to 'cap' the annual rate of DCP increase in 2020 (rather than seek the increase based on the estimated cost of the infrastructure items), there is now at least 5 years of 'under collection'.

The total under-collection for items not proposed for deletion has been compared with the contributions collected for items proposed for deletion. As shown in the table below, the under-collection significantly exceeds the contributions for items to be deleted.

**Summary of Overall Position:**

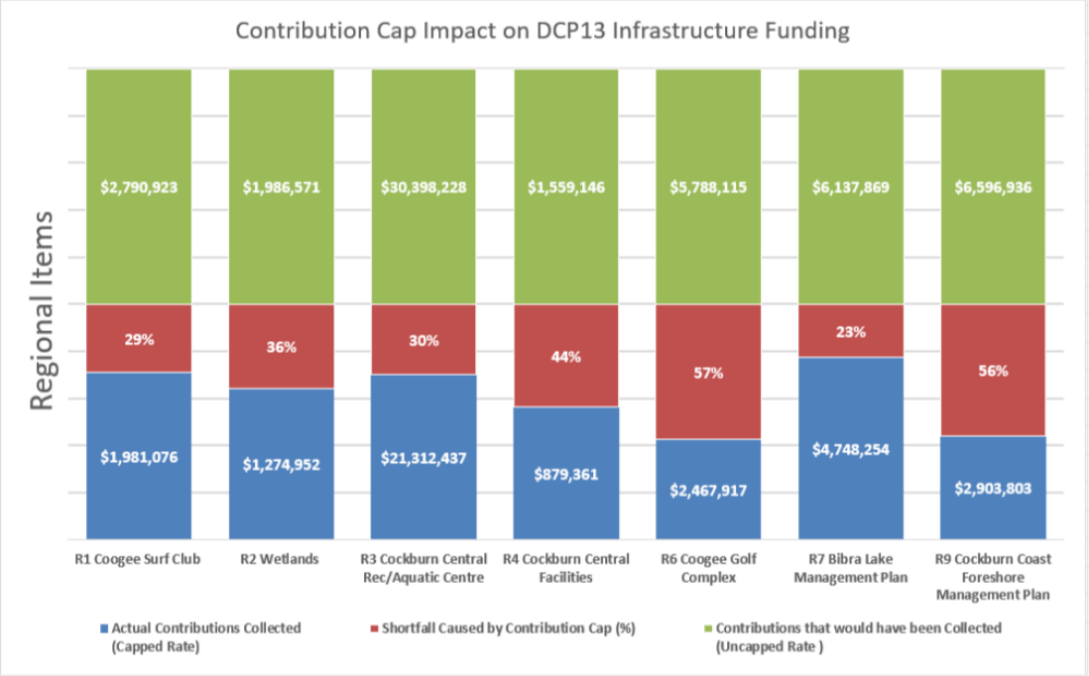
| Description | Value |
|---|---|
| Under-Collected for infrastructure items not proposed for deletion | $23,598,090 |
| Collected Contributions for infrastructure items to be deleted | $17,642,753 |
| **Net Deficit** | ***$5,955,336*** |

The net deficit within DCP13 reflects the combined effect of capped contribution rates and indexation-only adjustments, which have caused contributions to lag behind inflation and actual construction costs.

The chart below illustrates the impact of capped contribution rates on Regional Infrastructure funding. The blue bars represent the actual contributions collected, the green bars show contributions calculated at uncapped rates, and the red segments represent the shortfall caused by the cap. This highlights the difference between actual contributions and the amounts that would have been collected at uncapped rates.

The example below illustrates how the shortfall shown in the chart arises in practice.

- the actual contributions collected;
- the contributions that would have been collected at uncapped rates;
- the impact of capping and indexation on revenue; and
- how these factors together contribute to the funding gap and, ultimately, the net deficit.




If the collected funds cannot be repurposed, the continued collection of contributions for infrastructure is unlikely to be delivered within the DCP13 timeframe will exacerbate existing concerns. These include managing community and developer expectations, limiting access to alternative infrastructure funding streams, and increasing the future complexity of refunding requirements.

All 29 infrastructure items are managed through a single Development Contribution Plan Reserve. Contributions are paid into this consolidated reserve, and all infrastructure delivery and administrative costs are funded from it in accordance with SPP 3.6. While individual items are listed separately in the DCP, funds are not collected, held, or managed on an item-by-item basis. Accordingling, any under-collection or shortfall impacts the overall financial position of the DCP.

## *Annex 6 – Original Dwelling Forecast (ID Consulting 2009)*

| Dwelling Forecasts 2009 – 2031 | | | |
|---|---|---|---|
| **Suburb** | **2009** | **2031** | **Increase** |
| Atwell | 2,657 | 3150 | 493 |
| Aubin Grove - Banjup (South) | 1,175 | 2869 | 1,694 |
| Banjup (North) | 99 | 2655 | 2,556 |
| Beeliar | 1,708 | 3264 | 1,556 |
| Bibra Lake (West) | 753 | 838 | 85 |
| Bibra Lake (East) | 1,672 | 1718 | 46 |
| Coogee - North Coogee | 1,723 | 9271 | 7,548 |
| Coolbellup | 2,403 | 3216 | 813 |
| Hamilton Hill | 4,604 | 6857 | 2,253 |
| Hammond Park - Wattleup - Henderson | 926 | 4342 | 3,416 |
| Jandakot | 904 | 1020 | 116 |
| Leeming | 737 | 779 | 42 |
| Munster / Lake Coogee | 1,390 | 2216 | 826 |
| North Lake | 478 | 515 | 37 |
| South Lake - Cockburn Central | 2,523 | 7360 | 4,837 |
| Spearwood | 3,998 | 5528 | 1,530 |
| Success | 2,562 | 5590 | 3,028 |
| Yangebup | 2,574 | 3229 | 655 |
| **TOTAL** | **32,886** | **64,417** | **31,531** |

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## Assessment of dwellings/lots by catchment areas

### Regional

| Suburb | Dwellings 2009* | Dwellings 2031 | Increase | % of Total Inc |
|---|---|---|---|---|
| Atwell | 2,657 | 3,263 | 606 | 2.131 |
| Aubin Grove - Banjup/South | 1,175 | 3,054 | 1,879 | 6.606 |
| Banjup North (Treeby) | 99 | 3,417 | 3,318 | 11.666 |
| Beeliar | 1,708 | 3,844 | 2,136 | 7.510 |
| Bibra Lake - West | 753 | 862 | 109 | 0.383 |
| Bibra Lake - East | 1,672 | 1,775 | 103 | 0.362 |
| Coogee - North Coogee | 1,723 | 5,784 | 4,061 | 14.277 |

| | | | | |
|---|---|---|---|---|
| Coolbellup | 2,403 | 3,748 | 1,345 | 4.729 |
| Hamilton Hill | 4,604 | 7,154 | 2,550 | 8.966 |
| Hammond Park - Wattleup - Henderson | 926 | 4,687 | 3,761 | 13.223 |
| Jandakot | 904 | 1,291 | 387 | 1.361 |
| Leeming | 737 | 762 | 25 | 0.088 |
| Munster | 1,390 | 2,252 | 862 | 3.032 |
| North Lake | 478 | 556 | 78 | 0.274 |
| South Lake - Cockburn Central | 2,523 | 4,447 | 1,924 | 6.765 |
| Spearwood | 3,998 | 6,083 | 2,085 | 7.331 |
| Success | 2,562 | 5,008 | 2,446 | 8.600 |
| Yangebup | 2,574 | 3,341 | 767 | 2.697 |
| Totals | 32,886 | 61,328 | 28,442 | 100.000 |
| Percent | 53.623 | | 46.377 | |

### Sub-Regional West

| Suburb | Dwellings 2009* | Dwellings 2031 | Increase | % of Total Inc |
|---|---|---|---|---|
| Beeliar | 1,708 | 3,844 | 2,136 | 15.265 |
| Bibra Lake - West | 753 | 862 | 109 | 0.779 |
| Coogee - North Coogee | 1,723 | 5,784 | 4,061 | 29.020 |
| Coolbellup | 2,403 | 3,748 | 1,345 | 9.612 |
| Hamilton Hill | 4,604 | 7,154 | 2,550 | 18.223 |
| Munster | 1,390 | 2,252 | 862 | 6.162 |
| North Lake | 478 | 556 | 78 | 0.557 |
| Spearwood | 3,998 | 6,083 | 2,085 | 14.900 |
| Yangebup | 2,574 | 3,341 | 767 | 5.481 |
| Totals | 19,631 | 33,624 | 13,993 | 100.000 |
| Percent | 58.384 | | 41.616 | |

### Sub-Regional East

| Suburb | Dwellings 2009* | Dwellings 2031 | Increase | % of Total Inc |
|---|---|---|---|---|
| Atwell | 2,657 | 3,263 | 606 | 4.194 |
| Aubin Grove - Banjup/South | 1,175 | 3,054 | 1,879 | 13.004 |
| Banjup North (Treeby) | 99 | 3,417 | 3,318 | 22.964 |
| Bibra Lake - East | 1,672 | 1,775 | 103 | 0.713 |
| Hammond Park - Wattleup - Henderson | 926 | 4,687 | 3,761 | 26.029 |
| Jandakot | 904 | 1,291 | 387 | 2.678 |
| Leeming | 737 | 762 | 25 | 0.173 |
| South Lake - Cockburn Central | 2,523 | 4,447 | 1,924 | 13.316 |

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| | | | | |
|---|---|---|---|---|
| Success | 2,562 | 5,008 | 2,446 | 16.929 |
| Totals | 13,255 | 27,704 | 14,449 | 100.000 |
| Percent | 47.845 | | 52.155 | |

## Local

| Suburb | Dwellings 2009* | Dwellings 2031 | Increase | % of Total Inc |
|---|---|---|---|---|
| South Lake/Cockburn Central | 2,523 | 4,447 | 1,924 | |
| Percent | 56.735 | | 43.265 | |
| Hamilton Hill | 4,604 | 7,154 | 2,550 | |
| Percent | 64.356 | | 35.644 | |
| Hammond Park - Wattleup - Henderson | 926 | 4,687 | 3,761 | |
| Percent | 19.757 | | 80.243 | |
| Munster | 1,390 | 2,252 | 862 | |
| Percent | 61.723 | | 38.277 | |
| Jandakot | 904 | 1,291 | 387 | 10.455 |
| Banjup North (Treeby) | 99 | 3,417 | 3,318 | 89.555 |
| Total | 1003 | 4708 | 3705 | |
| Percent | 21.304 | | 78.696 | |
| Coogee-North Coogee | 1,723 | 5,784 | 4,061 | |
| Percent | 29.789 | | 70.211 | 100.000 |

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## Notes for Updating the Cost Contribution Schedule

(Minimum requirement at the five-year review; should also be updated whenever ID data/Remplan figures are refreshed following a new Census.)

- The 2009 dwelling figures used in the original establishment of DCA13 must remain unchanged. These form the fixed baseline. Only the updated 2031 forecast figures should be revised at each five-year review.
- Grey cells in the Cost Apportionment Schedule are used to update the split between existing municipal dwellings and future dwelling units.
- Blue cells are used to update the proportion of each suburb's share for each category.

- **Note:** The required proportions differ between Regional, Sub-regional, and Local categories.
- Use the **Regional percentage** for calculating the Administration component.

***Important:*** The percentages in the tables above (DU Existing and DU Future Dwellings – grey cells) and the blue cells showing each suburb's proportional share are not reflected in the Cost Apportionment Schedule. This is in line with the Council decision of 27 November 2025, which applied a lower Development Contribution Plan rate than recommended through independent certification.

## Dwelling Forecast Overview

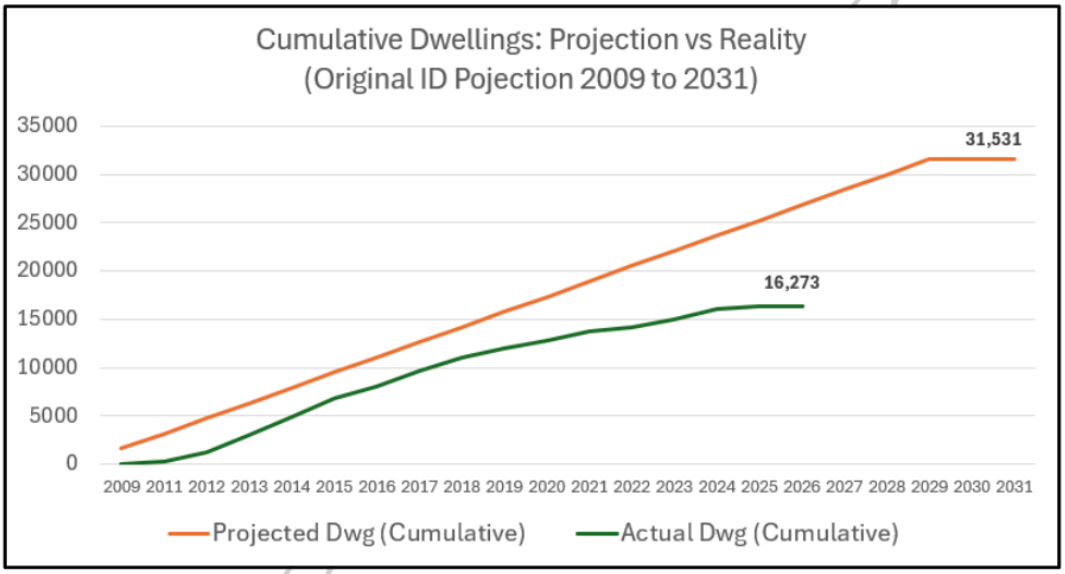
The table below summarises dwelling growth across the DCP13 catchment, comparing the original 2009 forecasts, the revised 2009–2031 forecasts (as of 25 November 2025), and the expected growth for 2026–2031 (as of 25 November 2025). This comparison provides the basis for infrastructure planning, contribution calculations, and the assessment of funding shortfalls.

| *Suburb* | *Original Forecast 2009–2031* | *Revised Forecast 2009–2031* | *Revised Forecast 2026–2031* |
|---|---|---|---|
| *Atwell* | *493* | *586* | *2* |
| *Aubin Grove – Banjup (South)* | *1,694* | *2,112* | *388* |
| *Treeby – Banjup (North)* | *2,556* | *3,092* | *640* |
| *Beeliar* | *1,556* | *1,943* | *99* |
| *Bibra Lake (West)* | *85* | *67* | *19* |
| *Bibra Lake (East)* | *46* | *-12* | *-1* |
| *Coogee – North Coogee* | *7,548* | *3,980* | *1,112* |
| *Coolbellup* | *813* | *814* | *194* |
| *Hamilton Hill* | *2,253* | *1,450* | *315* |
| *Hammond Park – Wattleup – Henderson* | *3,416* | *3,518* | *684* |
| *Jandakot* | *116* | *519* | *459* |
| *Leeming* | *42* | *9* | *2* |
| *Munster* | *826* | *776* | *83* |
| *North Lake* | *37* | *19* | *6* |
| *South Lake – Cockburn Central* | *4,837* | *1,634* | *710* |
| *Spearwood* | *1,530* | *1,315* | *176* |
| *Success* | *3,028* | *2,568* | *504* |
| *Yangebup* | *655* | *623* | *60* |
| ***Total*** | ***31,531*** | ***25,013*** | ***5,452*** |

***Notes:***

- *Original 2009–2031 forecast: growth anticipated when DCP13 was first prepared. (ID Consulting,2009).*
- *Revised 2009–2031 forecast: incorporates observed development outcomes and updated dwelling yield assumptions (ID Consulting, Nov 2025).*
- *2026–2031 forecast: expected growth over the remaining operational period of DCP13, forming the basis for contribution calculations and infrastructure planning.* (ID Consulting, Nov 2025)

The graph below illustrates the gap in anticipated growth when DCP13 was first prepared by ID Consulting (2009) versus the actual dwelling growth to date.




## Conclusion

Since DCP13 was first prepared in 2009, actual and anticipated dwelling growth within the catchment has diverged from the original forecasts. Updated dwelling forecasts provided by ID Consulting (November 2025) indicate that total growth has been lower than originally anticipated when DCP13 was first created in 2009, particularly in certain established and redevelopment areas.

Across the catchment:

- The original 2009–2031 forecast, prepared in 2009, anticipated an increase of 31,531 dwellings.
- The revised 2009–2031 forecast, updated by ID Consulting in November 2025,

reduces this projection to 25,013 dwellings.

- The 2026–2031 forecast, representing the expected growth over the remaining operational period of DCP13, is 5,452 dwellings. Growth during this period is expected to be concentrated in Coogee–North Coogee, Hammond Park–Wattleup, Treeby–Banjup (North), South Lake–Cockburn Central, and Success. (ID Consulting Nov 2025)

The revised growth outcomes have direct implications for the delivery and funding of infrastructure under DCP13. Certain infrastructure items were originally identified and costed based on higher anticipated dwelling yields. Slower-than-expected development in key areas means some items are unlikely to be delivered within the remaining life of the DCP.

Amendment No.189 provides a practical resolution to address these outcomes:

- City has not experienced growth, or in the same areas as was anticipated in 2009
- Acknowledgement that (whilst balancing other priorities) it cannot deliver this infrastructure before the expiry of the DCP in 2031

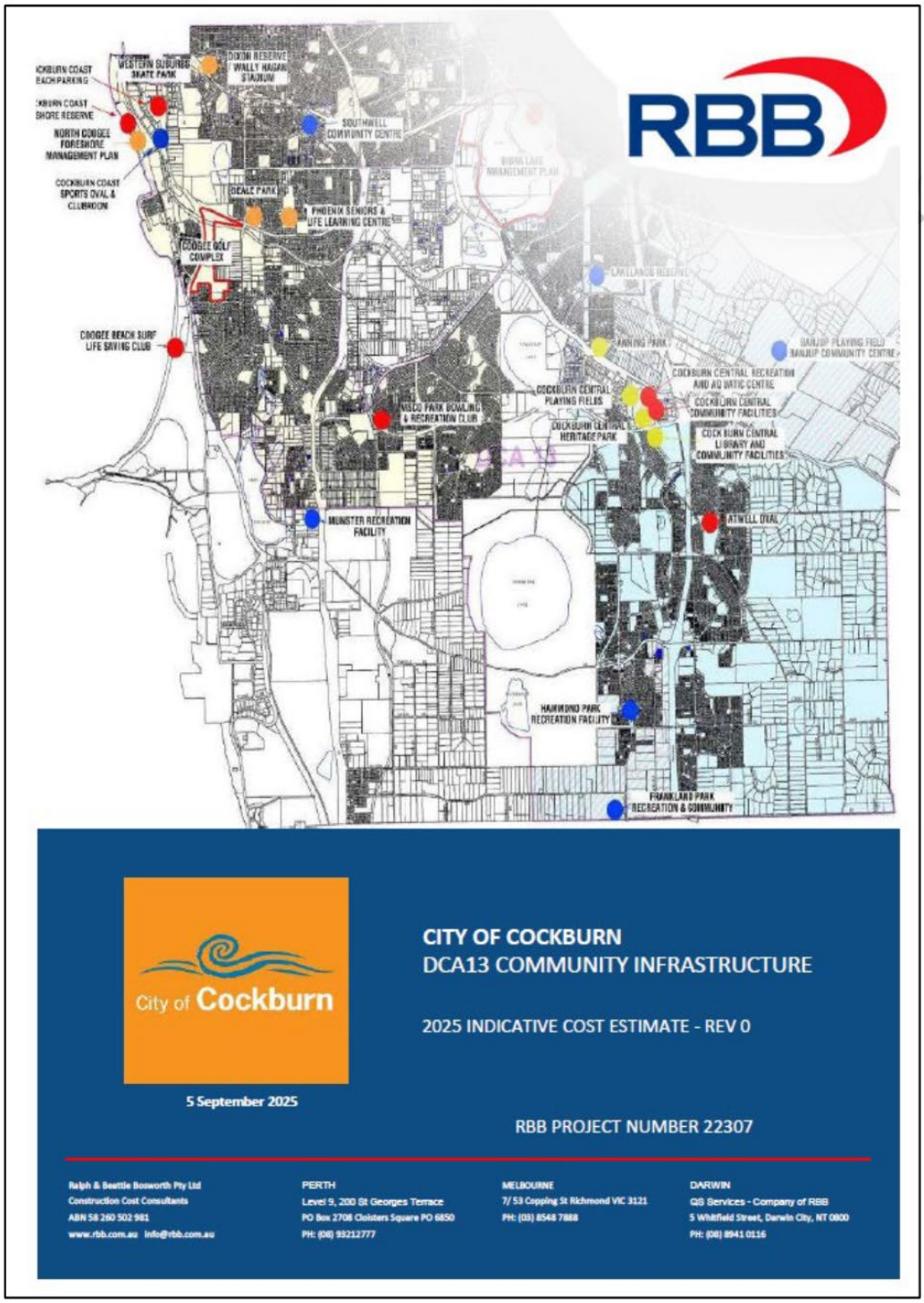
It's important to understand that the reduced scope of this DCP 13 does not necessarily mean that the City will not deliver this infrastructure (or equivalent facilities) at a future point in time.

Where infrastructure is still considered necessary to meet the demands of future growth, alternative funding sources will be considered via future processes closer to the time of delivery.

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Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

## *Annex 7 – Schedule of Costs*




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Community Infrastructure Development Contribution Plan 13 (DCP 13) Report

CITY OF COCKBURN - DCA13
INDICATIVE COST ESTIMATE 05-Sep-25

## ESTIMATE SUMMARY

| | | |
|---|---|---|
| **Regional Facilities** | | |
| R1 Coogee Beach Surf Club - Completed | | Completed |
| R2 Wetlands Education Centre/Native ARC | | Completed |
| R3 Cockburn Central Recreation and Aquatic Centre | | Completed |
| R4 Cockburn Central Community Facilities | | 6,420,000 |
| R5 Visko Park Bowling and Recreation Club - Complete | | Completed |
| R6 Coogee Golf Complex (excluding the pro-shop and restaurant component) | | 32,260,000 |
| R7 Bibra Lake Management Plan Proposals | | 18,370,000 |
| R8 Atwell Oval - Complete | | Completed |
| R9 Cockburn Coast Foreshore Reserve (excluding coastal protection measures) | | 37,585,000 |
| R10 Cockburn Coast Beach Parking | | 205,000 |
| **Sub-Total: Regional Facilities** | **$** | **94,840,000** |
| **Sub-Regional Eastern Suburbs** | | |
| SRE1 Cockburn Central Library and Community Facilities - Complete | | Completed |
| SRE2 Cockburn Central Playing Fields | | 7,305,000 |
| SRE3 Anning Park Tennis | | 7,295,000 |
| SRE4 Cockburn Central Heritage Park - Complete | | Completed |
| SRE5 Bicycle Network - East | | 4,305,000 |
| **Sub-Total: Sub-Regional Eastern Suburbs** | **$** | **18,905,000** |
| **Sub-Regional Western Suburbs** | | |
| SRW1 North Coogee Foreshore Management Plan Proposals (excluding rebuilding the groyne) | | Completed |
| SRW2 Phoenix Seniors and Lifelong Learning Centre | | 40,315,000 |
| SRW3 Beale Park Sports Facilities | | 15,770,000 |
| SRW4 Western Suburbs Skate Park - Complete | | Completed |
| SRW5 Bicycle Network – West | | 7,735,000 |
| SRW6 Dixon Reserve/Wally Hagen Facility Development (excluding café component) | | 23,770,000 |
| **Sub-Total: Sub-Regional Western Suburbs** | **$** | **87,590,000** |
| **Local - Specific Suburbs** | | |
| L1 Lakelands Reserve | | Completed |
| L2 Southwell Community Centre | | 4,890,000 |
| L3 Hammond Park Recreation Facility - Complete | | Completed |
| L4 Frankland Reserve Recreation and Community Facility | | Completed |
| L5 Munster Recreation Facility | | 6,360,000 |
| L6 Banjup Playing Field | | Completed |
| L7 Banjup Community Centre | | Completed |
| L8 Cockburn Coast Sport Oval and Clubroom (excluding land cost) | | 12,370,000 |
| **Sub-Total: Local - Specific Suburbs** | **$** | **23,620,000** |
| **ESTIMATED TOTAL FOR DCP13** | **$** | **224,955,000** |

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City of Cockburn

# Public Open Space Strategy (Draft) 2026–2036



www.cockburn.wa.gov.au

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# Executive Summary

Public open spaces are essential community assets that enhance health, wellbeing, and quality of life while strengthening neighbourhood character and sense of place. They provide opportunities for recreation, relaxation, and social connection, and deliver significant environmental, social, cultural, and economic benefits. Ensuring equitable access to these spaces is fundamental to supporting healthy, active lifestyles for people of all ages, abilities, and backgrounds.

The Public Open Space Strategy (POS Strategy) forms part of the City's Local Planning Strategy and responds to State planning directions, providing long-term guidance for growth and development.

The purpose of this Strategy is to provide a clear strategic framework for the equitable provision, accessibility, diversity, and quality of POS within the City of Cockburn, ensuring these spaces meet the evolving needs of the community into the future.

The POS Strategy will inform planning, priorities, and decision-making, including the following:

- Evaluation of existing POS network against the planning framework and current and projected community needs.
- Establishment of a clear POS hierarchy
- General guidance on the expected distribution of POS
- Defined and transparent requirements for developers and landowners
- Clarification of the role and purpose of POS
- Measures to achieve equitable and financially responsible POS

The Strategy is guided by the Public Open Space Strategy Guide for Local Governments and informed by a detailed audit of all the Reserves. It also considers key factors such as population growth, demographic trends and outcomes from the 1st phase of community engagement, which indicated strong satisfaction with the quantity and quality of POS and a preference for improving existing spaces rather than creating new reserves.

The Strategy establishes objectives under five key themes: diversity and choice, environmental sustainability, safety and inclusivity, accessibility and connectivity, and financial sustainability. Each theme is supported by guiding principles to inform POS network planning and POS design along with the Suburb-specific priorities and considerations, to respond to the outcomes of this Strategy.

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Acknowledgement of Country

The Mayor, Councillors and staff of the City of Cockburn acknowledge the Whadjuk Nyungar people of Beeliar boodja as the traditional custodians of this land. We pay our respect to the Elders, past and present.

# How to use this Strategy

The POS Strategy is divided into parts, with the table below summarising each one and its main audience to help readers easily find relevant information.

| | Information | Main audience |
|---|---|---|
| **Part 1** | General information regarding the importance and role of POS and purpose of this Strategy. | **Community members**, **developers** and **external stakeholders** interested in general information regarding the Strategy. |
| **Part 2** | POS framework setting out the key principles; quantity and classification of POS, including amenities and facilities for each type. | **Community members** interested in understanding how POS is classified and the types of amenities and facilities to expect.<br>**Developers** looking to understand requirements for embellishments to POS being ceded through subdivision. |
| **Part 3** | Assessment of the City's existing POS, including amount, type and distribution for each suburb. | **Community members** and **developers** interested in seeing the type, amount and distribution of POS across the City and in their suburb. |
| **Part 4** | Developer requirements for the provision of POS and cash-in-lieu in greenfield and infill areas. | **Developers** (and **landowners** potentially interested in subdividing their land) seeking information regarding the requirements for the provision of POS and when cash-in-lieu payment may be required. |
| **Part 5** | Current and future community needs, key challenges, community input, key objectives and the guiding principles to address the outcomes of this Strategy. | **Community members** and **developers** interested in how POS will be planned and developed in the future, and the objectives and guiding principles for POS network planning and POS design. |

# Definitions

**Accessible Playground** - Playgrounds containing accessible and inclusive play equipment for children and families with disability or learning difficulties.

**Cash-in-lieu** - Under Section 153 of the *Planning and Development Act 2005*, payment can be made by a landowner to a local government in lieu of all or part of the POS contribution and is commonly referred to as cash-in-lieu.

**Crime Prevention Through Environmental Design (CPTED)** – It is multidisciplinary approach to reducing crime and improving community safety by designing the built environment in ways that influence human behaviour.

**Gross subdivisible area (GSA)** - This is defined as per *Liveable Neighbourhoods* and is the total site area less deductions for non-residential land uses.

**Local Conservation Reserve (LCR):** Large areas of quality bushland actively managed by the City and called Actively Managed Conservation Reserves under the Natural Area Management Strategy.

**Locality** – Within the context of the POS Strategy and for the purposes of implementing ''Position Statement: Public Open Space', a locality refers to a suburb.

**PAW** – Public Access Way are created as part of the subdivision of freehold land, as a means of pedestrian access between public roads, and for providing a corridor for public utility services.

**Public Open Space (in POS Audit)** - For POS calculation purposes, only spaces classified as Public Open Space ('Local Reserve – Parks and Recreation') under the Local Planning Scheme (LPS) have been included.

Regional open space identified under the Metropolitan Region Scheme (MRS), along with Bush Forever sites, conservation category wetlands, natural water bodies and land zoned 'Special Use' (transmission line corridor) have been excluded.

To reflect their public accessibility, community value, health benefits, and environmental role, a 50% contribution has been applied to eligible natural areas and man-made water bodies. The same rate is applied to accessible land under transmission corridors. These encumbered land parcels serve a primary purpose other than public open space. While they may offer some opportunities for passive recreation, their use is often limited by restrictions on the types of activities permitted.

The POS calculation methodology considers the City's unique planning history and the evolution of requirements over time, acknowledging disparities between older and newer suburbs as well as improvements made to existing reserves.

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Due to the scale of the local government area and the large number of parks, a desktop-based approach was adopted using generic rules applicable to most reserves. This method is designed to be efficient and sufficiently accurate to provide a clear overview and support informed decision-making. However, it is not suitable or intended to be used for calculating new POS provision, which must comply with current requirements regarding inclusion, exclusion, and restricted POS.

**Radius Catchment** - A simple 400m or 800m straight-line distance drawn from the centre of a park, representing a theoretical 5- or 10-minute walk for most people. It does not consider the actual street network, pedestrian routes, or physical barriers, rather it provides a broad indication of the potential area from which residents may access public open space.

**Regional Open Space** - As identified in a region planning scheme or similar, and which is acquired by the state and zoned in region/local schemes as 'regional open space'.

**Restricted Use POS** - Areas that are not fully accessible or usable by the public for recreation due to certain limitations such as environmental constraints (e.g. steep slopes, wetlands, or conservation areas), infrastructure easements (e.g. drainage corridors, power lines) or limited recreational value (e.g. narrow strips of land or buffer zones). While these spaces may contribute to the overall green network and offer ecological or visual benefits, they do not count fully toward the required public open space provision and only 2% of restricted POS can be credited.

**Upcoding** - A zoning amendment that increases the allowed residential density on a parcel of land.

**Walkable Catchment** (also called ped-shed analysis) - the actual area reachable within a set walking time (e.g., five minutes) using the real street network. It accounts for paths, block layouts, barriers, and connectivity as opposed to the Radius Catchment.

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# Influencing Documents

Strategies and plans from industry, the State Government and the City of Cockburn have informed this document and are listed below:

**State Government Planning Framework & Reference Guides**

- Perth and Peel @3.5 million (and sub-regional framework)
- Directions 2031 and Beyond
- Classification Framework for Public Open Space (2012)
- Public Parklands Design and Planning Guide (2014)
- Sports Dimensions Guide for Playing Areas (2016)
- Liveable Neighbourhoods (2009)
- WAPC Position Statement – Public Open Space (2025)

**City of Cockburn Planning Framework & Informing Documents**

- Local Planning Strategy (2024)
- Town Planning Scheme No.3 & Draft Local Planning Scheme No.13
- Natural Area Management Strategy (2012-2022)
- Community Infrastructure Plan (2024-2041)
- District and Local Structure Plans
- Local Planning Policies
- Local Development Plans
- Subdivision Plans and Development Applications
- POS Landscape Plans
- Port Coogee Foreshore Masterplan

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# 1. PURPOSE

## 1.1 Importance of Public Open Space

Public open spaces (POS) are vital community assets that support the wellbeing of all residents. They offer places for relaxation, recreation, physical activity, leisure, and social connection, while also delivering a broad range of environmental, social, cultural, and economic benefits.

Thriving neighbourhoods feature a well-planned network of accessible, walkable, and appealing public open spaces that reflect the needs of the community and enhance the local character and sense of place.

Open space should be viewed as a system – each reserve is a resource for the whole community, and each should be developed to complement others within its network.

**Environmental benefits**

- ✓ Provides for habitat and biodiversity conservation, including ecological corridors.
- ✓ Contributes to tree canopy for shade and cooling.
- ✓ Trees and vegetation help filter pollutants and improve air quality.
- ✓ Encourages active transport to reduce carbon emissions.

**Social and cultural benefits**

- ✓ Enhances local identity and sense of place.
- ✓ Fosters cultural connections and protection of cultural heritage values.
- ✓ Provides places for people to come together, socialise, and build a sense of community.
- ✓ Provides places for community festivals and events.

**Health and wellbeing benefits**

- ✓ Encourages physical activity, contributing to better health.
- ✓ Provides for passive uses such as quiet reflection and relaxation to improve mental health.
- ✓ Opportunity to connect with nature, reducing stress and improving well-being.
- ✓ Supports children's physical, social and emotional development.

**Economic benefits**

- ✓ Attracts tourists and visitors, supporting local businesses and creating economic opportunities.
- ✓ Provides for event hosting tourism opportunities.
- ✓ Enhances the desirability of an area as a place to live, work, play and invest.

## 1.2 Purpose of a Public Open Space Strategy

The POS Strategy sets the strategic direction for the equitable provision, access, type, and quality of public open space (POS) in the City of Cockburn to meet current and future community needs.

It supports sustainable open space planning and promotes a diverse, inclusive, well-connected network distributed equitably across the City. It also outlines the principles and direction for the future provision and development of POS.

The Strategy informs the City's POS planning, priorities, and decision-making, including:

- **Evaluation of existing POS network** against the planning framework and current and projected community needs to identify key gaps and provide strategic direction for future POS development and enhancements to existing spaces.
- **Establishment of a clear POS hierarchy**, defining the function, and standard and optional amenities associated with each classification of POS.
- **General guidance on the expected distribution of POS** to support equitable access and community needs.
- **Defined and transparent requirements for developers and landowners** regarding provision and development of POS, including guidelines for cash-in-lieu contributions, particularly in infill areas.
- **Clarification of the role and purpose of POS**, to improve community awareness and understanding of their value and function.
- **Principles to achieve equitable and financially responsible POS** to ensure efficient and effective use of resources for the current and future community.

## 1.3 The City's Vision

The POS Strategy supports the City's mission:

**To make the City of Cockburn the best place to be**

It aligns with the Strategic Community Plan 2025-2035 to

- *Plan for growth and sustainable development.*
- *Strengthen unique, liveable and adaptive places*
- *Foster connected, accessible communities and services.*
- *Protect and enhance our natural areas and streetscapes.*
- *Enhance climate resilience and champion Environmental initiatives to mitigate impacts*
- *Promote and support active, healthy lifestyles through recreation and wellness.*
- *Celebrate and recognise Aboriginal and Torres Strait Islander and diverse cultures.*

The key vision of the POS Strategy is:

***A sustainable, accessible and diverse network of quality public open spaces that support a healthy and connected community.***

# 2. PUBLIC OPEN SPACE FRAMEWORK

**This section outlines the planning principles, required provision, classification, distribution, and the key and optional facilities for each POS type.**

**This will be used to:**

- **Broadly assess the City's existing POS network in Part 3**
- **Plan for the provision and development of new POS**
- **Set clear expectations for developers and the community as to the types of facilities and amenities to be provided and planned for in different types of POS.**

## 2.1 Amount of Public Open Space

In Western Australia the long-standing requirement across all residential areas is for POS to be set aside at a minimum of 10% of the gross subdivisible area.

This originates from the recommendations of the 1955 *Plan for the Metropolitan Region Perth and Fremantle* (the Stephenson-Hepburn Plan) and is formalised in Position Statement on Public Open Space released on 19 December 2025. This sets out the requirement for 10% of the gross subdivisible area of a conditional subdivision to be given up free of cost by the subdivider for public open space.

This figure was calculated based on typical residential densities at the time, where 10% POS equated to approximately 33.6m² per resident. This figure also considered the size of residential lots at the time, and the contribution of private open space, including front and backyards.

Despite changes in urban form and increasing densities, the 10% standard has been retained by the State Government for its simplicity, consistency, and ease of application in planning processes. The current State Planning Framework embeds the principle of 10% POS, and this continues to be the accepted approach and measure for provision of POS.

To complement this measure, it is valuable to also consider the population-based measure of 33.6$m^2$ of POS per person to evaluate equitable access to open space across different densities. Together, these approaches create a balanced framework for assessing POS provision.

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### 2.1.1 Classification of Public Open Space

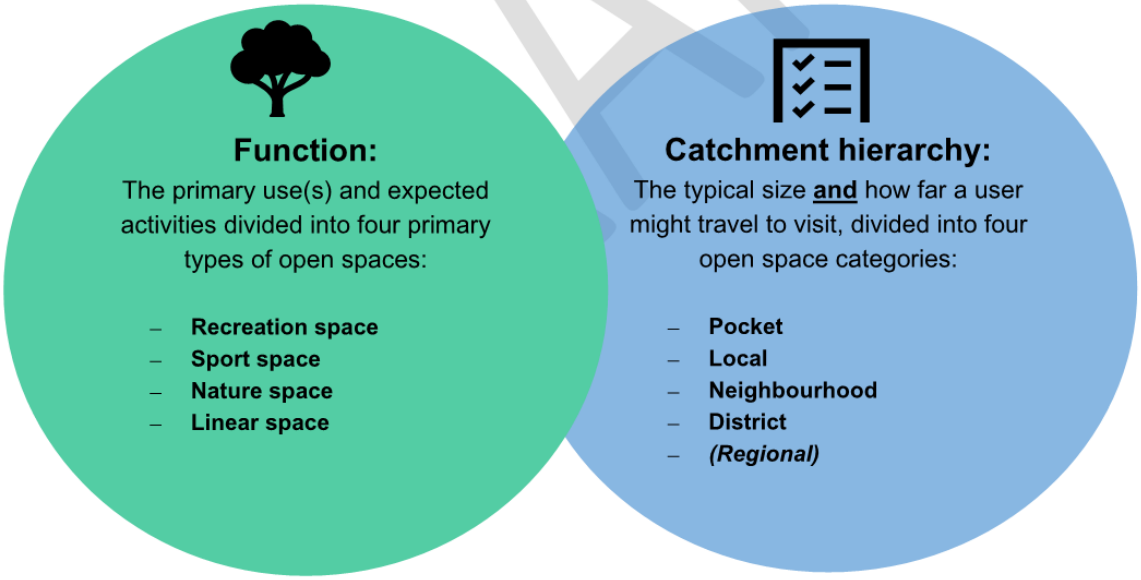
Classifying POS into broad categories is useful to ensure appropriate accessibility and to determine which facilities and amenities are appropriate to meet the needs of the community in the context of the broader POS network.

There are two central categories for POS – **function** and **catchment hierarchy**. POS is divided into four main functions and is then given a catchment hierarchy classification.

These classifications are based on the Department of Sport and Recreation's '*Classification Framework for Public Open Space'*. However, following an audit of the City's POS, a new functional category - Linear Space - has been introduced to better represent corridor-style open spaces that serve a different purpose than traditional 'Recreation', 'Nature', or 'Sporting' spaces.

For catchment hierarchy, 'Pocket' open space has been added for parks smaller than 1500m$^2$, reflecting their more incidental provision and the difference in their role and function compared to local open space.

Not all POS will easily fit within a single catchment hierarchy classification, and some may serve multiple functions. Consideration will be given to the specific characteristics, connectivity and context in determining the best fit as outlined below:




It's important to note that many of our parks were developed under different planning frameworks, reflecting the standards and expectations of their time. As a result, their characteristics may not align with what the City would currently accept under current requirements for new POS.

**Table 1: Public Open Space Functions**

| Recreation Space | |
|---|---|
| **Purpose:** | Recreation spaces provide an environment for informal play, physical activity, relaxation and social interaction. Recreation spaces enhance physical and mental health through activity and are accessed by the community for play and socialising. |
| **Description:** | Recreation spaces generally comprise open parklands with areas of trees and/or landscaping, often with embellishments to enhance their use and recreational function dependent upon their hierarchy classification.<br><br>Recreation Spaces may include natural areas (such as those within the City's Natural Area Management Strategy), but where they serve a recreational function and include assets such as playgrounds they have been included as Recreation Spaces.<br><br>Depending on their size and catchment, Recreation Spaces are classified as either regional, district, neighbourhood, local or pocket POS. |

| Sporting Space | |
|---|---|
| **Purpose:** | Sporting spaces provide a setting for formal structured sporting activities such as team competitions, physical skill development, training and spectating; whilst also serving the local community for informal recreational activities. |
| **Description:** | Sporting spaces are designed to accommodate playing surfaces, and other infrastructure for sporting pursuits, and are identified in the Community Infrastructure Plan 2024-2041.<br><br>Sporting spaces should typically be flexible in their design to accommodate a range of sports or sized competitions in line with the community needs, and in some cases are tailored for specific sporting activities.<br><br>These spaces are easily accessed and used by the broader community for informal recreation. They are ideally coupled with nature and / or other recreational functions and well-connected to the surrounding area to create valued community assets which become a destination for a variety of people.<br><br>All Sporting spaces are classified as District open space because of their function and large catchment, but they also serve the local community and complement other open space. |

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| Nature Space | |
|---|---|
| **Purpose:** | Nature spaces provide the opportunity for low key recreational activities including walking, picnicking, birdwatching, nature play (where appropriate) and exploration of the natural elements. |
| **Description:** | Nature Spaces include local bushland areas, coastal environments, wetlands and natural features in the landscape where people can enjoy and appreciate the natural environment.<br><br>These spaces are managed to include recreational access, but conservation and biodiversity protection is prioritised when it comes to design, access and embellishment, responding to local ecological and biodiversity values.<br><br>New Nature Space areas will only be accepted where agreed upon by the City. These areas must contain valuable natural elements that warrants protection.<br><br>For land administration purposes Nature Space POS should be reserved for the purposes of 'recreation' just as any other local POS (as shown on plan of subdivision and local planning scheme maps) and not 'conservation' as they are not 'Bush Forever'.<br><br>Nature sites should have minimal water demands and should not require ongoing irrigation post-establishment. |

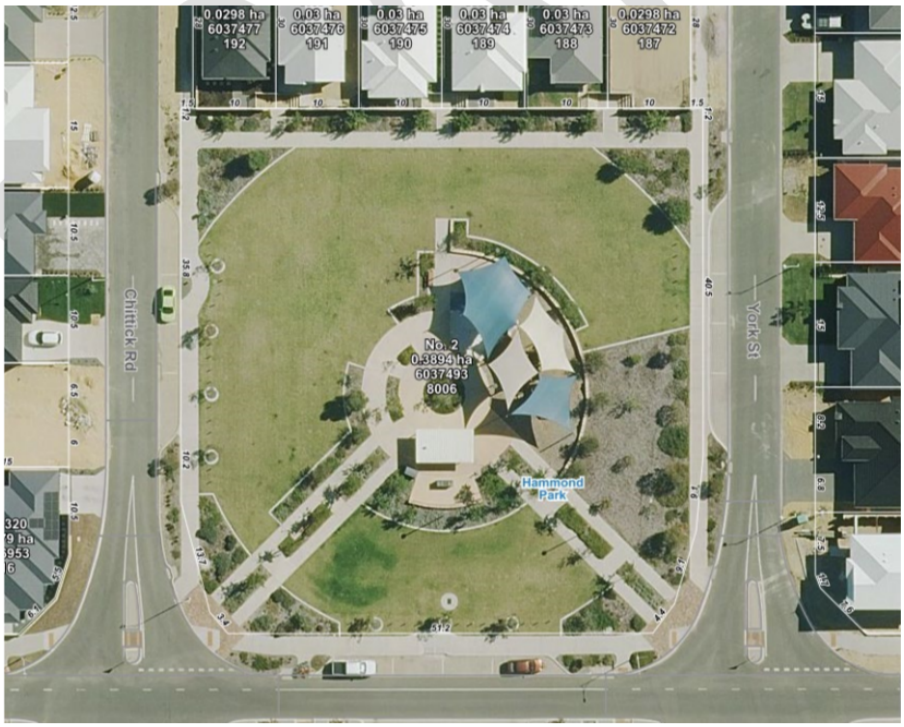
| Linear Space | |
|---|---|
| **Purpose:** | Linear Spaces are high amenity recreational corridors that connect to other POS, key destinations and/or the pedestrian/cycling network. Linear Spaces encourage walking, cycling and active transport; and contribute to green, leafy neighbourhood character and mitigation of the urban heat island effect. |
| **Description:** | Linear Space has only been included for the purposes of calculating and assessing POS where it functions as more than just a pedestrian accessway (PAW) or landscaped buffer to roads or between land uses.<br><br>Linear Space is therefore generally a minimum width of 10m (given PAWs are typically required to be 8m wide in accordance with DC2.6 'Residential Road Planning') to facilitate an attractive and high amenity pedestrian/cycling environment, including appropriate trees and landscaping.<br><br>Linear Space must be designed to incorporate CPTED principles, particularly good surveillance to ensure they are safe and encourage use by the broader community. |

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## Table 2: Public Open Space Catchment Hierarchy

| Pocket | |
|---|---|
| **Purpose and function:** | Pocket open space usually has an incidental recreational function. Its main role is to enhance the streetscape and support community amenity allowing mainly for passive recreation and contributing to urban greening and biodiversity.<br>Pocket open space may:<br>– Contribute to a diversity of open spaces<br>– Contribute to a comfortable and attractive walking and cycling network.<br>– Provide visual relief, contribute to green, leafy neighbourhood character and mitigation of the urban heat island effect.<br>– Complement the open space network and help increase accessibility and usage of public space. |
| **Access:** | Indicatively 400m but dependent on surrounding network of open space. |
| **Typical size:** | <0.15ha |
| **Location and design:** | Pocket open space should:<br>– Form part of an overall pedestrian and cycling network to connect key destinations where appropriate<br>– Support good passive surveillance<br>– Be responsive to natural site features<br>– Contribute to urban tree canopy where appropriate |
| **Activities:** | Activities may include the following:<br>– Informal children's play<br>– Relaxation and rest spots where a need is identified<br>– Use as a walking, running or cycling connection |
|  *Example of Pocket Park – Entrance Park in Coogee* | |

| Local | |
|---|---|
| **Purpose and function:** | Local open space are small open space areas that contribute to serving the recreation needs of the immediate residential population.<br>Local open space is primarily used for low key, informal recreation and may include small areas of nature space. Where vegetation is considered worthy of protection, Local open space may primarily consist of bushland. While recreational access is provided, the protection of biodiversity and conservation values is prioritised. |
| **Access:** | Within 400m or 5-minute walk of most dwellings. |
| **Typical size:** | 0.15 ha – 1 ha |
| **Location and design:** | Local open space should:<br>– Include accessible, safe pedestrian and cycling connections<br>– Form part of an overall pedestrian and cycling network and connect key destinations<br>– Support good passive surveillance<br>– Be responsive to natural site features<br>– Build on sense of place<br>– Contribute to urban tree canopy |
| **Activities:** | Activities may include the following:<br>– Informal children's play, dog walking, picnics, and small gatherings<br>– Relaxation and rest spots<br>– Casual team activities or sports<br>– Walking, running or cycling. |




*Chittick Park in Hammond Park*

| Neighbourhood | | |
|---|---|---|
| **Purpose and function:** | Neighbourhood open space serves as the recreational and social focus of a community. Residents are attracted by the variety of features and facilities and opportunities to socialise.<br><br>Neighbourhood open space can assist to engender sense of place and protect specific conservation values through retention of natural areas.<br><br>Neighbourhood open space may be used for organised sports training (typically only junior sport) if appropriate space is available.<br><br>Where vegetation is considered worthy of protection, Neighbourhood open space may primarily consist of bushland. While recreational access is provided, the protection of biodiversity and conservation values is prioritised. | |
| **Access:** | Within 800m or 10-minute walk of most dwellings. | |
| **Typical size:** | 1 - 5 ha | |
| **Location and design:** | Neighbourhood open space should:<br>– Be central to surrounding neighbourhoods<br>– Include accessible, safe pedestrian and cycling connections<br>– Form part of an overall pedestrian and cycling network to connect key destinations<br>– Support good passive surveillance<br>– Be responsive to natural site features<br>– Build on sense of place<br>– Assist to preserve local biodiversity and natural area values.<br><br>Neighbourhood open space may also:<br>– Be co-located with schools to create a community hub<br>– Be large enough to enable different uses to occur simultaneously<br>– Contain a combination of open parkland and bushland with activity spaces for casual play<br>– Include sport facilities and amenities, depending on the ability to accommodate desirable field dimensions, necessary supporting amenity and appropriate separation from residential development. | |
| **Activities:** | Activities may include the following:<br>– Informal children's play, dog walking, picnics, and small gatherings<br>– Relaxation and rest spots<br>– Nature and birdwatching<br>– Casual team activities or sports<br>– Walking, running or cycling<br>– Formal organised sport and training where appropriate |  <br>*MacFaull Park in Spearwood* |

| District | |
|---|---|
| **Purpose and function:** | District open space is principally designed to provide for organised formal sport but will typically also accommodate some functions of smaller local and neighbourhood open space.<br>District open space typically includes substantial recreation space and some nature space.<br>District open space serves several neighbourhoods with players and visitors travelling from surrounding suburbs.<br>Design and function should consider biodiversity principles and environmental management goals. |
| **Access:** | 2km or 5 min drive |
| **Typical size:** | Greater than 5 ha (some of our reserves are smaller but expected to be upgraded to level of embellishment of district) |
| **Location and design:** | District open space should:<br>– Be located central to the catchment to maximise accessibility<br>– Accommodate the recommended dimensions and supporting amenity for formal sport and recreation<br>– Be located on district distributor roads with good passive surveillance<br>– Be serviced by public transport networks<br>– Include accessible, safe pedestrian and cycling connections<br>District open space may also:<br>– Be collocated with a school or other community facilities to create a community hub<br>– Provide a significant visual break in the urban environment, particularly along major thoroughfares<br>– Assist to preserve local biodiversity and natural area values |
| **Activities:** | District open space may:<br>– Consist of sufficient space to accommodate a variety of concurrent uses,<br>– including organised sports, children's play, picnicking, exercising the dog, social<br>– gatherings and individual activities.<br>– Include a combination of bushland, open parkland for casual play and space for organised sport.<br>– Accommodate multiple user groups, clubs and associations.<br>– Some larger active sporting reserves will offer more opportunities such as the ability to accommodate bigger clubs, multiple teams, and a wider range of activities, enabling higher participation and fostering more sustainable clubs. Refer to Appendix 4 for a list of these reserves. |




*Success Reserve*




*Frankland Park, Hammond Park*

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## 2.2 Park amenities and facilities

Different types of POS require specific facilities and amenities based on their function and catchment level. This approach promotes consistency, equity, and financial responsibility across the City.

Long-term financial sustainability is critical to maintaining the services, programs, and facilities provided by the City the community depends on. Decisions must be future-focused, considering evolving needs and the full lifecycle costs of assets, including maintenance and replacement.

While new assets involve upfront costs, their total lifecycle expense can be up to five times the initial investment. With rising costs and a growing population, a strategic and sustainable approach to POS development is essential. This includes clearly defining 'key amenities' and 'optional amenities' for each park type, as outlined below:

| | |
|---|---|
| **Key amenities** | These are typical inclusions for new POS, and an aspiration for existing parks, dependent on other parks in the area and identified community need. Developers shall provide all key amenities for new POS unless otherwise determined by the City. If an item is not listed, it is not generally provided. |
| **Optional amenities** | These are potential additional items to be considered against identified criteria and community need to determine whether provision is appropriate, including the following:<br>– Relevant policy requirements<br>– Proximity of similar infrastructure on surrounding POS to minimise over-provision (catchment)<br>– Specific use, anticipated user groups, peak usage period, anticipated length of stay and activity<br>– Suitability of infrastructure for the POS site characteristics<br>– Any operational, environmental and financial impacts<br>– Demographic projections<br>– Recommendations of this Strategy to meet community needs<br>– Community consultation |

There are circumstances where infrastructure has been provided historically outside of the key provision standards – such as a BBQ or drink fountain in a local park. To ensure a consistent and equitable approach, these elements will typically not be replaced.

However, consideration will be given on a case-by-case basis to whether there is a specific reason they should be replaced – such as use of the park, other amenities and the lack of provision in nearby open spaces. Ultimately this is determined via the Parks and Environmental Asset Management Plan.

It should be noted irrigation cannot be provided for all POS due to the large number of sites, limited water availability, licence restrictions, and the City's commitment to water conservation.

The diagrams below demonstrate the key and optional amenities for the main types of POS available within the City.

'Neighbourhood Sport', 'District Recreation', and 'Pocket Parks' are not part of the set of diagrams as discussed below:

- Neighbourhood Sport reserves, which previously encompassed all single oval reserves, have been reclassified as 'District POS' to simplify categorisation and align with the Department of Local Government, Sport and Cultural Industries (DLGSC) guidelines.

- District Recreation and District Nature reserves are excluded from the Strategy, as the City currently has none. Furthermore, given current market conditions, it is unlikely land parcels over 5 hectares will be made available for recreational and/or conservation purposes.

- Pocket POS is not included due to their irregular shapes and limited infrastructure. Typically located on leftover residential land, they are not intended for long-term use or to accommodate intensive amenities such as BBQs or playgrounds. Adding such features in small spaces near homes can lead to inappropriate use, lack of surveillance, parking challenges, and increased operational and capital costs. In circumstances where small areas of POS are upgraded in response to an identified need they will be classified as Local POS, regardless of their size.

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# Local Recreation

**Purpose:** To provide nearby residents with accessible green space for outdoor play, informal sport, social connection, and relaxation.

Average Size: 0.15 hectares - 1.0 hectares

Catchment: 400m or 5mins walk

**Key Amenities**

01 Connected pathways
02 Drainage basin (if required)
03 Signage - Park name (installed by CoC)
04 Bore (if required)
05 Verge mulching
06 Irrigated planting (1)
07 Unrestricted irrigated turf (1)
08 Retained trees and vegetation
09 Shade trees
10 Seating
11 Playground equipment with shade sails (3)
12 Picnic setting (3)

**Optional Amenities**

- Bins (incl.dog bag dispenser)
- Drink fountain
- Shelter with lighting
- BBQ
- Path lighting
- Shade Sails
- Fitness Equipment

(1) where water source is available

(2) where water source is available and where no conflict with nature intent

(3) unless advised otherwise by the CoC

**PUBLIC OPEN SPACE DIAGRAMS**

PROVISION STANDARDS

SCALE: 1:800 @ A4

0 4 8 12 20

01

City of Cockburn wetlands to waves




# Local Nature

**Purpose:** To provide nearby residents with accessible green space that supports low-impact recreational activities while prioritising the protection and enhancement of local biodiversity.

Average Size: 0.15 hectares - 1.0 hectares

Catchment: 400m or 5mins walk

**Key Amenities**

01 Connected pathways
02 Drainage basin (if required)
03 Signage - Park name (installed by CoC)
04 Bore (if required)
05 Verge mulching
06 Unirrigated planting
07 Retained trees and vegetation
08 Access Control (fencing and/or gates)

**Optional Amenities**

- Seating
- Signage - Interpretive / Information
- Irrigated planting - to periphery (2)
- Irrigated turf - minor area to periphery (2)
- Formalised footpaths

(1) where water source is available
(2) where water source is available and where no conflict with nature intent
(3) unless advised otherwise by the CoC

**PUBLIC OPEN SPACE DIAGRAMS**

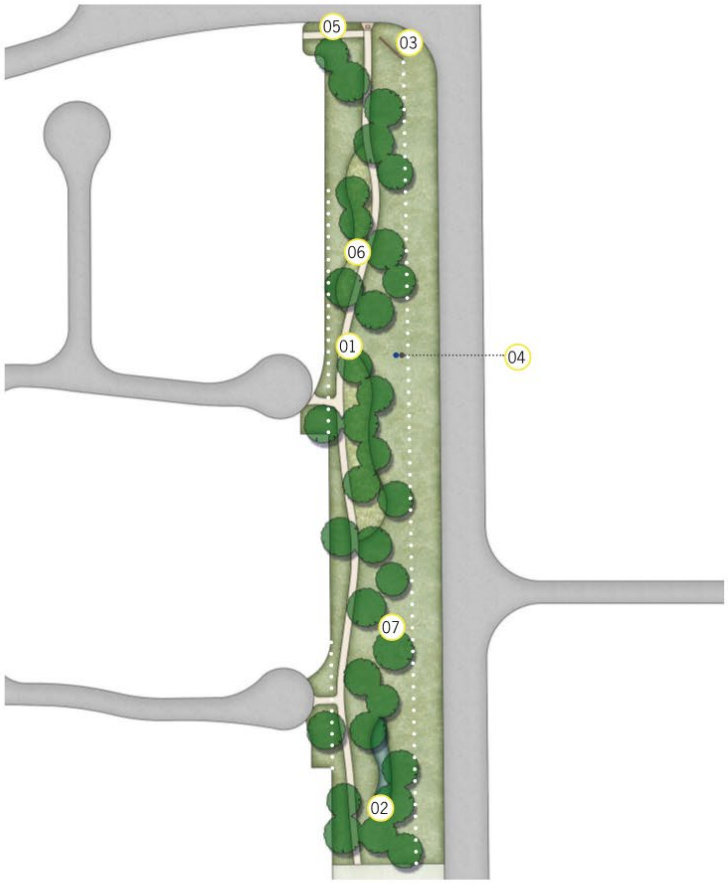
PROVISION STANDARDS

SCALE: 1:800 @ A4

0 4 8 12 20

City of Cockburn
wetlands to waves

02




## Local Linear

**Purpose:** To provide nearby residents with recreational corridors that promote walkability and cycling in the neighbourhoods, while enhancing the streetscape.

Average Size: 0.15 hectares - 1.0 hectares

Catchment: 400m or 5mins walk

**Key Amenities**

01 Connected pathways
02 Drainage basin (if required)
03 Signage - Park name (installed by CoC)
04 Bore (if required)
05 Verge mulching
06 Unirrigated planting
07 Retained trees and vegetation

**Optional Amenities**

- Seating
- Irrigated turf
- Irrigated planting and trees
- Path lighting

**PUBLIC OPEN SPACE DIAGRAMS**

PROVISION STANDARDS

SCALE: 1:1500 @ A4

0 7.5 15 22.5 37.5

03

City of Cockburn wetlands to waves




# Neighbourhood Recreation

**Purpose:** To provide the neighbourhood with accessible green space for outdoor play, informal sport, social connection, and relaxation while encouraging longer stays through enhanced community oriented features.

Average Size: 1 hectares - 5 hectares

Catchment: 800m or 10mins walk

**Key Amenities**

01 Connected pathways (wheelchair accessible)
02 Drainage basin (if required)
03 Signage - Park name (installed by CoC)
04 Bins (incl.dog bag dispenser)
05 Park furniture - seating
06 Gated access control - to be wheelchair accessible (eg. bollards)
07 Bore (if required)
Iron Filter (if iron evident in water)
08 Irrigated turf (1)
09 Irrigated planting (1)
10 Accessible Playground with shade sails
11 Shelter / Arbor with picnic setting(s)
12 Lighting to shelter
13 Drink fountain
14 Street parking
15 Verge mulching

**Optional Amenities**

- BBQ
- Parking - on-site
- Sport infrastructure (goals, half court etc.)
- Fitness equipment
- Skate Park / pump track
- Designated off-leash dog park
- Path lighting
- Public Toilet
- Basketball half court

(1) where water source is available
(2) where water source is available and where no conflict with nature intent
(3) unless advised otherwise by the CoC

**PUBLIC OPEN SPACE DIAGRAMS**

PROVISION STANDARDS

SCALE: 1:1500 @ A4

0 7.5 15 22.5 37.5

04

City of Cockburn
wetlands to waves




# Neighbourhood Nature

**Purpose:** To provide the neighbourhood with green space that supports low-impact recreation and encourages longer stays through enhanced community-oriented features, while ultimately prioritising the protection and enhancement of local biodiversity.

Average Size: 1 hectares - 5 hectares

Catchment: 800m or 10mins walk

**Key Amenities**

01 Connected pathways (wheelchair accessible)
02 Drainage basin (if required)
03 Signage - Park name (in stalled by CoC)
04 Bins (incl.dog bag dispenser)
05 Park furniture - seating
06 Gated access control - to be wheelchair accessible
07 Bore (if required)
Iron Filter (if iron evident in water)
08 Retained vegetation
09 Revegetation to nature area
10 Street parking
11 Access Control (fencing and/or gates)

**Optional Amenities**

- BBQ
- Parking - on-site
- Signage - Interpretive / Information
- Playground with shade sails
- Shelter / Arbor
- Picnic setting
- Raised walkway or jetty
- Irrigated turf - minor area to periphery (2)
- Irrigated planting - minor area to periphery (2)

(1) where water source is available
(2) where water source is available and where no conflict with nature intent
(3) unless advised otherwise by the CoC

**PUBLIC OPEN SPACE DIAGRAMS**

PROVISION STANDARDS

SCALE: 1:1500 @ A4

0 7.5 15 22.5 37.5

05

City of Cockburn
wetlands to waves




# District Sport - Single Playfield

**Purpose:** To provide the wider community with larger green spaces for organised sport and informal recreation, offering enhanced community-oriented facilities and sufficient space to support multiple user groups, concurrent activities, and longer visits.

Average Size: 5 hectares+

Catchment: 2km or 5mins drive

## Key Amenities

01 Connected pathways (wheelchair accessible)
02 Drainage basin (if required)
03 Signage - Park name (installed by CoC)
04 Bins (incl.dog bag dispenser)
05 Street parking
06 Bore (if required)
Iron Filter (if iron evident in water)
07 Irrigated turf - Sport field(s)
08 Irrigated turf - passive
09 Access control - bollards
10 Park furniture - seating
11 Shelter / Arbor
12 Drink fountain
13 Parking - onsite
14 Lighting - Sports / pathway /shelter
15 Sport infrastructure (goals, half court, cricket etc.)
16 Clubrooms including public toilet
17 Irrigated planting
18 Accessible Playground with shade sails
19 Mulching (verge)
20 Oval / Rectangle sports fields with required run-off (Dimensions as agreed with the City)

## Optional Amenities

- BBQ
- Changing Place
- Skate Park / Pump track
- Access Control (Fencing and/or gate)
- Signage - Information / Interpretative
- Universal Access Toilet

**PUBLIC OPEN SPACE DIAGRAMS**

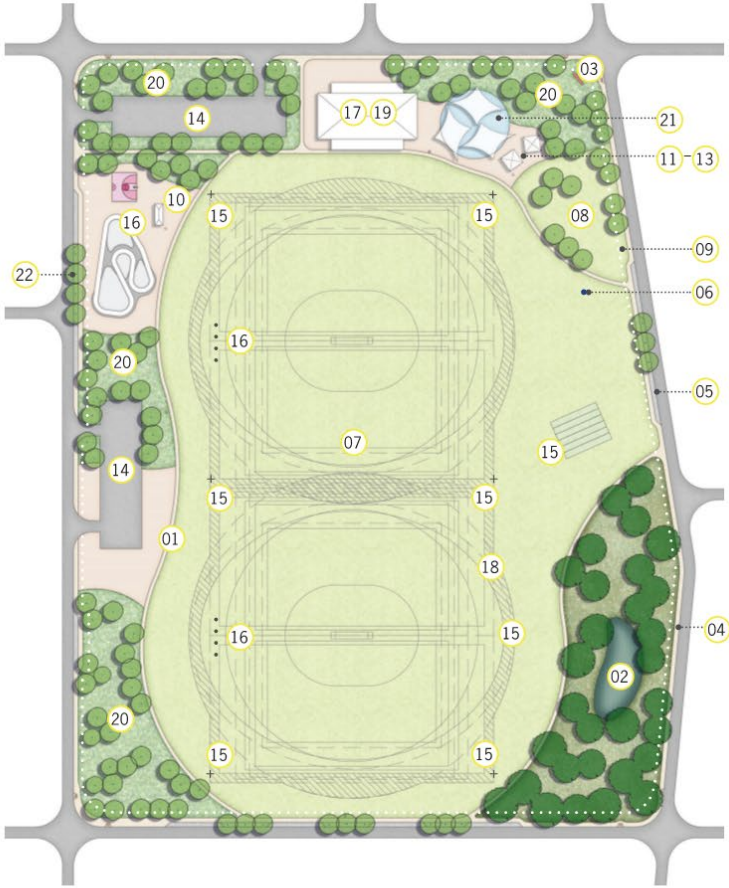
PROVISION STANDARDS

SCALE: 1:3000 @ A4

0 15 30 45 75

06

City of Cockburn
wetlands to waves




# District Sport - Dual Playfield

**Purpose:** To provide the wider community with larger green spaces for organised sport and informal recreation, offering enhanced community-oriented facilities and sufficient space to support multiple user groups, concurrent activities, and longer visits.

Average Size: 8 hectares - 10 hectares

Catchment: 2km or 5mins drive

**Key Amenities**

01 Connected pathways (wheelchair accessible)
02 Drainage basin (if required)
03 Signage - Park name (installed by CoC)
04 Bins (incl.dog bag dispenser)
05 Street parking
06 Bore (if required)
Iron Filter (if iron evident in water)
07 Irrigated turf - Sport field(s)
08 Irrigated turf - passive
09 Access control - bollards
10 Park furniture - seating
11 Shelter / Arbor
12 Drink fountain
13 BBQ
14 Parking - onsite
15 Lighting - Sports / pathway /shelter
16 Sport infrastructure (goals, half court, netball ring, cricket-incl 6 cricket pitches in the nets, skate park / pump track)
17 Clubrooms including public toilet
18 Oval / Rectangle sports fields with required run-off (Dimensions as agreed with the City)
19 Universal Access Toilet
20 Irrigated planting
21 Accessible Playground with shade sails
22 Mulching (verge)

**Optional Amenities**

- Changing Place
- Access Control (Fencing and/or gate)
- Signage - Information / Interpretative

**PUBLIC OPEN SPACE DIAGRAMS**

PROVISION STANDARDS

SCALE: 1:3000 @ A4

0 15 30 45 75

07

City of Cockburn
wetlands to waves

## 2.3 Guidance for optional amenities

The City receives a high volume of community requests for additional features in POS which can enhance useability, comfort and enjoyment of these spaces.

In considering whether provision is appropriate, the City must ensure equitable provision of POS amenities across the City, balancing these expectations with available resources, long-term maintenance considerations, and strategic priorities.

It must also consider budget availability, which for existing reserves is determined via the City's Parks and Environmental Asset Management Plan.

Where funding is available, to support transparent and consistent decision-making, Table 3 below provides criteria for assessing the inclusion of each major optional amenity dependent on the function and hierarchy of POS. This approach ensures community needs are considered alongside equitable, practical and sustainable planning outcomes. In some categories of parks, these amenities will be considered standard inclusions, reflecting their role in meeting higher levels of community use and expectations.

**TABLE 3: CRITERIA FOR OPTIONAL PUBLIC OPEN SPACE AMENITIES**

| Optional Amenities | Provision Criteria |
|---|---|
| **BBQ** in<br>– *Local Recreation*<br>– *Neighbourhood Recreation/Nature* | – POS frequently used for picnics, family gatherings, community events.<br>– Existing picnic shelters or seating areas encouraging longer stays. |
| **Bins** in<br>– *Local Recreation* | – POS frequently used for picnics, family gatherings, community events.<br>– Associated with BBQs or other functions which may generate significant amount of waste. |
| **Dog bags & bins** in<br>– *Local Recreation* | – Installed in dedicated dog exercise areas.<br>– Complementary to existing bins in POS highly used for walking dogs. |
| **Drink fountain** in<br>– *Local Recreation* | – POS frequently used for picnics, family gatherings, community events.<br>– POS highly used for dog walking.<br>– Parks highly used for personal training or sporting activities.<br>– POS with larger playground encouraging families to stay longer. |
| **Fitness equipment** in<br>– *Local Recreation*<br>– *Neighbourhood Recreation* | – POS with lighting<br>– Dedicated walking/cycling trails.<br>– POS highly used for personal training or sporting activities. |

| | |
|---|---|
| **Lighting - Shelter and Path** in<br>– *Local Recreation*<br>– *Neighbourhood Recreation* | Where street lighting does not provide sufficient illumination to mitigate a perceived risk to safety and where there is no other similar function POS within 400m, and -<br>**Shelter lighting**<br>– POS used in early morning or evenings by community groups with a shelter in proximity to BBQ and picnic bench.<br>**Path lighting**<br>– POS used in early morning or evenings by community groups.<br>– Green spaces linking important locations (e.g. from public transport to activity centre) to support walkability. |
| **Picnic setting** in<br>– *Neighbourhood Nature*<br>– *District Nature* | – POS with scenic views or natural features that encourage longer stays.<br>– POS with existing BBQ facilities or shelters.<br>– POS located near high density residential areas (limited private outdoor space). |
| **Public toilets** in<br>– *Neighbourhood Recreation* | POS including all these elements where there is no other park including public toilet facilities and serving a similar function within 800m:<br>– BBQ or picnic facilities encouraging longer visits, and<br>– Multiple play areas or sporting facilities, and<br>– Serve as event or gathering spaces. |
| **Seating** in<br>– *Local Nature*<br>– *Local Linear*<br>– *District Nature* | – POS allowing for contemplation, viewing.<br>– POS including formal or informal play equipment that requires supervision.<br>– If no seating provided at all to allow for a minimum of one resting point.<br>– POS with designated walking and/or cycling tracks to provide rest stops and scenic viewing points.<br>– POS near a special needs or aged care facility. |
| **Shelter** in<br>– *Neighbourhood Nature*<br>– *District Nature* | Parks with limited canopy to provide natural shade, and:<br>– Scenic views or natural/man-made features that encourage longer stays.<br>– Used for educational purposes<br>– High density residential surrounding that would benefit from community gathering facilities. |
| **Information/Interpretative Signage** in<br>– *Local Nature*<br>– *Neighbourhood Nature*<br>– *District Sport* | – POS with multiple access points or complex layouts.<br>– POS with designated zones (e.g., dog exercise area, BBQ zoned, playground).<br>– POS with Aboriginal Cultural Heritage, historical, cultural or environmental features that have a community benefit and align with this Strategy.<br>– POS requiring wayfinding or safety information (e.g., emergency contact, park rules). |

## 2.4 Playgrounds

Playgrounds are identified as key amenities in local, neighbourhood and district parks with a 'recreation' function, and their inclusion in many regional parks further enhances overall accessibility for most residents. This is important due to their role in promoting children's physical health, well-being, and social development.

Playground access must be balanced against ensuring financially sustainable park infrastructure given their limited lifetime (typically around 15 years). For this reason, most pocket and linear parks will not have a playground.

Whilst identified as a key amenity in local (recreation) POS, there may be circumstances where existing playgrounds in local POS are underutilised due to poor accessibility or functionality. Such playgrounds may not be replaced where there is existing playground provision in nearby POS that can better meet the needs of the community into the future.

## 2.5 Special features

### 2.5.1 Shade provision

Shade is essential for creating safe, healthy communities, with most types reducing UV exposure (classified as a group 1 carcinogen[1]) by up to 75%[2]. Adequate shade extends the hours and seasons during which the community can comfortably enjoy parks, maximising health and wellbeing benefits.

Provision of shade should be incorporated early in POS design in response to its function and anticipated use to ensure optimal outcomes and long-term cost efficiency.

Vegetation is a key element in shade planning – it's effective, visually appealing, and sustainable. Beyond UV protection, it offers several benefits:

- Enhances the comfort and appeal of POS
- Provides habitat for wildlife and absorbs carbon dioxide
- Acts as a natural windbreak
- Can reduce summer air temperatures by up to 30%
- Contributes to urban tree canopy cover

For this reason, natural, sustainable shade is the priority for POS, in line with the City's commitment to protecting the environment and enhancing amenity.

[1] International Agency for Research on Cancer. 1997. Solar and ultraviolet radiation, in Monographs on the evaluation of carcinogenic risks to humans, IARC, Editor, International Agency for Research on Cancer: Lyon, France.
[2] Parsons, P., Neale, R., Wolski, P. & Green, A. 1998. The shady side of solar protection. Medical Journal of Australia, vol. 168, pp. 327-33

Wherever possible park infrastructure should be designed to take advantage of shared shade areas – both natural shade and shade structures.

***Playground shade***

Playground shade is a critical feature that enhances safety, comfort, and accessibility for children and caregivers by:

- Reducing exposure to harmful UV radiation, particularly important given high sun exposure in the first 10 years of life more than doubles the risk of developing melanoma skin cancer[3]
- Keeping equipment cool, reducing the risk of burns
- Encouraging longer play, making it more comfortable for children to stay active outdoors, even in warmer weather
- Attracting more families and encouraging longer visits, increasing the social value of the space[4].

In most circumstances, effective natural shading of playgrounds is not possible because trees must be setback sufficiently to prevent root damage to infrastructure such as soft-fall and limestone edging. As a result, trees typically fail to provide effective shade during peak midday sun when it's most needed.

Given the length of time playgrounds are used, and the critical role of shade, shade sails will be installed over all playgrounds that are in full sun from 10am to 2pm.

The City prioritises the health, safety, and wellbeing of children, and is committed to upholding their right to safely access and enjoy public playgrounds. Accordingly, concerns about the visual impact of shade sails over playgrounds – including impact on views – will not be supported as grounds to oppose their installation.

The design of shade sails will be determined by the shape and size of the play equipment (and potential future alterations) and compliance with playground design standards. Consideration will be given to the following:

- Complementing the appearance of the play equipment and POS character
- Provision of shade for more than 90% of UVR in high activity areas between 10am-2pm
- Ease of maintenance and reduced potential for vandalism/antisocial behaviour
- “Quick release” mechanism to enable winter removal

Natural shade is also encouraged near playgrounds to enhance comfort and amenity; however, trees must be set back to allow for root growth without compromising surfaces or infrastructure. Only suitable species – free from berries or pods – should be selected to maintain safe, clean, and low-maintenance play environments.

[3] Kricker A, Armstrong BK, Goumas C, Litchfield M, Begg CB, Hummer AJ, et al. Ambient UV, personal sun exposure and risk of multiple primary melanomas, Cancer Causes Control 2007 Apr;18(3):295–to304 Abstract available at https://pubmed.ncbi.nlm.nih.gov/17206532/
[4] The Case for Shade: Keeping Playgrounds Safe, Cool, and Comfortable, Posted by May Recreation Content Team on July 22, 2025

In new POS, playgrounds should include shade sails and the planting of appropriately selected trees near the playground area.

***Shade for other infrastructure***

As shown in Appendix 1 'Public Open Space Provision Standards', neighbourhood and district open spaces should include a shelter or arbor with picnic settings to accommodate anticipated longer visits, provide for social gatherings, and support all-weather usage.

Shade must also be considered for other infrastructure within parks, considering anticipated length of use. Table 4 below sets out the key principles to be considered at the earliest design stage:

**TABLE 4: SHADE PROVISION – PARK INFRASTRUCTURE**

| | |
|---|---|
| **Seating:** | – Placed near or beneath mature trees (where possible and considering the root protection zone), considering location and movement of shade, with new parks including the planting of appropriately selected trees for future shade for seating areas.<br>– Shade should also be considered for informal areas used for seating, such as grassy areas and steps, particularly in spaces likely to be used by young people. |
| **Fitness equipment:** | – Shade sails or permanent shade structures not required given this equipment is generally used for short periods of time.<br>– Placed near or beneath mature trees where possible, with fitness equipment in new parks to include planting of appropriately selected trees for future shade where possible. |
| **Sport infrastructure (goals, half court etc):** | – Sited and designed to include adequate nearby shaded areas, taking advantage of existing mature tree shade, and new planting of appropriately selected trees to establish future shade.<br>– Co-located with other infrastructure (e.g. playgrounds) where possible to provide for shared shade whilst also encouraing social interaction and intergenerational recreation. |
| **Sporting facilities and playing fields:** | – Designed to include adequate nearby shaded areas, including natural shade and shade structures where appropriate, given anticipated length of stay, multipurpose function and spectator attendance. |

## 2.5.2 Playground fencing

Playgrounds should promote physical activity, social interaction, creativity, problem-solving, and connection with nature. Fencing can limit these opportunities by restricting play flow and isolating playgrounds from nearby play areas and natural spaces.

Unfenced playgrounds allow play to extend beyond equipment – children can use adjacent grassy areas or trees for varied activities. This is especially important for smaller playgrounds, where fencing can isolate play zones. Fencing can also reduce accessibility for children and caregivers with disabilities and can lead to less attentive supervision.

To maximise play experiences and accessibility, the City will generally avoid fencing playgrounds in local and neighbourhood open spaces.

Where specific hazards are identified, the City may consider alternatives like partial fencing or separation barriers to restrict direct access, rather than fencing the entire playground. Natural barriers such as landscaping may also be used to define play areas without limiting access.

Notwithstanding the above, the City acknowledges that in select instances fenced playgrounds can meet specific community needs, including providing safe spaces for children with special needs and offering caregivers a secure environment where younger children can play freely.

To support this, a variety of fenced playgrounds of different sizes are strategically located across the City, ensuring residents have access to enclosed play areas (see Table 5). These range from small playgrounds like Wentworth Park, Success - with full visibility of children - to large facilities like Bibra Lake Regional Playground, a fully fenced, accessible playground designed for diverse users.

**TABLE 5: CITY OF COCKBURN FENCED PLAYGROUNDS (2024)**

| | |
|---|---|
| **Atwell:** | - Tapper Reserve<br>- Zodiac Park |
| **Bibra Lake:** | - Bibra Lake Regional Park |
| **Coogee:** | - Coogee Beach Reserve<br>- Powell Reserve |
| **Hammond Park:** | - Botany Park |
| **Hamilton Hill:** | - Davilak Reserve<br>- Dixon Reserve<br>- Manning Park |
| **North Coogee:** | - Lucretia Park |
| **Spearwood:** | - MacFaull Park |
| **Success:** | - Wentworth Park |
| **Yangebup:** | - Nicholson Reserve |

## 2.5.3 Dog Parks

Dog parks provide essential spaces for exercise and socialisation, supporting dogs' physical and mental health – especially as private garden space decreases. They also promote outdoor activity and community connection among residents.

Community consultation highlighted dog parks as a key issue. Whilst many people expressed the desire for more off-leash dog parks, many others expressed concerns regarding uncontrolled dogs.

The City aims to balance the diverse needs of dog owners and non-owners in POS planning. The City's Animal Management and Exercise Plan guides the development of accessible, well-equipped dog parks while minimising impacts on the community and environment.

To meet these different needs the City has a mix of well-distributed 'dogs prohibited' parks, reserves and beaches, 'dogs on leash' parks, reserves and beaches, and 'dogs off-leash' exercise areas, and fenced dog exercise parks.

There is growing popularity and community demand for enclosed dog exercise parks. However, these have a range of challenges, mainly the cost of maintenance, and a lack of supervision by owners.

Most households are within 3km of a fenced dog park which is considered to provide reasonable access for residents seeking a fenced dog exercise area. Across the City there are a variety of other off-leash dog exercise areas, and a high-quality pedestrian network to support and encourage dog walking.

Designation of dog exercise areas will be guided by the City's Animal Management and Exercise Plan in response to community need. The plan identifies assessment criteria for future dog exercise areas based on dog owner ratio, demographics, level of demand, and sets out location and cost considerations.

The planning and embellishment of POS should consider the Animal Management and Exercise Plan criteria to ensure the needs of dog and dog owners is met, whilst meeting the needs of the broader community, ensuring community safety and protecting the environment.



*Figure 1: Baler Dog Park*

## 2.6 Developer funded amenities

While Appendix 1 'Public Open Space Provision Standards' provides guidance for POS embellishments, there are existing reserves funded and delivered by developers that are significantly above that standard.

POS delivered by developers in modern, large residential estates are typically developed to a high standard, given parks play a significant marketing role in lots' sales by enhancing the appeal of the neighbourhood, particularly for families.

These embellishments may include substantial playgrounds, play spaces, park furniture, landscaping and sports infrastructure elements. These amenities help meet the needs of a new community, which often comprises households with young children, and recognises greenfield areas may be remote from other facilities. Over time the level of surrounding infrastructure will typically increase and improve, allowing a return to the typical level of provision.

Therefore, when those higher specification playgrounds and infrastructure items get to the end of their lifecycle, like-for-like replacement of all elements will not be financially feasible or equitable where the cost of those elements (and/or their maintenance) is significantly greater than that typically spent for that type of POS. As surrounding infrastructure and accessibility to other facilities improve, it should be expected that reserves may devolve to their long-term intended function and typical level/range of amenities.

To ensure an equitable and consistent standard of POS across the City, infrastructure will be replaced in accordance with the Parks and Environmental Asset Management Plan taking in consideration, where appropriate, the POS Provision Standard in Section 2.2 and Appendix 1.

When it's time for renewal of infrastructure it is likely community needs have evolved, and the City will engage with the local community to ensure POS function and amenities can continue to meet their needs, taking the following steps:

- Assess current use and satisfaction
- Identify community need
- Identify required improvements or upgrades
- Ensure replacement facilities meet the evolving needs of residents whilst being financial sustainable.

Where a community seek ongoing replacement of like-for-like infrastructure above the standard set in this Strategy (Appendix 1 'Public Open Space Provision Standards'), a Special Area Rate is an option that can be explored to maintain that standard without unreasonably impacting other ratepayers. However, these types of arrangements may not be appropriate as they can create inequitable outcomes where visitors from outside the catchment have equal access to the POS.

DRAFT

# 3. ASSESSMENT OF THE CITY'S PUBLIC OPEN SPACE

**This section reviews the City's POS network, assessing the quantity, type, and distribution of POS across suburbs. It draws on both qualitative and quantitative data to provide a comprehensive understanding of the current POS situation.**

**This assessment is used to:**

- **Identify gaps in the provision of POS to ensure the needs of the community are met**
- **Assist with the planning and development of new POS**
- **Assist with identifying requirements for POS cash-in-lieu**
- **Inform plans for improvements to existing POS, cash-in-lieu expenditure plans etc.**

## 3.1 Amount of Public Open Space

The quantity of POS as a percentage of the gross subdivisible area has been calculated for each residential suburb. This establishes whether each suburb achieves the expected 10% POS set by the State Planning Framework as an indication of whether there is sufficient POS.

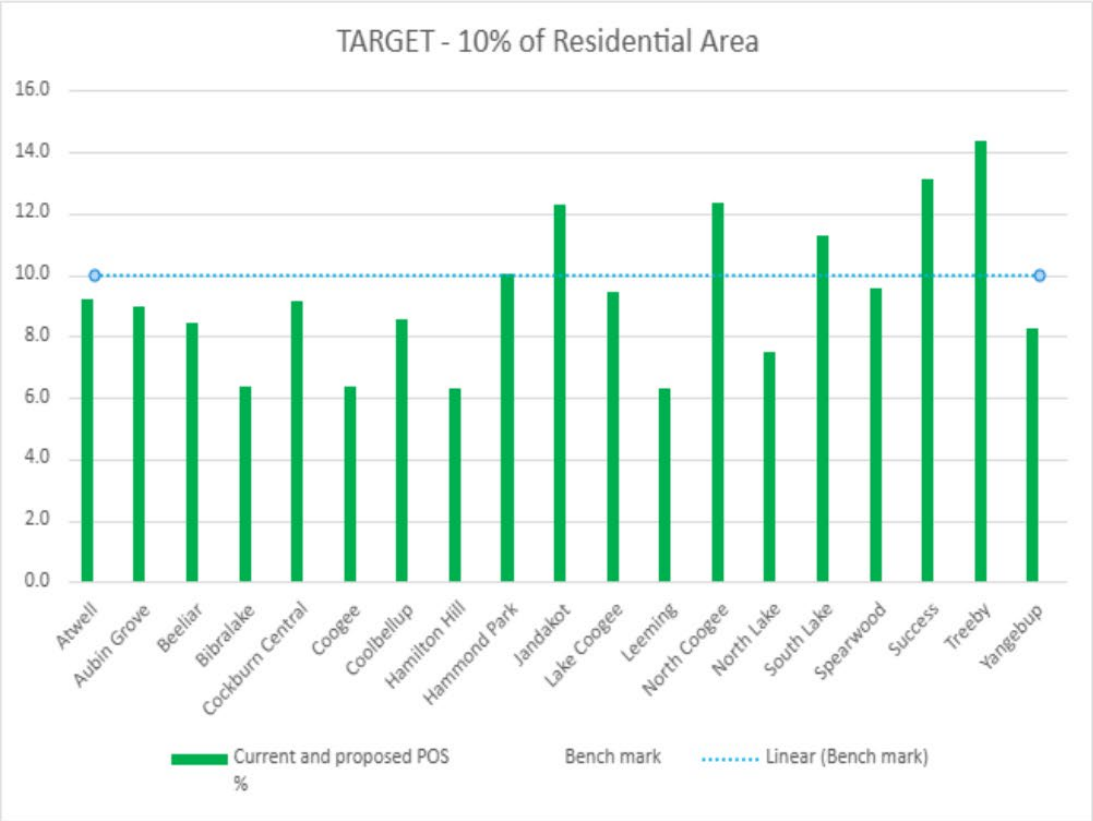
To complement the 10% standard and consider overall population intensification, the benchmark of 33.6m² per person, from which the 10% standard is originally derived, has also been calculated.

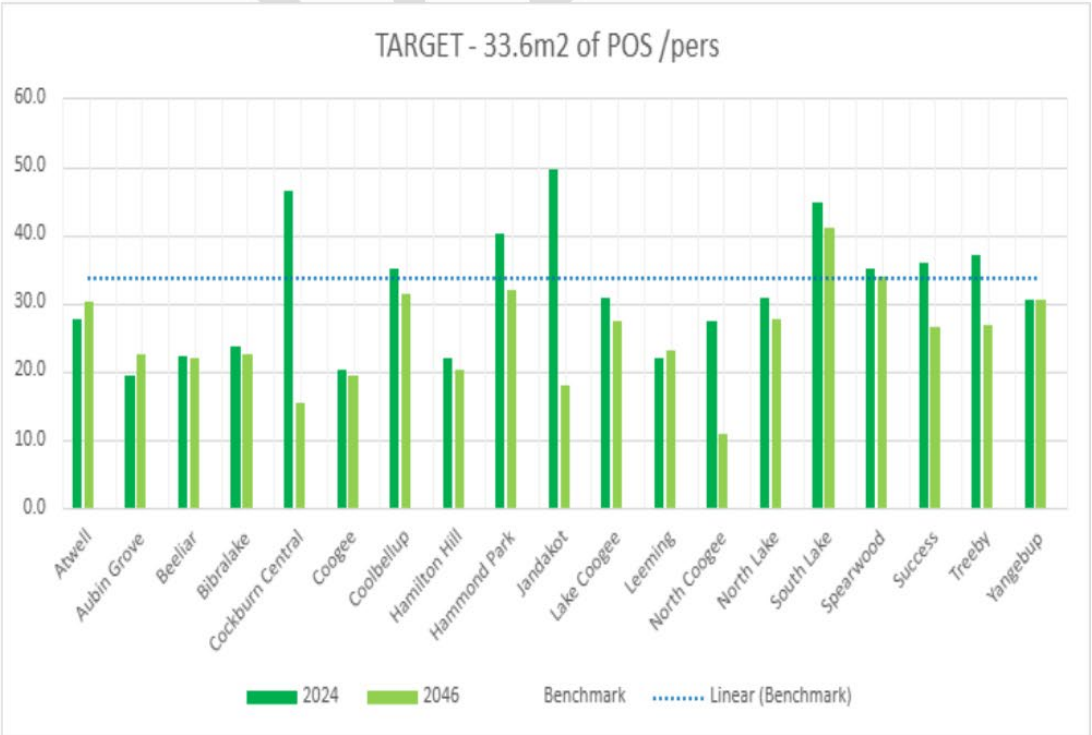
Suburb boundaries are used to assess POS provision and will also be used as the 'locality' when implementing 'Position Statement – Public Open Space' This simplifies access to population and household data for planning and aligns with a clear, meaningful geographic boundary familiar to the community.

The charts below summarise POS provision across each suburb. Suburbs that are entirely non-residential have been excluded from the analysis. In cases where suburbs have been divided into precincts, the assessment under the 10% benchmark has been applied only to the residential portion.

In considering these figures, it is important to recognise the City has been developed through different periods of POS calculation and crediting arrangements. In older suburbs drainage was typically separated meaning more usable space, whereas newer areas subject to Liveable Neighbourhoods include integrated drainage. Provision of POS in suburbs such as Atwell are reflective of a period when the State Planning Framework (Liveable Neighbourhoods) allowed 8% land provision with 2% value to develop the parks. This means the 10% POS target in older suburbs generally equates to 12% in newer suburbs.

In Hammond Park and North Coogee, Frankland Reserve and McTaggart Cove Oval respectively have been excluded from the 10% POS calculation. This is because they were identified in the Southern Suburbs District Structure Plan and Cockburn Coast District Structure Plan as being in addition to the 10% POS requirement, and the expectation is for these to continue to be an over-and-above provision.


TARGET - 10% of Residential Area
16.0
14.0
12.0
10.0
8.0
6.0
4.0
2.0
0.0
Atwell
Aubin Grove
Beeliar
Bibralake
Cockburn Central
Coogee
Coolbellup
Hamilton Hill
Hammond Park
Jandakot
Lake Coogee
Leeming
North Coogee
North Lake
South Lake
Spearwood
Success
Treeby
Yangebup
Current and proposed POS %
Bench mark
Linear (Bench mark)


TARGET - 33.6m2 of POS /pers
60.0
50.0
40.0
30.0
20.0
10.0
0.0
Atwell
Aubin Grove
Beeliar
Bibralake
Cockburn Central
Coogee
Coolbellup
Hamilton Hill
Hammond Park
Jandakot
Lake Coogee
Leeming
North Coogee
North Lake
South Lake
Spearwood
Success
Treeby
Yangebup
2024
2046
Benchmark
Linear (Benchmark)

Of the City's 19 residential suburbs, six have a minimum of 10% POS, and eight suburbs have approximately 8%. Five suburbs - Bibra Lake, Coogee, Hamilton Hill, Leeming and North Lake have less than 8% POS.

**TABLE 6: PUBLIC OPEN SPACE QUANTITIES BY SUBURB**

| Suburbs with shortfall > 2% | | Suburbs 2% shortfall or less | | Suburbs with minimum 10% | |
|---|---|---|---|---|---|
| Bibra Lake | 6.4 | Atwell | 9.2 | Hammond Park | 10.1 |
| Coogee | 6.3 | Aubin Grove | 8.9 | Jandakot | 12.3 |
| Hamilton Hill | 6.3 | Beeliar | 8.4 | North Coogee | 12.3 |
| Leeming | 6.3 | Cockburn Central | 9.1 | South Lake | 11.3 |
| North Lake | 7.5 | Coolbellup | 8.6 | Success | 13 |
| | | Lake Coogee | 9.5 | Treeby | 14.4 |
| | | Spearwood | 9.6 | | |
| | | Yangebup | 8.3 | | |

Examining the benchmark of 33.6m² per person, Cockburn Central (including the Town Centre), Coolbellup, Hammond Park, Jandakot, South Lake, Spearwood, Success and Treeby currently meet this. However, by 2046 only South Lake and Spearwood are projected to still meet this benchmark.

It should be noted that in Jandakot and Treeby population projections include potential growth from the Jandakot-North Treeby District Structure Plan area but do not include future POS to be identified through future structure planning.

The quantities of POS, including the benchmark per person, need to be considered in the context of distribution, accessibility, function and quality, including proximity to Regional Reserves to determine whether the needs of the community will be met now and into the future.

This is further explored for each suburb in Appendix 2 'Suburb Profiles' and summarised in Section 3.3.

## 3.2 Catchment Analysis – Distribution and Connectivity

Defining walkable catchments for each POS type helps ensure communities have adequate access to a variety of parks with different sizes, functions, and service levels.

Walkable catchments for each type of POS are outlined in Table 7, based on the recommendations of the Department of Local Government, Sport and Cultural Industries, and as set out in Table 7 below:

**TABLE 7: RECOMMENDED PUBLIC OPEN SPACE CATCHMENTS**

| Park Classification | Recommended Catchment Size (2012) |
|---|---|
| Pocket Parks and Local Open Space | Within 400m or a 5-minute walk |
| Neighbourhood Open Space | Within 800m or a 10-minute walk |
| District Open Space | Within 2km or a 5-minute drive |

Living within walking distance of parks and green spaces is strongly linked to higher usage and better health outcomes[5]. The built environment significantly influences health, and relying only on treatment or individual choices is insufficient when daily environments limit healthy options.

With chronic diseases now the leading health burden, the City seeks to ensure POS supports the wellbeing of the whole community.

To support this approach, each suburb has been assessed using a 400-metre radius catchment to each park - an accepted planning standard corresponding to a theoretical 5-minute walk for most people. This distance encourages regular use and helps maximise community health benefits, especially for every day, informal recreation.

This radius-based approach is particularly valuable given the large number of parks across the City, as undertaking full pedshed analyses for every site would be excessively time-consuming and disproportionate to the strategic benefit gained.

The radius therefore establishes an initial baseline for identifying potential gaps in access. More detailed network-based analysis can then be incorporated within each suburb.

Although included on the maps, the 400m catchment is considered less relevant to the suburbs of Banjup, Munster, Wattleup and Henderson. The first three are characterised by low-density housing, where residents typically have large backyards and often rely on vehicles to access services and amenities, including POS. Henderson is primarily an industrial area with very few residents.

Of the City's other 19 suburbs, nine currently provide all residents with access to POS within 400m of their homes, meeting the recommended proximity standard. The remaining ten suburbs have identified minor gaps in POS access; however, half are offset by the presence of nearby Regional

[5] Julianna Rozek, Dr Lucy Gunn, Anna Gannet, Dr Paula Hooper, Professor Billie Giles-Corti, 'Evidence supporting the health benefits of Public Open Space' - https://www.healthyactivebydesign.com.au/design-features/public-open-spaces/evidence

Reserves, which help to meet recreational needs at a broader scale. The other five suburbs still have access to a park within 800m. Although not included in the audit, Regional Reserves significantly enhance the overall POS provision and availability as shown in Appendix 3. Most of the City of Cockburn's Regional Reserves are part of the Beeliar Regional Park, which spans much of the City. It includes a central wetland chain (e.g. North, Bibra, Yangebup, and Thomsons Lakes) and a western chain (e.g. Manning Lake, Lake Coogee, and the Henderson foreshore).

Suburbs like North Lake, Bibra Lake, Yangebup, Success, Lake Coogee, and Coogee have excellent access to Beeliar Regional Park, which offers diverse natural features – wetlands, bushland, and coastal areas – supporting a range of passive and active recreation. While some areas have restricted access, various recreation nodes provide different settings, uses, and amenities.

The Suburb Profiles (Appendix 2) provides more detail regarding accessibility to POS for each suburb.

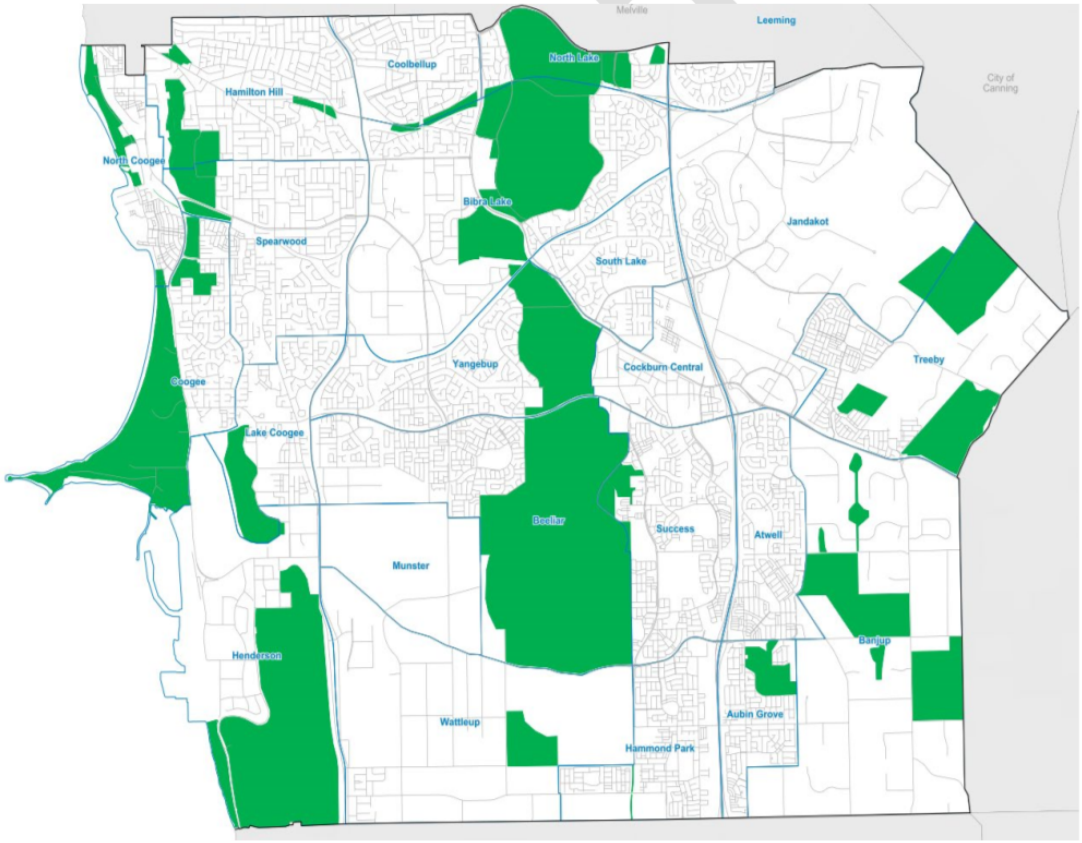



*Figure 2: City of Cockburn Regional Reserves*

### 3.2.1 Connectivity

While catchment hierarchy is an important factor in POS accessibility, it represents only one dimension. To encourage walking and cycling to these spaces, research indicates the surrounding street network must be well-connected, convenient, comfortable and safe[6].

Achieving this level of connectivity also requires consideration of climate change impacts. Research from the Australian Urban Design Research Centre emphasise effective adaptation to rising temperatures relies on a continuous tree canopy across private lots, streets, and parks. Rather than viewing POS in isolation, this interconnected green network plays a vital role in creating cooler, more resilient urban environments.

Each suburb (Appendix 2) profile includes the proportion of road reserves shaded by vegetation. While these publicly available datasets—capturing only trees over 3 m in height—are accessible through the Urban Tree Canopy Dashboard, they provide only a partial picture. The Urban Forest Plan should build on this information by offering more detailed and practical guidance on how to create a climate-responsive, greener street environment that supports both connectivity and comfort for people walking and cycling.

## 3.3 Analysis

The Suburb Profiles at Appendix 2 provide a detailed assessment of each suburb and principles that will guide the City in planning for POS; and specific developer requirements. A summary is provided below, with a focus on residential areas:

***Older residential suburbs – minor POS shortfalls***

Most of the City's older established residential areas (1960s-80s) - including Coolbellup, Spearwood, Yangebup - have minor POS shortfalls. This is likely due to past POS calculations including fenced drainage basins or landscaped buffer strips, and the accumulation of small deficits through multiple subdivision stages.

Examining the benchmark of 33.6m² per person, only Spearwood will still meet this benchmark by 2046.

During consultation many residents expressed high satisfaction with the quantity and quality of POS in their area. However, infill development will drive population growth, particularly in suburbs that have been rezoned to a higher density, increasing pressure on POS. POS in these areas will need to respond to increased demand and changing community needs.

Where the shortfall is minor (approximately 2%) and the established suburb has good accessibility to POS it is not considered necessary to actively seek additional POS, as minor shortfalls are unlikely to hinder the ability of the POS network to meet community need. This approach also recognises opportunities for the City to acquire land of sufficient size, in appropriate locations for POS are generally limited in well-established suburbs; and the cost to purchase (typically at residential land value) and embellish new areas of POS would be significant.

[6]Julianna Rozek, Dr Lucy Gunn, Anna Gannet, Dr Paula Hooper, Professor Billie Giles-Corti, 'Evidence supporting the health benefits of Public Open Space' - https://www.healthyactivebydesign.com.au/design-features/public-open-spaces/evidence

However, larger infill development sites (6 lots or more) should contribute to POS either as a land contribution where appropriate, or through cash-in-lieu (noting Position Statement 'Public Open Space' includes a two-year deferral period until 18 December 2027 whereby POS contributions will not be required for any infill subdivisions or development).

Cash-in-lieu will be used to implement improvements to POS to enhance recreational and/or environmental values and meet the needs of the community, guided by this Strategy and a Cash-in-lieu Expenditure Plan.

***Recent Residential Suburbs – Minor POS Shortfall***

Suburbs developed primarily between the 1990s and early 2000s, such as Atwell (9.2%) and Aubin Grove (8.9%), have a minor shortfall of POS and fall below the benchmark of 33.6m² per person. This shortfall is unlikely to worsen due to modest projected population growth.

Proximity to Regional Reserves provides additional amenity, making the shortfall acceptable. The focus will be on ensuring existing POS continues to meet community needs into the future.

*Cockburn Central*

Cockburn Central has 9.1% POS; although proximity to well-developed parks with high-quality amenities and leisure facilities helps to meet the community's recreational needs. However, due to the area's rapid population growth and significant proportion of medium and high-density dwellings, this issue should be addressed through targeted planning, including potentially upgrading Local parks to neighbourhood level standard to meet the community needs to ensure the suburb remains attractive to support high-density residential living.

*Beeliar*

Beeliar has 8.4% POS, currently below the per capita benchmark (22m²), stabilising by 2046. Despite good accessibility and diversity of POS, there is an opportunity to purchase additional land using available cash-in-lieu funds. The City will investigate potential land acquisition opportunities for additional POS to meet future community needs.

*Lake Coogee*

Lake Coogee (9.5% POS) comprises older residential areas and new structure plan areas. The area benefits from proximity to regional assets such as Lake Coogee Regional Park, Boodjar Mooliny Reserve, and Bindjar Reserve, which enhance recreational opportunities. The focus will be on diversifying parks, improving accessibility, and addressing the needs of an ageing population.

***Areas with Higher POS Shortfalls***

*Hamilton Hill*

Hamilton Hill currently has a significant shortfall of POS at 6.3%, despite its proximity to Regional Reserves such as Manning Park and the Hamilton Hill Swamp Precinct (former Roe Highway Reserve), which partially offsets this deficiency.

Projected infill development will drive substantial population growth - 4,127 additional dwellings and 10,207 residents by 2046 - further reducing POS availability per capita.

The former Roe Highway corridor presents an opportunity to increase POS provision, and the City will explore options to secure additional POS, including land swaps for underutilised sites, and will investigate appropriate amenities to meet evolving community needs.

*Bibra Lake, Leeming, and North Lake*

Bibra Lake (6.4%), Leeming (6.3%), and North Lake (7.5%) have notable POS shortfalls. However, proximity to Bibra Lake Regional Park ensures high accessibility to diverse recreational amenities. Population growth in these areas is expected to remain minimal, so the per capita POS benchmark will remain stable.

*Coogee*

Coogee has 6.3% POS, but its location near the foreshore, Market Garden/Boodjar Mooliny corridor, and Rotary Park (Regional Reserves) mitigates this shortfall by providing varied recreational and environmental opportunities. With modest population growth projected, the focus will be on upgrading Local Parks to neighbourhood-level standards, improving accessibility, and addressing the needs of an ageing population.

***Suburbs Meeting the 10% POS Minimum***

*Hammond Park, North Coogee, and Success*

These suburbs currently meet the minimum 10% POS requirement; however, continued population growth will result in a decline in per capita provision. To maintain community access to open space, all future structure planning and subdivision must deliver at least 10% POS.

North Coogee is one of the few areas expected to experience residential growth beyond 2036. With its predominance of medium and high-density development and limited private open space, the priority will be ensuring POS is accessible, well-designed, and supports diverse recreational needs.

*South Lake*

POS in South Lake (11.3%) is projected to remain above the per capita benchmark (41.4m² by 2046) due to limited population growth. The focus will be on addressing gaps in provision based on demographic needs, particularly for youth and seniors.

*Jandakot*

Jandakot has 12.3% POS which includes proposed future areas within the Glen Iris Estate. While population growth will increase pressure on existing POS, additional provision is anticipated through local structure planning in the Jandakot-North Treeby District Structure Plan area. Given land fragmentation, the City will advocate for larger POS sites and active playing fields, as recommended in the Community Needs Analysis Report.

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## 3.4 Diversity of Public Open Space

An effective open space network should offer a mix of recreational, natural, and sporting spaces across local, neighbourhood, and district levels to meet diverse community needs. While there's no universal standard, the City has assessed function and classification of its POS to understand the variety available and how well it serves the community. A summary of this analysis is provided in Figure 2 and 3, below.

While not always featured in the broader POS network or specifically considered for diversity, Linear and Pocket POS play a complementary role to larger recreational, natural, and sporting spaces by enhancing connectivity. Their inclusion is only supported where they improve access, meet community needs, and enhance neighbourhood liveability.

Some parks serve multiple functions and may fall under more than one classification. District-level POS may primarily support sporting activities but also include a playground that attracts local use. In this case, the POS would be classified as both District/Sport and Neighbourhood/Recreation, reflecting its multifunctional role.

A Health and Active Design study found residents near larger neighbourhood parks (within 1,600m) walk 150 minutes more per week for recreation than those near smaller parks. However, European research shows small green spaces also enhance mental health, life satisfaction, and social cohesion. These findings suggest that for community wellbeing, park quality is as important as size and proximity. Quality includes amenities, maintenance standards, and safety – key priorities identified in the initial community survey.

This Strategy provides high-level guidance for each suburb. Additionally, the Strategy will inform the Parks and Environmental Asset Management Plan.

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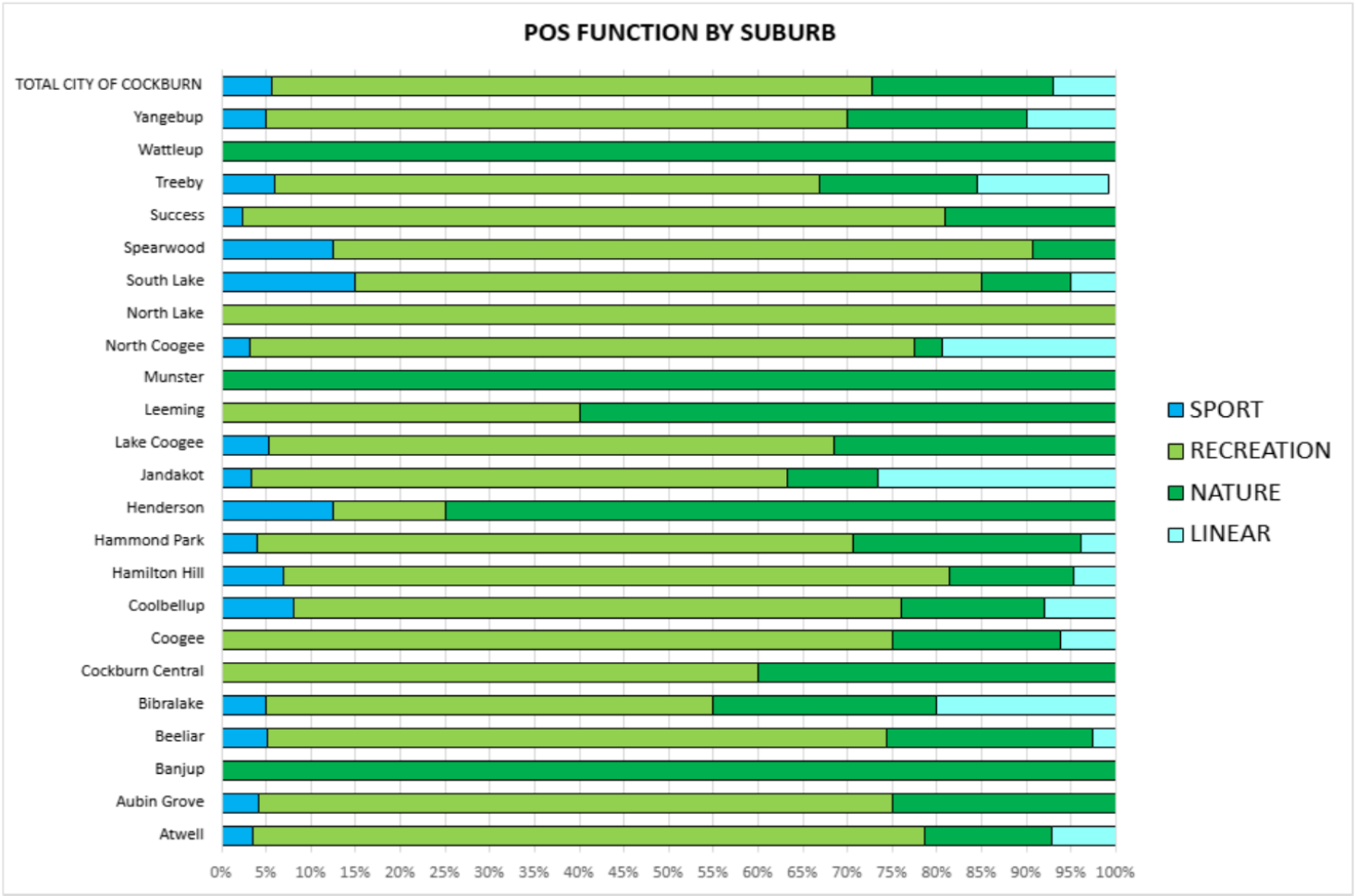



*Figure 3: Suburb-Based POS Function Ratio Analysis*




*Figure 4: Suburb-Based POS Hierarchy Ratio Analysis*

# 4. PLANNING FRAMEWORK AND DEVELOPER REQUIREMENTS

**This section explains the planning framework (subdivision and development) requirements for provision of POS, including cash-in-lieu.**

**This will be used to:**

- **Provide guidance and clarity for developers/subdividers and the community as to the requirements for POS within the City.**
- **Inform the City's recommendations to the WAPC on subdivision applications regarding provision of POS and/or cash-in-lieu in greenfield and infill scenarios.**

## 4.1 State Planning Framework requirements

The State Planning Framework identifies key requirements for provision of POS by developers, dependent upon the number of lots being created and existing provision of POS. An overview of these requirements is set out below:

**Planning and Development Act 2005**

- POS cash-in-lieu contribution cannot be required on subdivisions proposing less than three lots.
- WAPC may agree to cash-in-lieu of POS where the land area is such that a 10% contribution would be too small to be of practical use; and there is already adequate public parkland, considering the overall objective of parkland provision and distribution.
- Section 154 (2)(c) states expenditure of cash-in-lieu on embellishments requires the 'approval of the Minister for the improvement or development as parks'.

**Position Statement on Public Open Space (19 Dec 2025)**

- Policy measures for POS requirements (including non-residential areas).
- Expectations for Local Planning Strategies to identify POS needs to inform POS planning.
- Provides guidance for cash-in-lieu expenditure.
- Includes a two-year deferral period until 18 December 2027 whereby POS contributions will not be required for any infill subdivisions or development.
- From 19 December 2027 onwards POS contribution requirement for infill subdivisions of 6 lots or more can be reduced from 10%.
- In localities with less than 10% POS it can be reduced to 5%, and in localities with 10% POS or more it can be reduced to 2.5%.
- Greenfield subdivisions will continue to require a 10% POS contribution in accordance with Liveable Neighbourhoods.

**Development Control Policy 1.3 'Strata Titles'**

- Provides general requirements where land for public purposes such as POS can be ceded to the Crown free of cost due to the increased use of strata schemes resulting in land being divided in a manner similar to a conventional subdivision.
- States a contribution may be required from the WAPC towards the provision of public facilities such as POS for proposals involving more than a small number of lots.
- Maximum allowance of up to 50 per cent of the total 10 per cent may be permitted as communal open space if it provides a usable function for general recreation – remainder may be provided outside of the subdivision or by way of cash-in-lieu

**Development Control Policy 4.1 'Industrial Subdivision'**

- No general requirement for POS in industrial areas by the WAPC.
- Land may need to be provided free of cost for recreation in specific circumstances.
- Aims to ensure recreation facilities available for workers during leisure periods.
- Factors considered include:
    - Size of the workforce in the area.
    - Proximity to existing POS.
    - Scale of proposed new development.
    - POS may also be required for buffer strips.
    - Planted areas between industrial and adjacent non-industrial zones.
- Decisions are case-specific, based on circumstances of each application.

**Liveable Neighbourhoods (2009)**

- Minimum contribution of 10% of the gross subdivisible area must be given up free of cost by the subdivider for POS and may comprise a minimum of 8% active and passive recreational purposes where the remaining two per cent (of the overall minimum 10%, or one-fifth) comprises restricted use POS.
- Mandates water sensitive urban design, integrating drainage into POS to achieve better land use integration and urban design outcomes.
    - WAPC will generally require POS to be developed by a subdivider to a minimum standard that may include full earthworks, basic irrigation, grassing of key areas, pathways that form part of the overall pedestrian and/or cycle network, and maintenance for two years.

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## 4.3 Greenfield areas

### 4.3.1 Requirements for POS provision

Liveable Neighbourhoods requires a minimum of 10% POS in greenfield areas, provided as land rather than cash-in-lieu. This ensures new residential areas secure sufficient POS to meet community need, aiming to deliver a minimum of 10%.

Implementation of Bush Forever, Water Sensitive Urban Design (WSUD), Liveable Neighbourhoods and increased bushland retention has led to a decrease in the amount of active open space being provided.

The 10% POS requirement is a minimum, and where POS is constrained and cannot meet the needs of the community a greater amount may be required – for example to appropriately balance vegetation retention and useable space for informal active recreation.

The expectation is for all greenfield structure plans/subdivisions to provide a minimum of 10% POS, based on the gross subdivisible area of the subject site itself.

Proximity to existing or proposed POS in the surrounding area, or the quantity/percentage of existing POS in the suburb or surrounding catchment will not be considered to justify reduced provision of POS. Such an approach is contrary to the intent of the State Planning Framework and can contribute to cumulative shortfalls of POS.

Critically, proximity and walkability to POS is only one consideration – POS also contributes to the creation of high amenity neighbourhoods, provides visual relief in urban environments, creates opportunities for urban cooling and can contribute to flora and fauna habitats.

Position Statement: 'Public Open Space' states that for all residential subdivisions (including green title, all types of strata subdivision and community title), a minimum standard of 10% of the gross subdivisible area is to be ceded free of cost for POS, or the equivalent cash in lieu, However, it provides circumstances in which this can be varied.

With greenfield areas projected to fall further below the benchmark of 33.6m² of POS per person - and smaller lot sizes limiting private open space – securing the minimum 10% POS on all subdivisions is essential for creating liveable, high-quality communities that meet long-term recreational needs. The City will therefore typically not support any reduction in POS for greenfield areas.

The appropriate quantity, siting and design of POS is holistically considered through the structure planning process in the context of the proposed subdivision and development. The expectation is for subsequent subdivisions to reflect the quantity and function shown in the Structure Plan as a minimum, including the amount and proportion of 'unrestricted' POS.

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In planning for POS in greenfield areas the following principles require consideration:

- Achieving consolidated, functional POS in areas subject to smaller structure plan areas with different development timing – larger, more connected and useable areas of POS will be sought in new areas by ensuring new areas of POS can be consolidated with adjacent landholdings wherever possible.
- Careful consideration of drainage areas to ensure they do not compromise functionality of POS (any slope steeper than 16% will generally require underground drainage, unless a basin is required for improved WSUD and supported by the City), including the useability outside of those drainage areas.
- Consideration of Local Planning Policy 5.22 - Environmental Conservation.
- Ensuring adequate provision of active play areas in POS even in circumstances where bushland is being retained. Play areas are large enough and appropriately level to accommodate informal sports and play activities.
- Structure plans and subdivisions should respond to City of Cockburn Ecological Corridors (Local Planning Strategy) and any other more localised ecological linkages, and identify measures to protect and enhance these linkages, balanced against active recreational needs.
- POS to be designed and sited with consideration of Crime Prevention Through Environmental Design (CPTED) principles including good level of surveillance.
- Where land is proposed to be zoned 'Mixed Use' or 'Local Centre consideration will be given to the requirement for a proportional contribution to POS based on the likely amount of residential development.
- POS contribution for mixed uses should be identified at the Structure Plan stage on a case-by-case basis, having regard to:
    - the amount of mixed uses proposed and the potential number of residents
    - the amount of public open space available in 300 m of the mixed-use area
    - the proportion of the mixed-use area likely to be used for non-residential purposes

In the City of Cockburn, some greenfield areas include small lots – such as 'homestead lots' with existing dwellings – that may be structure planned or subdivided into five lots or fewer. These differ from infill lots, which were created through earlier subdivisions where POS was already provided, and therefore these areas will not be treated as 'infill' for the purposes of 'Position Statement – Public Open Space'.

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### 4.3.2 Greenfield cash-in-lieu requirement

The provision of POS (or cash-in-lieu of POS) for residential areas is governed by the Position Statement 'Public Open Space' (19 dec 2025) and the *Planning and Development Act 2005*.

The City may accept cash-in-lieu of POS where the provision of 10% of the gross subdivisible area for POS will not result in spaces, which in the opinion of the City is of sufficient size or quality to be of benefit to the community, or where sufficient space already exists in surrounding areas.

This does not apply to the development contribution areas of Cockburn Central North (Muriel Court) and Cockburn Coast, which deal with the equitable sharing of POS costs and provisions through the Development Contribution Areas (DCAs). Where cash-in-lieu is considered acceptable, this shall occur in accordance with the *Planning and Development Act 2005*.

### 4.3.3 POS design and embellishment expectations

The State Planning Framework encourages the integration of different functions within POS. This includes urban water management drainage requirements, utility infrastructure (such as sewer pump stations, utility corridors), buffers to land use constraints and the retention of local environmental features such as vegetation and natural landform.

Competing functions must be designed to complement the intended recreation and environmental functions whilst achieving an appropriate interface with the adjacent area.

Where POS is identified in a structure plan or subdivision (whichever is first) it should include a POS concept plan(s) demonstrating:

- Landscaping (including vegetation and 'regulated trees' to be retained and/or removed)
- Embellishments
- Drainage and how it is integrated
- Useability outside drainage areas
- Earthworks and levels
- Irrigation availability and provision
- Water Sensitive Urban Design
- Further details regarding maintenance and replacement cost where required
- Location of utility services amount of required space to ensure safe access and operation.

Residential amenity is to be protected by ensuring the size and shape of POS and placement of equipment maintains sufficient distance from dwellings to minimise potential impacts like noise from recreational facilities. This is to ensure POS is safe, functional, accessible and sustainable, and to inform assessment of the structure plan, including interface with the proposed surrounding roads and lots.

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The water source to irrigate POS must be secured early in the planning process and water efficiency measures incorporated into its design to ensure water resources are available to maintain the active spaces.

Details regarding levels (including cross sections through the POS) should demonstrate functionality, and the interface with surrounding land use. This should achieve surveillance of POS and incorporate other CPTED principles (such as clear delineation between the private and public realm), good access and connectivity to the surrounding pedestrian network and nearby destinations.

Appendix 1: 'Public Open Space Provision Standards' sets out the key amenities for POS to be delivered by developers, and these standards are illustrated in the POS diagram provided in Section 2.2.

Whilst it is recognised highly embellished parks are often key marketing tools for new residential estates, and have become the norm for these areas, inclusion of higher cost items will only be supported where a specific community need is identified and agreed upon by the City. This is with an understanding the infrastructure may not be replaced at the end of its life.

This approach is to ensure an equitable level of POS embellishment across the City and to ensure no unreasonable future cost burden for maintenance and renewal of POS for the future community.

## 4.4 Infill POS requirements

Infill areas are those previously zoned and subdivided for residential development under the 'Residential' zone that now have further subdivision/development potential at a higher density than when originally created.

Lots zoned 'Development'/'Urban Development' that were previously zoned 'Rural' or any other zone other than 'Residential' [regardless of their size or whether they contain existing dwelling(s)] are not classified as infill because they have not formed part of a previous subdivision that contributed to POS. Such lots are therefore considered greenfield development and will be required to contribute 10% POS.

Infill areas are unique because they typically have existing POS provided through the original residential subdivision. However, further subdivision increases population densities in a context of smaller lots and reduced private open space. This intensifies use of existing parks, playgrounds, and recreational spaces, often beyond their original design capacity, and puts pressure on them to meet the needs of the community.

As infill development increases density, access to quality POS becomes even more critical for mental health, recreation, and social cohesion.

Changes in dwelling types and lot sizes can also change the demographic profile, influencing community needs and resulting in POS being expected to serve a greater diversity of functions.

Key challenges in infill areas include:

- Limited opportunities to increase or change the size, configuration and location of POS
- Need for POS to adapt in response to smaller private gardens to meet the recreational needs of the community
- Responding to diverse community needs
- Ageing POS infrastructure
- Balancing tree retention and new planting in POS to contribute to urban tree canopy, shade and amenity whilst retrofitting POS
- Meeting modern expectations for POS design and function.

Position Statement 'Public Open Space' sets out infill POS contribution requirements. This includes a two-year deferral period until 18 December 2027 whereby POS contributions will not be required for any infill subdivisions or development.

From 19 December 2027 onwards it sets out the POS contribution requirement for infill subdivisions of 6 lots or more can be reduced from 10% given there is existing POS in established suburbs which justifies a reduced POS contribution. In localities with less than 10% POS it can be reduced to 5%, and in localities with 10% POS or more it can be reduced to 2.5%.

This Strategy demonstrates there is less than 10% POS in all suburbs where infill is anticipated, and all fall below the 33.6m$^2$ of POS per person, projected to worsen as population growth continues. This situation warrants POS contributions from infill development from 19 December 2027, however in recognition there is existing POS in established suburbs the potential reduction as set out in 'Position Statement' is considered appropriate for new infill subdivisions in the City of Cockburn, as set out in Table 8.

This approach recognises these suburbs have existing POS, whilst providing for larger scale developments (6+ lots/dwellings) to make a reasonable monetary contribution to the enhancement of existing POS in the suburb to meet the needs of the growing population.

The 'Position Statement' includes a potential reduction to a 2.5% contribution for strata subdivisions that include communal open space with POS function in excess of any Residential Design Code communal open space requirements. To ensure this area contributes meaningfully to the amenity of occupants over and above typical communal open space, the City expects criteria to be met for additional communal open space to qualify for a reduction to the POS cash-in-lieu contribution to 2.5% as set out in Table 8.

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## TABLE 8: INFILL POS REQUIREMENTS (AS PER POSITION STATEMENT)

| Scenario | Infill POS cash-in-lieu requirement (6 lots or more, including built strata) (% gross subdivision area) |
|---|---|
| **Suburb has <10% POS:**<br>Atwell, Aubin Grove, Bibra Lake, Beeliar, Cockburn Central, Coogee, Coolbellup, Hamilton Hill, Lake Coogee, Leeming, North Lake, Spearwood, Yangebup | **5%**<br>(maximum $4,000 per lot) |
| **Suburb has 10% or more POS:**<br>Hammond Park, Jandakot, North Coogee, South Lake, Success | **2%**<br>(maximum $1,600 per lot) |
| **Strata subdivision includes communal open space with POS function in excess of any Residential Design Code communal open space requirements**<br>For additional communal open space to qualify for a reduction to the POS cash-in-lieu contribution to 2.5% it must meet the following criteria:<br>• Include a minimum of one additional deep soil area as set out in the Residential Design Codes for a medium or large tree to create a green space and contribute to urban tree canopy; and also meet the design requirements for communal open space as set out in the Residential Design Codes Volume 2 to ensure the area is well-designed, accessible and functional; AND<br>• The area shall be accessible via a pedestrian path from all dwellings and embellished with informal seating or elements that encourage occupants to use the area; AND<br>• The additional communal open space shall exclude driveway landscaping, setback landscaping areas, private courtyards and other R-Code required open space or landscaped areas; AND<br>• Reductions to the required private open space will not be supported on the basis of the additional provision of communal open space to reduce the POS cash-in-lieu requirement. | **2.5%**<br>(maximum $2,000 per lot) |

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A POS Cash-in-lieu Expenditure Plan will identify how cash-in-lieu will be spent, consistent with Position Statement – Public Open Space and informed by this Strategy. The Position Statement requires monies to be spent within the locality/suburb for which it was collected or the adjacent suburb/locality, and the intention is for suburb boundaries to be used.

Expenditure of POS cash-in-lieu will respond to additional demands generated by infill in the following key categories:

| | | |
|---|---|---|
| **1.** | **Recreational enhancements** | – Investments in playgrounds, fitness equipment, sports infrastructure elements and youth amenities etc, informed by local needs and demographic analysis. |
| **2.** | **Infrastructure to support increased use** | – Provision of additional seating, bins, BBQ facilities, gazebos, shade, paths and other amenities to accommodate higher levels of patronage resulting from infill growth. |
| **3.** | **Embellishments to enhance amenity and sense of place** | – Interpretive signage, landscaping that improve the quality of POS and positively contribute to local character to the benefit of the community. |
| **4.** | **Safety enhancements** | – Measures that improve safety of POS, including lighting and CCTV. |
| **6.** | **Environmental enhancements** | – Measures that protect or enhance environmental values, including wetlands and ecological corridors. |
| **7.** | **Embellishments to support cultural inclusion** | – Provide for cultural activities in response to the needs of the community. |

| Key infill areas | | |
|---|---|---|
| **Hamilton Hill** | **Coolbellup** | **Spearwood** |
| **+ 1337 dwellings by 2046*** | **+ 489 dwellings by 2046*** | **+ 490 dwellings by 2046*** |
| **6.3% POS** (notable shortfall) | **8.6% POS** | **9.5% POS** |
| **Low-density infill areas** | | |
| **Coogee** | **Yangebup** | **South Lake** |
| **+ 159 dwellings by 2046*** | **+ 205 dwellings by 2046*** | **+ 80 dwellings by 2046*** |
| **6.3% POS** | **8.3% POS** | **11.3% POS** |

**From 2026*

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## 4.5 Public Open Space requirements in non-residential areas

### 4.5.1 Industrial areas

The State Planning Framework (DCP 4.1 'Industrial Subdivisions') does not mandate POS in industrial subdivisions but allows for it where needed for recreation or buffer strips.

This is primarily relevant when new industrial areas are created and there is an opportunity to create new areas of POS. As the City's industrial zones are well-established and further subdivision is limited, opportunities to create new POS from ceded land or to collect cash-in-lieu are minimal.

However, DCP 4.1 does identify that land in an industrial subdivision may also be required to be given up as POS to provide for buffer strips and/or suitable planted areas between industrial uses and any adjacent non-industrial areas.

This is further reinforced in Local Planning Policy 3.8 'Industrial Subdivision and Development' which outlines where an industrial subdivision is adjacent to a residential zone, an adequate separation distance should be provided within the industrial land. Where it is critical this be protected as a permanent landscaped buffer strip, and/or where it is required for public usage the land should be ceded free of cost for POS.

Therefore, a POS requirement for industrial subdivisions will typically only be required where it is needed to provide a landscaped buffer to non-industrial areas, to achieve a landscaped streetscape character, or where required for a drainage or ecological function.

However, the benefits of POS in industrial areas are acknowledged and discussed further in Section 8 and the relevant Suburb Profiles (Appendix 2), including future investigation of opportunities to enhance POS or other reserves within or accessible from industrial areas.

### 4.5.2 Rural and Rural Living areas

The State Planning Framework does not require POS contributions for rural land. The City's rural zones are well-established, with no further subdivision permitted due to constraints such as the Kwinana Air Quality Buffer, and only limited potential in the MRS 'Rural Water Protection' zone where a 2-hectare average lot size is required.

As POS has not historically been provided in rural areas – and this remains an accepted characteristic – no contributions will be sought from rural subdividers except where agreement has been reached with the City or another agency to manage environmentally sensitive land. It is however acknowledged residents in these areas do use POS, particularly for active recreation, and this demand should be considered in planning for active playing fields.

While 'Rural Living' areas share some characteristics with residential zones, the City's designated rural living area in Beeliar has no further subdivision potential (constrained by the Kwinana Air Quality buffer), and existing POS in the surrounding area is considered sufficient to meet community need. This takes into consideration the larger private open space on those lots.

## 4.6 Public open space requirements summary for subdividers and developers

| Area/Proposal | Public Open Space Requirements |
|---|---|
| **STRUCTURE PLANS:**<br>**'Development' / 'Urban Development' zoned areas (greenfield areas) subject to a Structure Plan (except Muriel Court and Cockburn Coast)** | – Structure plans to identify a minimum of 10% POS to be ceded free of cost at subdivision, responding to the site context, natural site features, ecological corridors and environmental values.<br>– Conservation Category Wetlands (CCW) and associated 50m buffer ceded free of cost, with developer to prepare an implement a Wetland Management Plan and undertake two years minimum maintenance.<br>– POS designed and sited to meet the needs of the community and embellished in accordance with this Strategy.<br>– The minimum 10% POS provision is calculated based on the gross subdivisible area of the subject land, and proximity to existing or proposed POS in the surrounding area, or the quantity of existing POS in the suburb or catchment will not be considered to justify reduced provision of POS, to ensure the intent of this Strategy is met.<br>– POS concept plan to be submitted with proposed structure plans/structure plan amendments in accordance with this Strategy. |
| **SUBDIVISIONS (GREENFIELD):**<br>**'Development' / 'Urban Development' zoned areas (greenfield areas - except Muriel Court and Cockburn Coast)** | – POS ceded free of cost at the first stage of subdivision as shown on the structure plan (or as specified within the structure plan report, whichever is greater) and embellished in accordance with the structure plan and this Strategy.<br>– Generally, subdivision of land zoned 'Development'/'Urban Development' should not occur until the adoption of a structure plan, however in the event subdivision is supported by the WAPC the City will recommend provision of POS in accordance with the requirements for structure plans above, including POS concept plan(s); and Conservation Category Wetlands (CCW) and associated 50m buffers ceded free of cost.<br>– POS concept plan to be submitted with proposed subdivision application in accordance with this Strategy. |
| **Cockburn Central North (Muriel Court) and Cockburn Coast Structure Plan areas** | – POS shown on the structure plan to be ceded free of cost at the first stage of subdivision.<br>– DCA 11 includes POS contributions, so no additional cash-in-lieu will ordinarily be required within DCA11 (which excludes the 'Mixed Business' area) if subdivision and development occur in accordance with the Structure Plan.<br>– 'Mixed Business' zone has been excluded from POS calculations, therefore any residential development within the 'Mixed Business – Restricted Use Office/Residential' area shall be required to make a POS cash-in-lieu contribution for the residential portion, as per the Structure Plan. |

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| | |
|---|---|
| **SUBDIVISION / BUILT STRATA (INFILL)**<br>Infill areas (residential zoned land, or land zoned under local planning scheme that provides for residential development, excluding 'Development'/'Urban Development' zone). | – No POS requirements prior to 18 December 2027.<br>– From 19 December 2027 the following cash-in-lieu requirements apply to all infill subdivisions and built strata of 6 lots or more:<br>○ Where the suburb has <10% POS - 5% (maximum $4,000 per lot)<br>○ Where the suburb has 10% or more POS - 2% (maximum $1,600 per lot)<br>– See Table 8 for further details of requirements.<br>– Given the maximum per lot rate is likely to be lower than the percentage value, the City will accept this rate without the need for a valuation.<br>– *NB. Position Statement: Public Open Space refers to 'locality' and for the purposes of this Strategy and implementation of the Position Statement 'locality' is defined as 'suburb'.* |
| **SUBDIVISION**<br>**Industrial zones** | – POS requirement for industrial subdivisions typically only required where needed to provide a landscaped buffer to non-industrial areas and where critical this be protected as a permanent landscaped buffer strip, and/or where identified as an ecological corridor or required for public usage, ceded free of cost for POS. |
| **SUBDIVISION**<br>**Rural Water Protection (MRS)** | – Generally, no POS requirement, except areas containing Conservation Category Wetlands (CCW) and associated 50m buffers, Declared Rare Flora, Threatened Ecological Communities, protected habitat for conservation of significant fauna, Ecological corridors identified in the Local Planning Strategy to be ceded free of cost. |

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# 5. PLANNING FOR THE FUTURE

**This section examines the current and future community and their POS needs. It outlines key challenges and opportunities in planning, developing, and maintaining POS to meet those needs and summarises community feedback. It also presents key objectives and guiding principles to deliver the outcomes of this Strategy.**

## 5.1 Current and future community

As population density increases and average lot sizes decrease, private open space becomes more limited making high-quality POS increasingly essential. This shift is expected to drive greater demand and place additional pressure on high-use POS.

Overall, the population is ageing, and household types and sizes are changing - the City's open space network must respond to the evolving needs of the community, ensuring it is inclusive and responsive to people of all ages and abilities.

The snapshots below highlight key demographic trends shaping our suburbs and community that will inform POS planning.

| | | |
|---|---|---|
| **36%**<br>Overall population Increase* | **76%**<br>older adults' growth rate (55+) * | **33%**<br>increase of young people (0-19yo) * |
| In 2046, the main type of household **will be couple without dependents** | **52%**<br>overall increase in lone person household* | **21%**<br>of people live with a disability |
| **30%**<br>of people live with a long-term health condition | **8%**<br>of people live with mental health condition | **34%**<br>are born overseas |

**Between 2024 and 2046 (ID Community)*

| | | |
|---|---|---|
| **Top 3 growth areas by total population**<br>- Cockburn Central<br>- Jandakot<br>- North Coogee | **Growth areas due to infill and high density**<br>- Hamilton Hill<br>- Coolbellup<br>- Cockburn Central<br>- Success | **Growth area due to new development**<br>- Treeby/Banjup North<br>- Hammond Park<br>- Coogee/North Coogee<br>- Cockburn Central |
| **Top 4 growth areas for families with children**<br>- Jandakot<br>- North Coogee<br>- Treeby<br>- Success | **Highest growth area for lone person households**<br>- Cockburn Central<br>- North Coogee<br>- Success<br>- Hamilton Hill | **Top growth areas for seniors**<br>- Cockburn Central<br>- Banjup<br>- Jandakot<br>- North Coogee |

The following sections discuss diverse community needs and how these can be met through POS planning.

### 5.1.1 Accessible and inclusive POS

The POS network should be built on the principles of Universal Design and enjoyable for everyone, regardless of age or ability. Accessible parks remove physical barriers through features like ramps, wide paths, accessible parking, and amenities suited for people using mobility aids, including caregivers with disabilities. Inclusive parks go further, creating welcoming environments that support full participation.

Across the City there are a range of open spaces with wheelchair/pram accessible trails including Lake Yangebup, Little Rush Lake, Manning Lake, and Lake Coogee, which allow people of all abilities to access and enjoy the natural environment.

Accessible and inclusive play spaces offer diverse play experiences, such as sensory play areas, adaptive equipment, quiet spaces, and parallel play features to encourage interaction between children with and without disabilities. Clear signage with visual and tactile cues also helps users navigate the space.

In Australia, it is estimated 15-20% of children are neurodivergent, and their experience and interactions differ depending on how they think, communicate, respond to sensory input, and engage socially. Accessible playgrounds should consider people who are neurodivergent, including quiet zones away from the stimulation of traditional play environments, and sensory play equipment.

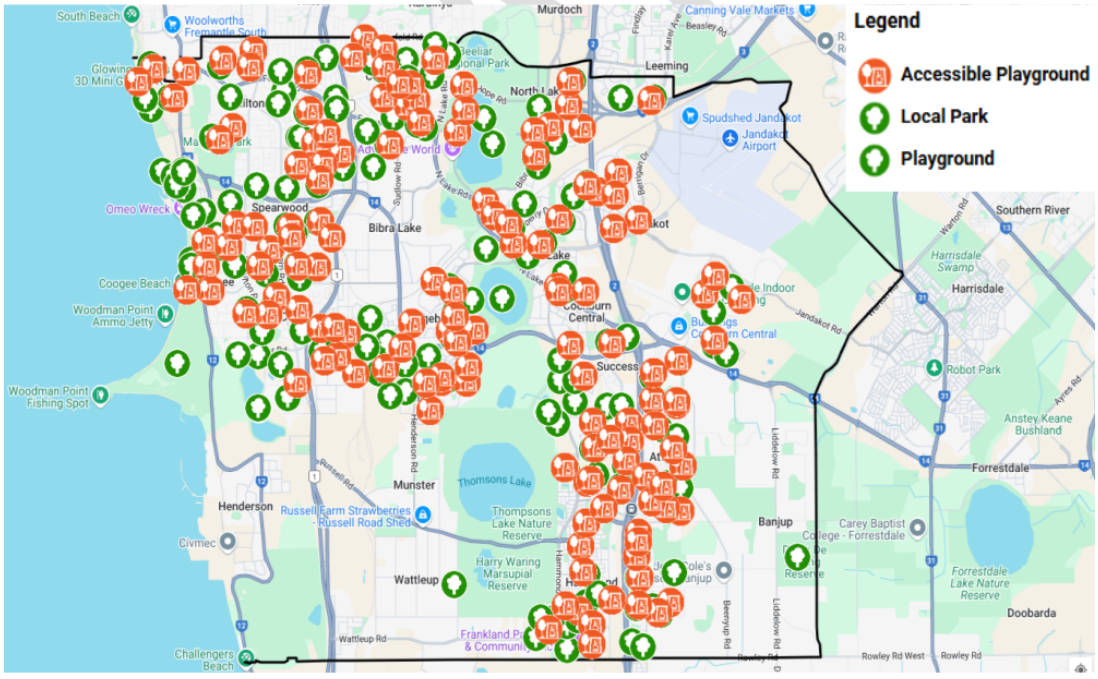



*Figure 5: Location of accessible playgrounds*

There are over 247 public playgrounds in the City of Cockburn, with 147 containing accessible and inclusive play equipment for children and families with disability or learning difficulties. Every suburb has a well-distributed number of accessible playgrounds as shown in Figure 5.

Bibra Lake Regional Playground is an inclusive destination playground that includes accessible and family restrooms to accommodate different needs. Bibra Lake Reserve itself is also accessible to all and provides the opportunity for the whole community to connect with nature and enjoy the environmental, and cultural heritage of the area.

Bibra Lake Regional Playground is also featured on the Cérge app, a digital accessibility platform designed to make venues more accessible and inclusive for everyone. Cérge offers a range of accessible tools - such as detailed access guides, virtual tours, visual stories, and sensory guides - so visitors can 'know before you go' and understand the playground's accessibility features. Cérge also enables people with disability, carers, and support workers to communicate their service preferences to participating venues before they arrive, reducing anxiety and ensuring a more welcoming, inclusive experience.

The City's Disability Access and Inclusion Plan sets out an objective to develop more accessible and inclusive playgrounds throughout Cockburn. This Strategy (Appendix 1 'Public Open Space Provision Standards') identifies all POS classified as Neighbourhood Recreation and District Sport to include an accessible playground.

The City's interactive map helps users find accessible and fenced playgrounds, with features like voice guidance and accessible colour options.

To ensure people with disability live more accessible and connected lives within their communities, accessibility must be an integral part of the design of POS and the broader public realm. The City will continue to ensure all POS designs and upgrades consider accessibility and inclusion to allow people of all abilities to interact and benefit from the POS network.

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### 5.1.2 Young children

The percentage of children in the City of Cockburn aged 14 and under is projected to remain constant to 2046, around 18 per cent of the population. However, population increase and the trend towards smaller lot sizes and backyards mean open space will continue to become a critical play space for children.

Play experiences for children and young adults have notably changed because of an increasingly urbanised, organised and technology-based society, with much less outdoor play, play in nature and unsupervised free play. Children today spend more time indoors than previous generations, with digital devices now the most common form of play[7]. [8]

Outdoor time supports children's development, health, and vision, while nature connection boosts mental wellbeing by reducing stress. POS is critical to encourage play, activity, socialising, and nature engagement.

#### *Playgrounds*

Playgrounds can be valuable in children's skill development, increasing physical activity, and challenging children's balance, agility, and coordination, whilst encouraging social interaction. They have a key role in making up for experiences not otherwise available to children.

Playgrounds also have a vital role in attracting children and families to POS, offering an incentive to spend time in their local parks.

The importance of playground access must be balanced against ensuring financially sustainable park infrastructure. For this reason, most pocket and linear parks will not have a playground, however playgrounds are a 'main amenity' for all parks with a designated Recreation function at a local level and greater to meet the needs of the community and ensure high levels of accessibility.

Playgrounds have a limited lifetime (around 15 years depending on condition), and the City has a yearly playground equipment renewal schedule where end of life equipment is replaced. The selection and replacement of playgrounds will be determined by the Parks and Environment Asset Management Plan, informed by this Strategy.

The needs of the community discussed in the following sections will inform playground planning and the Parks and Environmental Asset Management Plan to ensure the diverse needs of the community are being met, with a strong emphasis on improving accessibility wherever possible.

[7] Dealey, R. P., & Stone, M. H. (2017). Exploring out-of-school play and educational readiness. Early Childhood Education Journal, 46(2), 201–208. doi:10.1007/s10643-017-0849-7

[8] Australian Institute of Health and Welfare (202) Australia's Children - Australia's Children

## *Toddler and infant friendly play spaces*

In the past, parks and playgrounds often lacked suitable play space and equipment for infants and toddlers. While the City has begun to address this gap by requesting all the designs for the Playground Renewal Program to provide for children 0- to 12-year-old, recent community feedback continues to emphasise the need for toddler-friendly playgrounds.

Inclusive and developmentally appropriate spaces for toddlers should prioritise safety and supervision and support early learning and growth, with features such as:

- Scaled-down equipment – low structures with small steps, gentle slopes, and short slides
- Secure/age-appropriate swings
- Features for sensory exploration
- Low climbing structures, wobble bridges, balance beams, tunnels and interactive panels to promote gross and fine motor skills
- Flexible open space to allow room for crawling and running without obstacles
- Safe spots for crawling, such as shaded grassed areas
- Places for eating or relaxing in the shade

Many of these features can also be suitable for infants (under the age of one), particularly elements for sensory exploration where they are low to the ground and sited a safe distance from other play.

While larger playgrounds, such as Bibra Lake Regional Playground will include toddler-friendly elements, it is recognised most parents/carers of toddlers will use local and neighbourhood parks. Therefore, ideally all play spaces will incorporate engaging elements that can safely be enjoyed by a wide range of age groups, including toddlers and infants.

The City will ensure adequate provision of toddler and infant friendly play spaces by:

- Ensuring wherever possible POS is designed to include elements that can be safely enjoyed by toddlers.
- Ensuring new POS design considers existing availability and accessibility to toddler-friendly play spaces to determine whether inclusion of specific equipment/elements is appropriate.
- Considering the needs of toddlers when designing place spaces.

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### 5.1.3 Nature play

Research shows that nature play – where children engage with natural environments – offers significant benefits for wellbeing. Nature play fosters imagination, creativity, risk assessment, confidence, and independence through open-ended, unstructured play[9].

The City has progressively provided a broader range of opportunities for exploration and play within POS, including a range of purpose-built 'nature playgrounds'. However specific infrastructure is not required, and the natural environment itself offers diverse opportunities for play[10,11].

Natural features (logs, rocks, water), sensory materials (dirt, sand), loose play items (stones, leaves, sticks), and living things (plants, insects) offer opportunities for nature play and unstructured, child-led activities.

Various conservation reserves, wetlands and areas of bushland provide informal nature play opportunities for children, many which include walking and cycle trails, BBQs, playgrounds and public amenities. While these areas offer valuable experiences, access to the natural environments within conservation reserves is restricted to protect sensitive ecosystems. For safety and environmental reasons, children should engage with nature in purposefully designed, child-friendly spaces that support safe and appropriate play.

In designing nature play spaces consideration should be given to accessibility and inclusivity - providing a range of accessible play experiences so everyone can enjoy engaging with nature.

To enhance opportunities for 'nature contact' the City will consider the following in POS design::

- Appropriate, safe and accessible integration of natural features into POS and play spaces to maximise opportunities for nature contact.
- Integrate and connect natural areas where appropriate with other recreational elements to maximise their usage and benefit to the community.
- Consider a range of nature play experiences to cater for the diverse community.



*Figure 6: Dixon Park, Hamilton Hill – Example of purpose-built Nature playground*

[9] All, K. & Truong, M. Nature play and child wellbeing - Policy and practice paper | August 2024. Australian Institute of Family Studies
[10] Bento, G., & Dias, G. (2017). The importance of outdoor play for young children's healthy development. Porto Biomedical Journal, 2(5), 157–160. doi:10.1016/j.pbj.2017.03.003
[11] Ernst, J., & Burcak, F. (2019). Young children's contributions to sustainability: The influence of nature play on curiosity, executive function skills, creative thinking, and resilience. Sustainability, 11(15), 1–22. mdpi-res.com/d_attachment/sustainability/ sustainability-11-04212/article_deploy/sustainability-11-04212-v2.pdf?version=1565259382

## 5.1.4 Youth

Physical activity and social interaction are shown to support healthy development and improve cognitive functioning and self-esteem among adolescents[12]. However, Australian research indicates children aged 10-14 are even less likely than those aged 5-9 to meet the physical activity guidelines (15% compared with 32%)[13], highlighting the need to encourage physical activity for older children.

Community feedback highlighted the need for POS to offer more recreational activities and spaces for older children and young adults. Young people have expressed a desire for more spaces to connect, socialise, and meet others.

POS for youth should support physical activity, social interaction, and independence while ensuring safety through good surveillance. Older children use these areas differently, favouring informal seating, steps, and varied levels for games or socialising.

Research indicates the following characteristics encourage youth park visitation and physical activity – challenging, age-appropriate playgrounds; sports features (e.g. courts, fields); walking/cycling paths; supporting amenities (e.g. toilets, seating, drink fountains); natural features; good park maintenance and safety[14]. To meet the needs of youth these amenities work best when integrated in accessible locations.

Many of the City's reserves include fitness equipment, basketball rings and table tennis in a range of Neighbourhood and District POS. However, there is a disparity between provision of amenities for youth in developer funded and delivered open space in large new residential estates, and the City's older established residential areas.

This is notable in the suburbs of Treeby, Hammond Park, North Coogee and Cockburn Central where developer funded open space areas have delivered a wide range of modern, high-quality playgrounds and amenities, including well-integrated recreational opportunities for youth.

Examples include a junior pump track at Sapphire Reserve, Treeby; a Parkour Park in Hammond Park; and a range of half-court basketball areas, multi-use sports courts/areas, football goals, and climbing walls. These amenities help meet the needs of families in those areas and acknowledges that smaller private gardens increase reliance on POS.



*Figure 8- Paddock Park, Cockburn Central*



*Figure 7: Parkour park - The Scramble, Hammond Park*

[12] S.J. Biddle et al.(2011) Physical activity and mental health in children and adolescents: a review of reviews Br. J. Sports Med.
[13] Australian Institute of Health and Welfare (2020) Australia's Children - Australia's Children

Whilst in older established residential areas there is a lower current and projected proportion of families with children, the City has progressively upgraded POS to modernise and improve recreational experiences for youth to meet their needs.

Of note, population growth generated by infill in Hamilton Hill, Coolbellup, and Spearwood highlights a need to improve informal POS amenities for youth, addressing a current gap in provision in those areas.

There are four major skateparks well-distributed across the City in Atwell, Bibra Lake, Coolbellup, and Spearwood. There are also 8 pump tracks (Aubin Grove, Banjup, Bibra Lake, Hamilton Hill, North Coogee, Spearwood, South Lake and Yangebup), with many located adjacent to streetball courts and playgrounds to provide for a range of age groups.

Feedback on some of the City's more recent youth facilities is that they are more suitable for younger children than youth. Future amenities for youth should be designed to ensure they include features that are challenging enough for all age groups. This includes skate parks, bike parks and the heights of parkour and fitness equipment.

The City facilitates well-attended supporting programs and events in open spaces, such as concerts and sports clinics/competitions to encourage young people to stay active and socially connected, and boost youth engagement and park use.

The City will continue to ensure youth amenities are well-distributed across the City; and that POS planning, design and amenities support the wellbeing, development, and engagement of youth.



*Figure 9: Pump Track, Market Garden Park, Spearwood*



*Figure 10: Barrow Park Pump Track, North Coogee*

### 5.1.5 Seniors (65 years +)

With seniors projected to make up nearly one-fifth of the population by 2046, open spaces must adapt to their diverse needs to support healthy ageing. Age-friendly spaces promote physical activity, social inclusion, and overall wellbeing. The needs of seniors vary widely - some live independently, others in care, and many are carers or grand carers.

Parks are important spaces to support positive ageing – offering seniors low-cost and accessible opportunities to stay active, connect with others, and enjoy nature.

Seniors benefit from parks in a variety of important ways – physically, mentally, socially, and emotionally, including the following:

- Supports independence, especially for those who may not drive or travel far.
- Encourages time outdoors which can improve mood and mental clarity.
- Nature contact reduces stress, anxiety, and symptoms of depression.
- Parks offer a space where seniors can be active without needing expensive facilities, encouraging physical activity to improve health, mobility and balance.
- Regular Park visits are linked to lower rates of cognitive decline.
- Provides opportunities for social interaction to reduce loneliness and isolation.

Exercising outdoors benefits mental and physical health for all ages; however, few older people exercise outdoors other than walking[14]. To encourage outdoor exercise, the City has developed a plan for the distribution of outdoor fitness equipment, with equipment installed across a wide range of POS areas.

Fitness equipment is identified as 'optional amenities' for neighbourhood and district POS where they can complement existing amenities. They should be accessible, visible, and convenient to encourage usage, ideally close to existing playgrounds, walking paths, or community gathering areas.

Standard outdoor fitness equipment may not meet the needs of all seniors, and purpose-built 'Seniors Exercise Parks' include accessible equipment that aim to safely improve balance, strength, and mobility, and can also offer a space for seniors to socialise (e.g. balance beams, stretching stations).

To maximise use such equipment should be located to complement high use POS, nearby aged care homes or aged care facilities, potentially facilitating group run classes.

There is a 'Seniors Exercise Park' at Gavelia Park, Treeby, and an opportunity exists to include others in the City's established suburbs where there is an ageing population.

Whilst locating and designing these spaces to encourage intergenerational interaction can be beneficial (discussed in the following section), there is also evidence that dedicated active spaces for seniors with age-suitable equipment increases usage and can foster a unique sense of

[14] Levinger P, Sales M, Polman R, Haines T, Dow B, Biddle SJH, Duque G, Hill KD. Outdoor physical activity for older people-the senior exercise park: Current research, challenges and future directions. Health Promot J Austr. 2018 Dec;29(3):353-359. doi: 10.1002/hpja.60. Epub 2018 Apr 15. PMID: 29537618.

belonging[15]. Careful consideration is therefore required to identify how these can be designed and sited to best meet the needs of seniors.

POS design and upgrades will consider the following features to meet the needs of seniors, dependent on its role in the hierarchy and the needs of the community:

- Accessibility and mobility features, smooth, wide paths with minimal inclines, wayfinding signage.
- Shaded rest areas with benches at regular intervals and water fountain.
- Toilet availability, including parent room.
- Safety features, such as good lighting, clear signage, and non-slip surfaces.
- Opportunities for intergenerational activities allowing seniors to spend quality time with grandchildren or younger relatives.
- Balancing intergenerational spaces with designated spaces for seniors where they feel comfortable.
- Senior Sensory playground elements.
- Informative/Interpretive signage to be dementia friendly.
- Signage and training plans to support the safe use of age-friendly exercise equipment.



*Figure 11: Seniors Exercise Park, Gavelia Park, Treeby*



*Figure 12: Senior Sensory play equipment*

[15] Gorgul, E., Luo, L., Wei, S., & Pei, C. D. (2017). Sense of place or sense of belonging? Developing guidelines for human-centered outdoor spaces in China that citizens can be proud of. Procedia Engineering, 198, 517–524.

### 5.1.6 Intergenerational spaces

Multi-generational parks support interaction and play across all age groups, from infants to seniors. They offer a wide range of benefits that go beyond recreation - they help build stronger, healthier, and more connected communities. Intergenerational activities encourage active ageing, improving children's perceptions of older people, reducing social isolation and enhancing physical function for older people[16].

They work best in multi-purpose POS at the neighbourhood or district level, where diverse features can be integrated that are enjoyable and beneficial for all ages, promoting social interaction and inclusion.

POS design and upgrades should promote intergenerational use by including:

- High levels of accessibility for all ages and abilities, including those with mobility limitations.
- Diverse play areas that incorporate a range of play spaces, from traditional playgrounds, toddler-friendly elements, to fitness equipment and social areas.
- Comfortable, shaded seating and communal areas near play spaces to encourage cross-generational connection.
- Active living features like walking paths, sports courts, and equipment that supports movement for all ages.



*Figure 13: Bindjar Reserve - Fitness Equipment*

[16] Gualano, M. R., Voglino, G., Bert, F., Thomas, R., Camussi, E., & Siliquini, R. (2018). The impact of intergenerational programs on children and older adults: A review. International Psychogeriatrics, 30(4), 451–468.

### 5.1.7 Cultural diversity and inclusion

The City of Cockburn is home to vibrant, diverse communities, with 34% of residents born overseas. As cultural diversity continues to grow, POS should be designed to reflect the community's values, histories, and cultural practices - creating spaces that foster inclusion, shared ownership, and cultural expression.

Culturally inclusive POS fosters a sense of belonging, making them ideal for families, cultural groups, and anyone seeking a space that celebrates diversity. Key elements include:

- Comfortable areas for social gatherings.
- BBQs, shelters, and seating arranged to support communal use and intergenerational interaction.
- Flexible spaces that can be adapted for diverse cultural events, performances, ceremonies, or gatherings.
- Safety and comfort - amenities that make all visitors feel secure and respected.
- Informal recreation opportunities, such as Bocce courts, to support casual and intergenerational use.
- Community engagement with diverse groups – involving communities in planning and design.
- Art installations or murals co-designed with local cultural groups to visually celebrate diversity.
- Events and programming to provide opportunities for community-led activities, inclusive outdoor learning and support the capacity of new and emerging community groups.
- Feedback from young people is that they would like to see an emphasis on celebrating cultural diversity with more regular and visible celebrations of culture to foster connection and inclusion.

The City of Cockburn is committed to embedding cultural inclusion in all stages of POS planning, design, and activation. This includes ongoing consultation with diverse communities, co-design opportunities, and regular evaluation to ensure spaces remain responsive and inclusive.



*Figure 14: City of Vincent Multicultural Garden (adaptable for diverse performances, ceremonies or gatherings)*

The land now known as the City of Cockburn holds deep cultural and spiritual significance for the Beeliar Nyungar people, the traditional custodians of the area. They called this land Beeliar Boodjar, and their connection spans tens of thousands of years.

The City recognises the importance of POS as Country. Nyungar in the area continue to enjoy much of their boodjar (Country), visiting areas around estuary waters and wetlands with their moort (family), wangkiny (talking) and maintaining Nyungar katatjiny (knowledge and understanding).

The City is committed to protecting and fostering this ongoing connection and identifying ways to better support and reflect the needs of First Nations people and celebrate their culture in POS design and planning.

Through the Reconciliation Action Plan (RAP) the City seeks to build a deep understanding of culture, history and protocols through learning, listening and celebration, including visibly promoting local Aboriginal cultures.

The City has implemented Nyungar language in the naming of parks and interpretive signage at Manning Park, Bibra Lake, Banksia Eucalypt Woodland Reserve, Kurrajong Reserve and C.Y. O'Connor beach. A key action of the RAP is to develop a plan to extend dual naming of features and naming of locations, parks and facilities across the City.



*Figure 17: Kidogo Glass Artworks, North Coogee*




*Figure 16: Interpretive signage - Cockburn Central West Park*




*Figure 15: Nyungar Warden Katitjin Bidi - Derbal Nara (People's Ocean Knowledge Trail*

Aboriginal Cultural Heritage is significant across the City's networks of reserves, and large portions of regional reserves are registered sites, including Bibra Lake, Thomson's Lake, Lake Coogee, Woodman Point and the North Coogee foreshore area.

Two key Aboriginal historical trails demonstrate the rich history and culture of the Beeliar Nyungar people – the Nyungar Warden Katitjin Bidi - Derbal Nara (People's Ocean Knowledge Trail); and the Nyungar Tourist Trail at Port Coogee.

Several other registered Aboriginal Cultural Heritage Sites are located within local reserves, including:

- Twin Bartram and David Gregg Park, Success – Place 3429
- Beaumont and Magnolia Park, Success - Place 15934
- Jubilee Park, Success - Place 3428
- Mather Reserve, Banjup - Place 3447
- Broadwater Park, South Lake - Place 4358

- Dixon Park, Hamilton Hill - Place 18332
- Kraemer Reserve, Banjup– Place 21811

Where appropriate, the City will engage with Traditional Owners to incorporate Nyungar language, interpretive signage and/or artworks within POS that contains registered Aboriginal Cultural Heritage sites.

Within POS more broadly where signage is proposed or replaced the City will engage with Traditional Owners to incorporate Nyungar language.

The Aboriginal Reference Group (ARG) has indicated a desire to incorporate Aboriginal artwork into park signage, ideally created with youth involvement to foster ownership and cultural learning. Their preference is for brighter, more vibrant signage to replace existing brown park signs, making cultural stories more engaging and accessible.

In appropriate locations new and upgraded POS should consider integrating culturally relevant design elements to foster connection to Country, highlight the significance of sites for protection and enhance visibility and meaningful representation of Aboriginal culture. This should include appropriate engagement and may include:

- Yarning circles – designed with use of local natural materials and circular forms to reflect cultural principles and support inclusive learning environments.
- Seating and communal tables in public spaces providing opportunities for cultural sharing and group use.
- Improved public Wi-Fi to support learning, events, and storytelling in park settings.
- Public art, interpretive and regulatory (e.g. protocol awareness) signage, cultural markers, and audio elements to share Nyungar Welcomes, Dreaming stories, and information about native flora and fauna.
- Interpretive walk trails.
- Spaces for cultural activities, ceremonies, gatherings, and storytelling; and quiet spaces for reflection.
- Plantings representing different cultural uses, including bush tucker or medicinal plants.

***Hamilton Hill Swamp Precinct/Dixon Park***

The Hamilton Hill Swamp Precinct has recently been included on the Aboriginal Cultural Heritage Register – an outcome of the Hamilton Hill Swamp Precinct study. The area has been reserved under the Metropolitan Region Scheme (MRS) as 'Regional Open Space', and the City will advocate for the area to reflect the outcomes of the Hamilton Hill Swamp Precinct Study, including:

- Measures to make it a place of healing and bring community to the area, as suggested by Traditional Owners.
- Inclusion of information and interpretative signage, native plants, cultural trails, place names, use of language and protection of intangible values to recognise the environmental and Aboriginal Cultural heritage, as suggested by Traditional Owners and non-Aboriginal community members.

### 5.1.8 Active Recreation and Playing Fields

Participation in organised sport has a range of physical, social, and psychological benefits, playing a key role in community health and wellbeing.

Whilst the City has a well-distributed network of active playing fields for organised sports, many of these are constrained in their potential to expand in response to growing population demand, and some have current functionality issues. This means additional playing fields will be required to meet the needs of the community into the future.

The lack of district playing fields is a particular issue in the eastern area of the City, given future population growth in the Jandakot-North Treeby District Structure Plan and other potential portions of the 'Rural Water Protection' zone. The City commissioned 'Jandakot/Treeby District Structure Plan – Community Needs Analysis Report' identifies the need for 2 x 2 oval sites encompassing District Playing Fields, in addition to a further 2 x Department of Education ovals (ideally one of each in Jandakot and Treeby).

The City will also explore opportunities to secure additional land for active playing fields in the southern suburbs where subdivision and development is ongoing, population growth will be the strongest, and land opportunities still exist.

For all future district playing fields the City will advocate for dual playing size at a minimum, including within the Jandakot-North Treeby District Structure Plan area to ensure maximum functionality to meet community need.

Careful consideration will also be given to the design, siting and orientation of future playing fields to ensure they are functional and financially sustainable.



*Figure 18: Frankland Park Sports and Community Facility, Hammond Park*

## 5.2 Environmental constraints and opportunities

Environmental constraints are increasingly shaping how local governments plan and manage POS. Urban development and planning for population growth requires careful balancing against environmental protection.

Climate change introduces further challenges, with the Urban Heat Island (UHI) effects a growing concern in POS planning. Prioritising larger well-connected space and canopy retention, incorporating shade trees, selecting climate-resilient vegetation, and applying water-sensitive urban design principles are key strategies for reducing heat stress and enhancing biodiversity, community wellbeing, and overall usability in POS.

Water availability is another key issue, with restrictions on water licences and the expansion of POS areas that lack irrigation infrastructure. This necessitates the use of drought-tolerant plant species, passive irrigation systems, and innovative landscape designs that reduce water dependency whilst still meeting the needs of the community.

In bushfire-prone areas, managing the interface between residential development and vegetated POS demands a delicate balance between retaining native vegetation for habitat (including ecological corridors), and implementing effective bushfire mitigation strategies. In structure plan areas the expectation is for bushfire mitigation to be contained within that site without impacting bushland on adjacent reserves. Land identified in a Structure Plan as bushland/conservation purposes is generally not to be managed in a low-threat condition for bushfire mitigation purposes, except where there is a legal obligation to do so (i.e. to comply with the City's Fire Control Order, if applicable).

These challenges require thoughtful planning that protects the environment while supporting urban growth, so POS can continue to provide social, recreational, wellbeing, ecological and climate mitigation benefits for future generations.

Retrofitting existing POS to meet the evolving needs of the community poses a challenge in balancing tree retention with new and expanded facilities. The City will seek to retain as many existing trees and vegetation as possible, and to include additional plantings to enhance the contribution of POS to urban greening and neighbourhood character.

Several Reserves contains natural areas which are also covered by the Natural Area Management Strategy (NAMS). The NAMS complements the POS Strategy by setting more specific guidance for the ongoing management of these areas and addressing key threats to biodiversity to ensure long term preservation of local flora and fauna.

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## 5.3 Public utility corridors and service infrastructure

Across the City there are a range of utility corridors, and whilst many are reserved for a 'public purpose' and/or in public ownership, some are in private ownership and zoned 'Special Use' with a limited range of potential land uses, such as 'car park'.

The powerline corridor is the most significant, traversing South Lake, Cockburn Central, Success and Hammond Park. In Hammond Park some sections are cleared, whilst others support high-quality vegetation, offering potential to establish an ecological corridor. Where possible the City will seek to secure these landholdings to establish as an ecological corridor. Further information relating to the powerline corridor are included in the Suburb Profiles (Appendix 2), where relevant.



*Figure 19: Transmission Line Corridors in South Lake & Success*

While the City acknowledges the essential role of service infrastructure, the expectation is for such services be located outside of POS to ensure useability is not impacted. Proposals to place services within POS will only be considered where it can be clearly demonstrated that no reasonable alternative location exists. In such circumstances, a change of land tenure will be required to ensure appropriate management, access, and long-term protection of the public realm.



*Figure 20: Infrastructure Services located in a Park illustrating an outcome the City seeks to avoid in future planning.*

## 5.4 Activity Centres and commercial areas

POS can play a vital role in enhancing the functionality, appeal, and sustainability of activity centres and commercial areas. These specific benefits include:

- Enhancing the character and liveability of centres, supporting vibrant, mixed-use environments.
- Connecting key destinations within activity centres, improving accessibility by integrating pedestrian and cycling networks, reducing car dependency.
- Contributing to making the precinct more attractive and inviting, with a coherent identity and cultural relevance.
- Enhancing amenity and attracting business and investment to support the viability of the centre.
- Meeting the recreational needs of residents thereby encouraging inclusion of residential development in mixed-use environments.
- Providing opportunities for social interaction.
- Creating green spaces to provide visual relief, contribute to urban greening objectives, and create more comfortable environments in built-up areas.

Precinct Structure Plans for Activity Centres should address the issue of POS provision to enhance amenity and support a mixed-use environment in accordance with SPP 4.2 ‘Activity Centres’ and SPP 7.2 ‘Precinct Design Guidelines’.

In Activity Centres, POS should be considered in the context of the whole public realm, including streetscapes with a higher expected level of landscaping, to provide comfortable public spaces that encourage physical activity, enable a range of uses and are accessible to all.

Where possible, POS close to Activity Centres should complement their role as community hubs and enhance amenity. The function POS may take will depend on the Activity Centre and identified need – it may be a pedestrian connection, or a place for workers and visitors to relax.




*Figure 21: Cockburn Gateways Shopping Centre Development Approval*

## 5.5 Industrial areas

Whilst often overlooked, POS in industrial areas can deliver a range of benefits for workers, the economy and environment to make the City more liveable. This includes:

- Contributing to creating high quality, attractive and accessible industrial areas that attract investment and provide amenity for employees and visitors.
- Enhancing worker wellbeing by providing spaces for relaxation and physical activity.
- Environmental benefit, providing an opportunity to contribute to tree canopy cover, reducing urban heat, increasing the City's climate change resilience and improving air quality.

The following opportunities exist in industrial areas:

- Enhancement of drainage reserves in or adjacent to industrial areas, including the potential for seating and amenities for workers.
- Enhancements or establishment of useable POS or other reserves within or accessible from industrial areas to improve the amenity of these areas.
- Improvements to streetscapes connecting to these areas, including provision of footpaths and shade given connectivity to any areas of POS.
- Use of POS as part of the cycling network where possible, recognising the safety issues associated with on-road bicycle lanes in industrial areas, conflicting with heavy vehicles.

Further information is included in the Suburb Profiles (Appendix 2), where relevant.



*Figure 23: Greening of Industrial Areas*



*Figure 22: Lunch Area for Workers in Latitude 32*

## 5.6 Events, activities and land uses

Reserves in the City of Cockburn are popular for events and private gatherings, enhancing community life and local vibrancy. With population growth and event applications tripling over the past decade - now exceeding 160 annually - effective management is essential to prioritise public and recreational use and minimise conflicts.

Community and commercial events must provide community benefit without compromising the primary purpose of reserves for public recreational use, and/or environmental protection, or cultural, and amenity values.

There has also been growing interest from commercial operators, such as mobile food vendors wanting to locate in reserves. This requires consideration of the potential impacts of such uses, and guidance on how such proposals will be considered by Council to protect the recreational values of reserves and support commercial zoned areas, including activity centres, and permanent food businesses.

Whilst this Strategy does not cover regional reserves, it is recognised they are often the most desirable and appropriate locations for events and mobile commercial traders because of their high-quality supporting amenities and large catchments.

Therefore, to understand how the broader network of reserves across the City function to accommodate events and activities for the benefit of the community, this section discusses the role of regional reserves in providing for such activities.

## 5.7 Large community events

Reserves in the City host popular large-scale community events, with growing attendance reflecting their strong community value. Events like concerts and cultural festivals support local businesses, foster connection, and boost park visitation. Their success relies on suitable locations with adequate space, amenities, accessibility, public transport, and parking. The City has a local planning policy that provides guidance for high and low frequency temporary events to streamline the process for low frequency events (1-5 a year) and set out clear requirements and approval pathways where required for high-frequency events (more than five a year).

Each year Council adopts a 'Season of Events Calendar' which includes a range of large-scale City-run community events held in local and regional reserves.

A key consideration is achieving an equitable distribution of events to maximise community participation and inclusion.

The table and map below outline current active reserve locations for major City-run events, and future potential locations identified in an audit of POS, based on size, parking, and public transport accessibility:

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## TABLE 9: CURRENT & POTENTIAL POS LOCATIONS FOR LARGE CITY-RUN EVENTS

| Current active locations (including Regional Reserves) | Future potential locations (identified in POS audit) |
|---|---|
| Atwell Reserve, Atwell<br>Aubin Grove, Reserve<br>Coogee Beach Reserve (Regional Reserve), Coogee<br>MacFaull Park, Spearwood<br>Manning Park, Hamilton Hill (Regional Reserve) *<br>Success Regional Sporting Facility, Success<br>Treeby Reserve, Treeby | Anning Park, South Lake<br>Beale Park, Hamilton Hill<br>Beeliar Reserve, Beeliar<br>Botany Park, Hammond Park<br>Dixon Reserve, Hamilton Hill<br>Davilak Reserve, Hamilton Hill<br>Legacy Park, Cockburn Central<br>Len Packham Reserve, Coolbellup<br>Meller Park, Bibra Lake<br>Nicholson Reserve, Yangebup<br>Santich Park, Munster<br>South Coogee Reserve<br>Tempest Park, Coolbellup<br>Victor Kailis Oval, Cockburn Central |
| **Environmentally sensitive area which may not be suitable for future large events* | *NB. Many of these lack supporting amenities which limit potential to host events.* |

The City will undertake a review of all identified POS locations (current and potential) to identify appropriate locations for major City-run events, informed by community consultation, considering the following:

| | |
|---|---|
| **Environmental Impact:** | • Potential damage to vegetation, wildlife habitats, and waterbodies, including consideration of noise and light pollution. |
| **Appropriate infrastructure:** | • Sufficient space to safely accommodate expected activities and attendance.<br>• Appropriate supporting amenities.<br>• Availability of parking, public transport options, and safe pedestrian access. |
| **Community Impact:** | • Impact on nearby residents, businesses, park users.<br>• Impact on organised sports. |
| **Safety:** | • Appropriate emergency access.<br>• Ability to meet all health, safety, and insurance requirements. |
| **Financial Considerations:** | • Costs (including cleanup).<br>• Economic benefits. |
| **Equitable distribution:** | • Accessible and distributed across the City to provide residents the opportunity and maximise equitable participation and inclusion. |

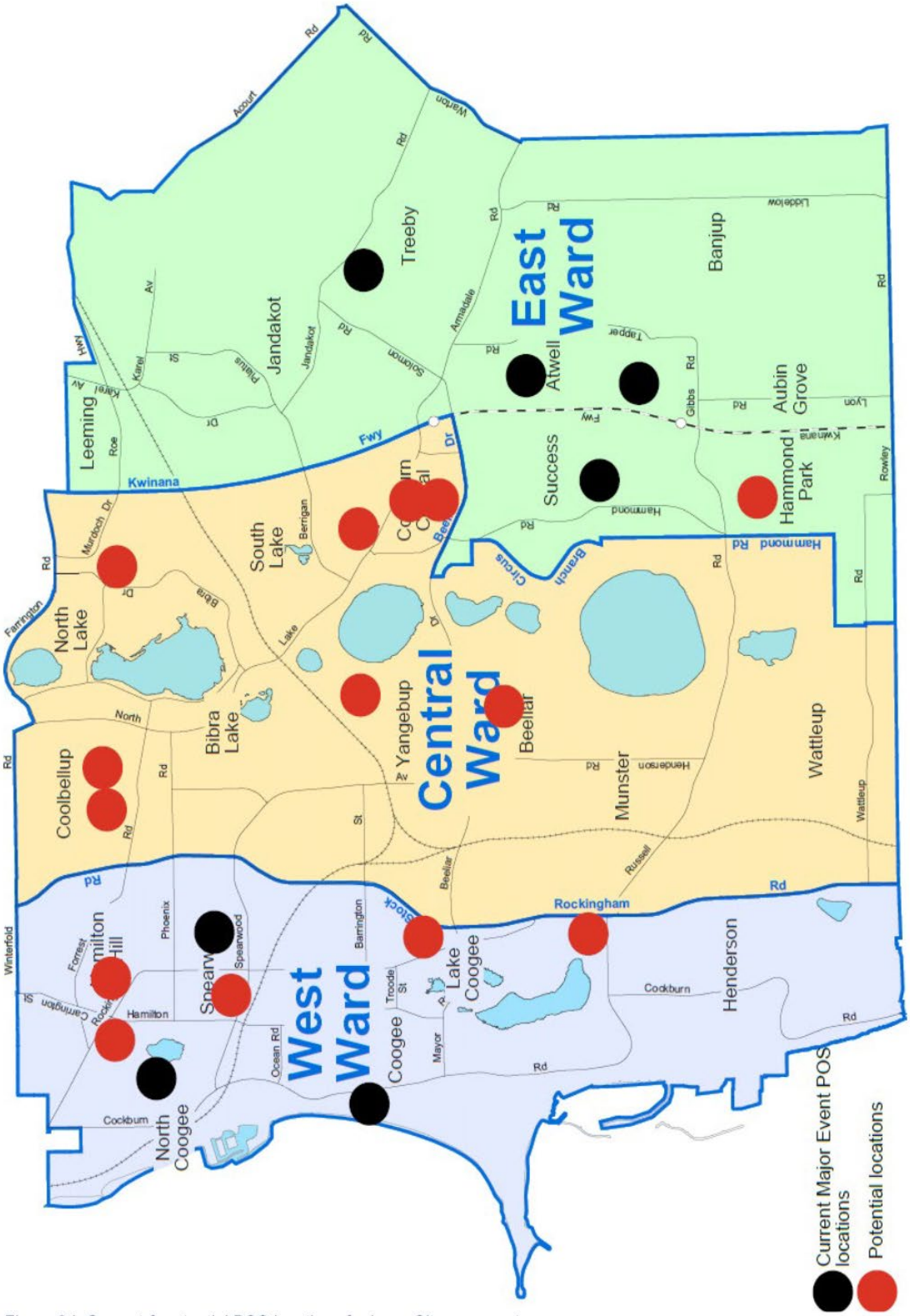



*Figure 24: Current & potential POS locations for large City-run events*

## 5.8 Small scale community events

The City hosts other community events and activities in open spaces that support their use and benefit the community, such as mobile outdoor activities. The City will continue aligning event types and locations with community needs while preserving open space function and environmental values.

Open spaces also host a range of community-led events that strengthen sense of community and contribute to health and vitality of the community. The City 'Public Event Guidelines' and Local Planning Policy 'Temporary Events' provide a framework for community events dependent on their frequency, number of attendees and other characteristics.

This provides for ease of hosting small scale community events and ensures a clear approval framework for events to ensure their success and minimise any negative impacts.



*Figure 25:City run Froggy's Fun on the Green, Manning Park*

### 5.8.1 Social gatherings and informal use

POS often accommodates private social gatherings and a range of informal recreational and social uses, a demand that will increase with population growth, smaller backyards and increased cultural diversity.



While exclusive use isn't allowed, the City manages conflicts through a 'park usage notification' system to ensure shared public access. New open space designs, especially in high-density areas, should consider these needs.

The City will continue to provide a framework to support balancing private social gatherings with organised events and public access to manage potential conflicts.

## 5.8.2 Commercial uses

Open space reserves must be protected and prioritised for public recreation and environmental purposes, especially as population growth increases demand for these spaces.

Commercial activities are generally inappropriate in open space reserves, as they conflict with their intended purpose and should be located in commercial zoned areas or activity centres as identified in the local planning framework.

Whilst activities such as markets can provide a community benefit, they can also negatively impact POS by damaging turf, disrupting sports schedules, straining amenities, and causing issues like noise, traffic, and parking for nearby residents. Turf damage can render playing fields unsafe and lead to costly repairs. As such, these types of uses should not be automatically considered appropriate for POS.

Non-food/beverage traders (e.g. flower sellers) are not supported in POS unless associated with an approved temporary event, as they do not enhance recreational use and can undermine permanent established businesses.

However, it is recognised in limited and specific circumstances temporary commercial events and registered food trucks may have a community benefit, complement reserve functions and align with contemporary community expectations.

Table 10 summarises the City's approach to commercial uses in open space reserves to ensure their protection for public recreation and conservation, and minimise land use conflicts:

**TABLE 10: GUIDANCE FOR COMMERCIAL USES IN PUBLIC OPEN SPACE**

| Type of commercial use | Key principles |
|---|---|
| **Mobile food vendors** | • Food/beverage businesses should be located in activity centres where they are accessible and have supporting infrastructure, ensuring their long-term viability.<br>• Recognising potential community benefit in activating reserves and enhancing enjoyment, there are five registered food vehicles in Regional Reserves - North Coogee foreshore (2), Manning Park (2), and Bibra Lake Regional Park.<br>• Sites chosen for high patronage, longer visits, adequate infrastructure (access, parking and toilets), and minimal impact on permanent food businesses.<br>• Identified sites have operated successfully for an extended period, demonstrating their suitability.<br>• If a café is established at the Bibra Lake Aboriginal Cultural Centre, the existing Mobile Trading site may be discontinued or repurposed as a satellite operation of the café.<br>• Mobile food vendors are not permitted in other reserves to protect public use and support Activity Centres' viability.<br>• Restricting food vendors to these sites provides certainty for investment in permanent food establishments which commit long-term to supporting community year-round, not just in favourable conditions (e.g. good weather, special events, peak hours). |

| | |
|---|---|
| | • City will implement an approval process for mobile food traders at designated sites, supporting traders while prioritising recreation, environmental values, and protecting Activity Centres viability. |
| **Mobile commercial vendors (non-food)** | • Commercial businesses should be located within activity centres for accessibility and infrastructure support, ensuring their long-term viability.<br>• Mobile commercial traders are not supported unless associated with an approved temporary event.<br>• Restricting these uses provides certainty for investment in permanent commercial establishments which commit long-term to supporting community year-round, not just in favourable conditions. |
| **Temporary Events – Low frequency (1-5 occasions)** | • Must align with community values, protect environmental and recreational assets, and contribute positively to the public experience.<br>• Preference for location on non-sporting reserves, with priority given to community groups and sporting clubs over private commercial ventures.<br>• Preference given to locations with existing infrastructure (e.g. parking, toilets) to minimise impacts.<br>• All temporary events must demonstrate the following:<br>  ○ Clear community benefit, such as cultural enrichment, economic stimulation, or recreational value<br>  ○ Sustainable operation<br>  ○ Appropriate public accessibility<br>  ○ No conflict with community or sporting uses<br>  ○ No negative environmental or cultural heritage impact<br>  ○ No adverse impact on local businesses<br>• Guided by a local planning policy to provide a transparent and appropriate framework for ensuring low-frequency temporary commercial events address these principles. |
| **Temporary Events - High frequency (6+ occasions)** | • Must align with community values, protect environmental and recreational assets, and contribute positively to the public experience.<br>• Generally only supported on non-sporting reserves, with priority given to community groups and sporting clubs over private commercial ventures.<br>• Preference given to locations with existing infrastructure (e.g. parking, toilets) to minimise impacts.<br>• All temporary events must demonstrate the following:<br>  ○ Clear community benefit, such as cultural enrichment, economic stimulation, or recreational value<br>  ○ Sustainable operation<br>  ○ Appropriate public accessibility<br>  ○ No conflict with community or sporting uses<br>  ○ No negative environmental or cultural heritage impact<br>  ○ No adverse impact on local businesses<br>  ○ No negative impact on residential amenity.<br>• Guided by a local planning policy to provide a transparent and appropriate framework for assessing and approving high-frequency temporary commercial events to ensure they address these principles.<br>• 'Public Building Approval' and 'Development Approval' required (advertised for public comment). |

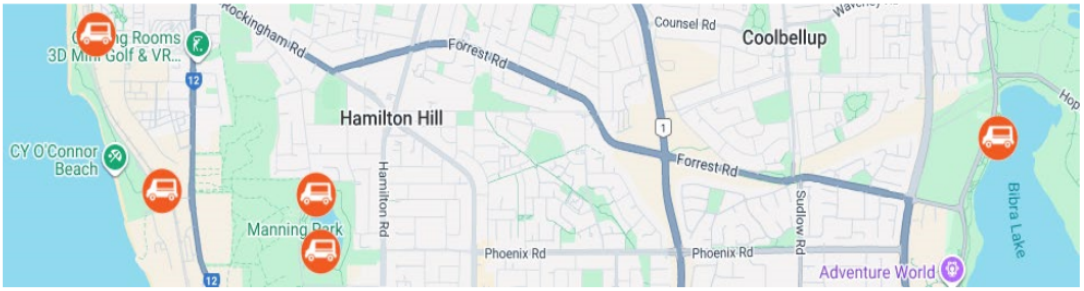



*Figure 26: Mobile food truck sites*

## 5.8.3 Public Open Space use summary

Table 11 below sets out how POS use will be prioritised as a public asset to meet the needs of the community, dependent on its primary function as identified in this Strategy:

**TABLE 11: PUBLIC OPEN SPACE USE BY FUNCTION**

| | Local Open Space Primary Function | | |
|---|---|---|---|
| | **Sporting Space** | **Recreation Space** | **Nature Space** |
| **PRIMARY USES:** | ✓ **Prioritised for organised sport training and games.**<br>✓ Informal use for general community recreation and enjoyment around schedule organised sporting activities. | ✓ **Prioritised for general recreational use by the community.**<br>✓ Flexibility for informal use for general community recreation and enjoyment.<br>✓ Private gatherings. | ✓ **Protection of environmental values is prioritised.**<br>✓ Access for passive recreation designed to ensure no negative impact on environmental values. |
| **POTENTIAL COMPLEMENTARY USES:** | ▪ Community events and activities (not-for-profit) where no conflict with organised sports, and consistent with applicable local planning policy. | ▪ Community events and activities (not-for-profit) where no conflict with organised sports, and consistent with applicable local planning policy. | ▪ Organised community planting or nature-based activities where access can occur without damaging environmental values; and where no safety issues (such as contamination). |
| **LOW PRIORITY USES:** | ▪ Temporary commercial events. | ▪ Temporary commercial events. | ▪ N/A. |
| **INCOMPATIBLE USES:** | ▪ Mobile vendors unless associated with an approved temporary event or formal sporting activity; or food vendors with approval in a designated site. | ▪ Mobile vendors unless associated with an approved temporary event, designated trading site or temporary food permit. | ▪ Community events.<br>▪ Temporary commercial events.<br>▪ Mobile vendors unless associated with an approved temporary event |

## 5.9 Community feedback summary

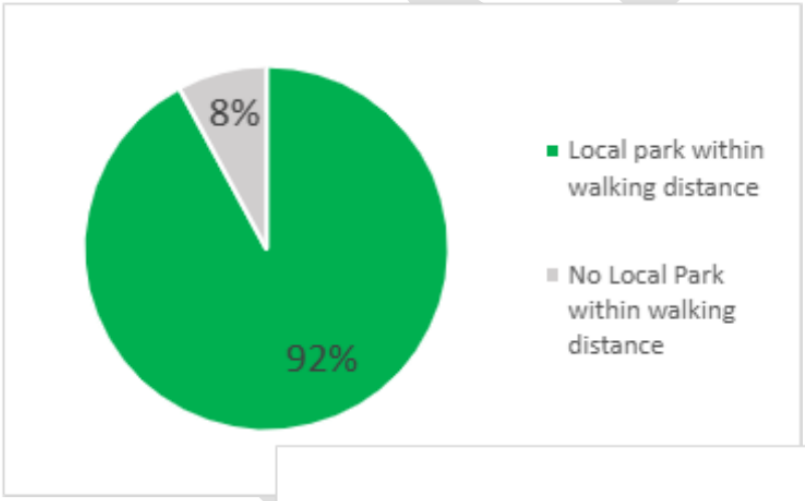
The City's POS is highly valued, and community engagement consistently identifies how important it is to the community.

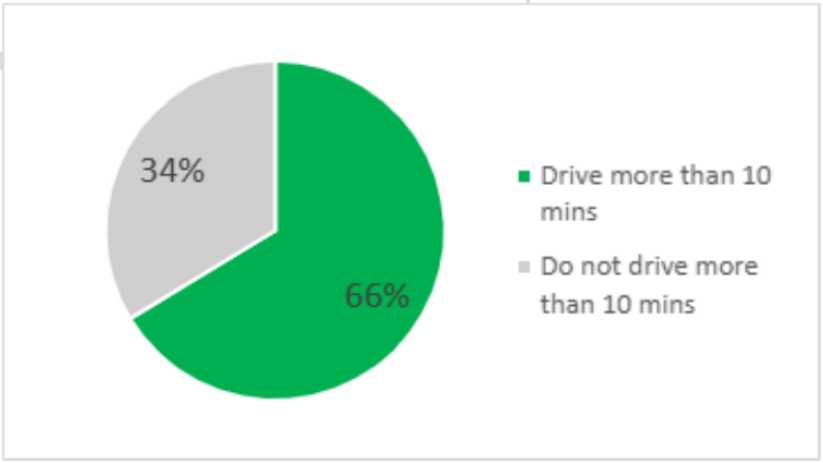
The first phase of engagement took place in February/March 2025, with Consultation activities including community drop-in sessions, surveys and review of consultation outcomes from other Council planning projects such as the Strategic Community Plan.

Overall, the engagement activities supported the view there is generally an adequate supply of open space across the City, and the focus should be on improving existing POS rather than developing new POS.

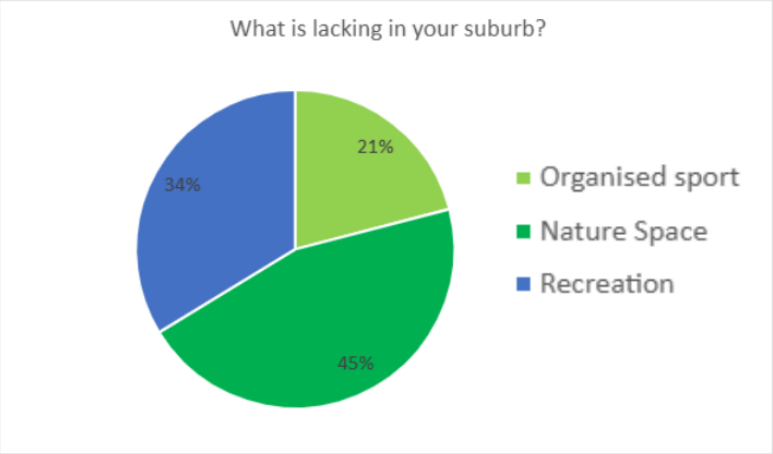
Around 80% of the people who responded to the survey were happy with the quantity and quality of Open Space in their area.

The survey highlights that a very high proportion of people have a local park within walking distance of their home, underscoring strong community access to green spaces - even though many still choose to travel further for park visits. People most often travel more than 10 minutes by car to visit regional open space, which they associate with better amenities.



The chart below summarises responses to what respondents considered was most lacking in their suburbs:




Below is a summary of what the community values most in POS, and what could be improved. Further details will be provided following completion of phase two advertising.

| What the community values | Where we could do better |
|---|---|
| • The variety of playgrounds<br>• Free community events<br>• Natural landscape and bushland<br>• The mix of recreational activities available among the parks | • Increased provision of amenities such as seatings, toilets, BBQ, picnic facilities and shaded areas.<br>• More toddler and dog friendly infrastructures<br>• Better management of off-leash dogs in POS<br>• Better integration of Aboriginal cultures<br>• Improved consideration for multicultural diversity<br>• More parking spaces in popular locations<br>• Better accessibility via public transport /walking/cycling<br>• Better access to and within parks for the ageing population and people with disability.<br>• Greater diversity of activities within parks.<br>• Better activation of local spaces<br>• Increased lighting and surveillance<br>• More natural landscape/wildlife habitat support<br>• Better and more consistent maintenance across parks. |

It is recognised the community value a wide range of amenities in POS. The City will balance the desire for more facilities and amenities in parks against the need to provide a consistent and equitable approach to POS and financial sustainability, given the substantial cost associated with installing and maintaining park infrastructure.

The outcomes of consultation have been considered in preparation of this Strategy and discussed as relevant throughout the document.

## 5.10 Planning and decision-making framework

The City has developed key objectives, and general guiding principles to inform POS network planning and POS design along with the Suburb-specific priorities and considerations, to respond to the outcomes of this Strategy:

### Diversity and choice

***Objective:*** ***A network of quality POS that meets the diverse recreational, sporting, social and cultural needs of the community now and into the future.***

| *Guiding principles for POS network planning* | *Guiding principles for POS design* |
|---|---|
| 1. **A hierarchical approach to ensure appropriate spatial distribution of POS with different catchment to cover travel patterns of the community.**<br>2. **A range of POS functions within the community to enable choice for all ages, abilities and user groups.**<br>3. **Quality sporting spaces to encourage physical health, mental and emotional wellbeing and social connection through sport participation.**<br>4. **Provision for POS to accommodate events in appropriate locations.**<br>5. **POS with flexibility to change over time to meet the requirements of an increasing population and changing recreational demands.**<br>6. **Providing workers with opportunities for leisure and recreation in POS nearby the City's Activity Centres, commercial and industrial areas.**<br>7. **For all future district playing fields the City will advocate for dual playing size at a minimum, including within the Jandakot-North Treeby District Structure Plan area to ensure maximum functionality to meet community need.** | 1. Diversity of design that celebrates local areas and create a sense of place and cohesion within the community.<br>2. Enhance opportunities for 'nature contact' in POS design by integrating and connecting natural areas where appropriate with other recreational elements to maximise their usage and benefit to the community.<br>3. Identify opportunities for POS to include features that support intergenerational activities (walking path, seating) and/or a mix of diverse play areas with elements for all ages while balancing the need for designated areas in some circumstances for senior to feel comfortable and safe.<br>4. Identify opportunities for POS design and upgrades to include features to meet the needs of seniors, dependent on its role in the hierarchy and the needs of the community.<br>5. Inclusion of toddler friendly and/or youth-oriented elements in POS upgrades as options for community feedback where gaps in provision are identified.<br>6. Inclusion of 'quiet zone' elements in POS design options for community consultation where appropriate.<br>7. Requirement for structure plans and subdivisions to include POS concept plans, and upfront identification of water availability. |

## Environmentally sustainable

***Objective: POS that contributes to the protection and enhancement of environmental values, designed to be sustainable and climate resilient.***

| *Guiding principles for POS network planning* | *Guiding principles for POS design* |
|---|---|
| **1. POS that contributes to the protection and enhancement of environmental values, including protection of ecological corridors.**<br>**2. POS that contributes to the City's urban tree canopy.**<br>**3. POS that balances recreational function and bushfire management with the appropriate protection of environmental values.**<br>**4. POS that applies water sensitive design in a balanced way, without limiting the recreational and sporting outcomes for the community.**<br>**5. POS designed to help mitigate and adapt to the effects of climate change.**<br>**6. POS that provides habitat for local fauna.**<br>**7. POS that provides healthy natural areas that are resilient to the impacts of climate change.**<br>**8. POS along the coast planned with consideration for future coastal hazards that may impact their recreational value.** | 1. POS upgrades to prioritise retention of mature trees and/or inclusion of additional tree planting where appropriate to enhance tree canopy cover and shade.<br>2. POS designed to respond to natural site features to protect environmental values and landscape character.<br>3. Multi use POS to consider functional compatibility and water requirements.<br>4. Use of natural shade wherever possible, including for park infrastructure and nearby playgrounds with consideration for the root zone of trees.<br>5. Ensure community events, their location and programming respond to community need whilst complementing and enhancing POS function and ensuring no negative impact on amenity or environmental values of the area.<br>6. Requirement for structure plans and subdivisions to respond to identified Ecological Corridors and any other more localised ecological linkages and identify measures to protect and enhance these linkages.<br>7. Requirement for structure plans and subdivisions to address Local Planning Policy 5.22 'Environmental Conservation' where applicable. |

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## Safe, welcoming and inclusive

***Objective: POS that is safe, welcoming and inclusive, enhancing local character and sense of place.***

| *Guiding principles for POS network planning* | *Guiding principles for POS design* |
|---|---|
| **1. POS designed to consider the needs of the whole community appropriate for its level in the hierarchy and dependent upon the types of activities and user groups it will cater for.**<br>**2. POS that fosters connection to Country and more visible and meaningful representation of Aboriginal culture.**<br>**3. POS that is comfortable for all users, with appropriate seating, shade, and amenities dependent on the level in the hierarchy and identified function.**<br>**4. POS that includes adequate shade to reduce UV radiation exposure for users, particularly children, upholding their right to safely access and enjoy public playgrounds.**<br>**5. POS that fosters social connections, designed to support a strong sense of place and contribute positively to local identity and neighbourhood character.**<br>**6. POS to promote intergenerational use, integrating diverse features that are enjoyable and beneficial for all ages.** | 1. Consultation to inform POS design and upgrades to ensure they are relevant, engaging, and reflective of the community's diverse needs and interests.<br>2. New POS to consider integrating culturally relevant design elements to foster connection to Country and more visible and meaningful representation of Aboriginal culture.<br>3. Secondary Park signage to include Dual Naming (English/Aboriginal) where appropriate/relevant and in line with Geographical Naming Committee Naming Guidelines.<br>4. Where appropriate identify opportunities to embed cultural inclusion in all stages of POS planning, design, and activation.<br>5. New informative/Interpretive signage to be dementia and autism friendly.<br>6. Continue to make all new playgrounds accessible.<br>7. POS designed to be safe, applying crime prevention through environmental design (CPTED) principles. |

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## Accessible and connected

***Objective: POS that is accessible and well-connected to neighbourhoods.***

| *Guiding principles for POS network planning* | *Guiding principles for POS design* |
|---|---|
| **1. POS located within safe and convenient walking distance of most dwellings.**<br>**2. POS that enhances overall walkability of neighbourhoods to support active transport options and informal physical activity.**<br>**3. All users have convenient and safe access to and through POS.** | 1. POS designed to maximise accessibility.<br>2. Structure plans to demonstrate connectivity to proposed and existing POS and the pedestrian/cycling network.<br>3. Consider accessibility to natural areas to provide the whole community with the opportunity to connect with nature. |

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## Financially sustainable

***Objective:*** ***POS designed with consideration of long-term financial sustainability to ensure efficient and effective use of resources for the current and future community.***

| *Guiding principles for POS network planning* | *Guiding principles for POS design* |
|---|---|
| **1. A clear hierarchical approach to POS planning which recognises different standards of assets to meet community needs in a financially sustainable manner.**<br>**2. POS planned to ensure no unsustainable financial burden so POS can continue to serve the community without compromising future resources.**<br>**3. Innovative and sustainably POS that minimises maintenance and whole of life costs, balanced against functionality.** | 1. All new POS to be designed and embellished with consideration of future maintenance, ongoing associated costs and asset replacement costs.<br>2. When replacing or installing a new shade sail, include new tree planting to provide long-term natural shade and reduce or eliminate the need for future shade structures. |

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# 6. Appendices

*Appendix 1 – Public Open Space Provision Standards – Key and Optional Amenities*

*Appendix 2 – Suburb Profiles and Maps*

*Appendix 3 – Overall 400m Accessibility map*

*Appendix 4 – 2km District Sporting Reserve Accessibility map*

*Appendix 5 – Community Feedback Report*

# APPENDIX 1

## Public Open Space Provision Standards – Key and Optional Amenities

| Public Open Space Provision Standards – Key and Optional Amenities | | | | |
|---|---|---|---|---|
| **Classification (hierarchy)** | **Common key amenities to each Park's Classification** | **Park Functions** | **Specific key amenities to each function** | **Optional amenities to each function** |
| **LOCAL**<br>0.15 - 1ha<br>400m or 5 mins walk | **Connected pathways**<br>**Drainage basin (if required)**<br>**Signage – Park name** ***(installed by City)***<br>**Bore (if required)**<br>**Verge mulching** | **Recreation** | Irrigated planting (1)<br>Unrestricted irrigated turf (1)<br>Retained trees or vegetation where identified as valuable<br>Shade trees<br>Seating<br>Playground equipment with shade sails (3)<br>Picnic setting (3) | Bins *(incl. dog bag dispenser)*<br>Drink fountain<br>Shelter with lighting<br>Barbecue<br>Path lighting<br>Shade sails<br>Fitness equipment |
| | | **Nature** | Unirrigated plantings<br>Retained trees and vegetation<br>Access Control *(Fencing and/or gate)* | Seating<br>Signage – Interpretive/Information<br>Irrigated planting - to periphery (2)<br>Irrigated turf - minor area to periphery (2)<br>Formalised Footpaths |
| | | **Linear** | Retained trees and vegetation<br>Unirrigated planting | Seating<br>Irrigated turf<br>Irrigated planting and trees<br>Path lighting |
| **NEIGHBOURHOOD**<br>1 - 5ha<br>800m or 10 mins walk | **Connected pathways** ***(wheelchair accessible)***<br>**Drainage basin** ***(if required)***<br>**Signage – Park name** ***(installed by City)***<br>**Bins** ***(incl. dog bag dispenser)***<br>**Park furniture – seating**<br>**Gated access control – i.e. Bollards – wheelchair accessible**<br>**Bore if required**<br>**Iron Filter** ***(if iron evident in bore water)*** | **Recreation** | Irrigated turf (1)<br>Irrigated planting (1)<br>Accessible Playground with shade sails<br>Shelter / Arbor with picnic settings<br>Lighting – shelter<br>Drink fountain<br>Verge parking – embayment<br>Verge mulching | Barbecue<br>Parking – on-site<br>Sport infrastructure (goals, half court etc)<br>Fitness equipment<br>Skate Park/pump track<br>Designated off-leash dog park<br>Path lighting<br>Public Toilet<br>Basketball half court |
| | | **Nature** | Retained vegetation<br>Revegetation to nature area<br>Street parking | Barbecue<br>Parking – on-site<br>Signage – Interpretive/Information<br>Playground with shade sails<br>Shelter / Arbor<br>Picnic setting<br>Raised walkway or jetty<br>Irrigated turf - minor area to periphery (2)<br>Irrigated planting - minor area to periphery (2) |

| Classification (hierarchy) | Common key amenities to each Park's Classification | Park Functions | Specific key amenities to each function | Optional amenities to each function |
|---|---|---|---|---|
| **DISTRICT**<br>5ha - 10ha<br>2km or 5mins drive | Connected pathways *(wheelchair accessible)*<br>Drainage basin *(if required)*<br>Signage – Park name *(installed by CoC)*<br>Bins *(incl. dog bag dispenser)*<br>Street parking<br>Bore if required<br>Iron Filter *(if iron evident in bore water)* | **Sport (single playfield)** | Irrigated turf – Sport field(s)<br>Irrigated turf – passive<br>Access control – Bollards<br>Shelter / Arbor<br>Park furniture – seating<br>Drink fountain<br>Bins *(incl. dog bag dispenser)*<br>Parking – onsite<br>Lighting – Sports / pathway /shelter<br>Sport infrastructure *(goals, half court etc)*<br>Clubrooms including public toilet<br>Irrigated planting<br>Accessible Playground with shade sails<br>Mulching *(verge)*<br>Oval/Rectangle sport fields with required run off *(dimensions as agreed with the City)* | Barbecue<br>Changing Place<br>Skate Park / Pump track<br>Access Control *(Fencing and/or gate)*<br>Signage – Information/Interpretative<br>Dual ovals<br>Universal Accessible Toilet |
| | | **Sport (dual playfield)** | Irrigated turf – Sport field(s)<br>Irrigated turf – passive<br>Access control – Bollards<br>Shelter / Arbor<br>Park furniture – seating<br>Drink fountain<br>Bins *(incl. dog bag dispenser)*<br>Parking – onsite<br>Lighting – Sports / pathway /shelter<br>2 soccer pitches per oval<br>Universal Accessible Toilet<br>Sport infrastructure – basketball half court, netball ring, cricket *(incl 6 cricket pitches in the nets, skate park/pump track)*<br>Clubrooms including public toilet<br>Irrigated planting<br>Accessible Playground with shade sails<br>Mulching *(verge)*<br>Barbecue | Changing Place<br>Access Control (Fencing and/or gate)<br>Signage – Information/Interpretative |

# APPENDIX 2

## Suburb Profiles and Maps

**Disclaimer**
*Some parks are still awaiting official naming. The POS names shown may be temporary and differ from the final names registered with Landgate.*

City of Cockburn
wetlands to waves

# ATWELL

## What will the community need?

### Housing and private open space

Most residential lots are over 500m², offering useable outdoor living spaces and supporting a low-density character. Limited potential for further subdivision given the age of housing stock and existing lot sizes.

### Population and households

Overall population is projected to decline slightly by 2046. While currently a relatively strong cohort of young people (aged 0–19), it is expected to decrease but still make up more than a quarter of the population. The most significant demographic shift is the ageing population, with those aged 55 and over increasing by around 26%, rising from 17% to 24%.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 9% POS, slightly below the 10% benchmark (quantity reflective of a period when the State Planning Framework - Liveable Neighbourhoods - allowed 8% land provision with 2% value to develop the parks.)<br>• Below the 33.6m² of POS per capita with 27.6m² currently, reaching 30.3m² by 2046. |
| **Access** | • Most households within the 400m radius catchment, with a small area in the northwest still having access to a park within 800m.<br>• Vegetation shades 9% of road reserves – higher than the City's 8% but lower than the Perth-Peel suburb average of 15%. |
| **Quality and function** | • Moderate size POS with 96% classified as Neighbourhood or Local reserves.<br>• High proportion of linear reserves, and whilst they provide additional amenity and connectivity, they limit opportunities for useable recreation space.<br>• Double oval reserve shared with the local high school.<br>• Although 75% of reserves are designated for recreation, the presence of numerous man-made water bodies (typical of the era but no longer an accepted practice) and conservation areas restrict opportunities for active use.<br>• 12 playgrounds (2 fenced) well-distributed, with more than 80% featuring accessible equipment but none providing wheelchair access.<br>• Overall lack of amenities for seniors, older children and adults, such as fitness equipment.<br>• Two Dog exercise areas not well-distributed.<br>• Vegetation shades 32% of the Parks - higher than the City's 26% but lower than the Perth-Peel suburb average of 34%.<br>• Potential to consolidate Brenchley Park and create additional useable space by resolving tenure issues.<br>• Linear trails (including Water Corporation pipeline reserve) present an opportunity to enhance active transport network/localised exercise loops.<br>• Various tenure and reservation purposes require correction to reflect current use. |

### Cash-in-lieu

Modest amount of CIL ($116,918.58) with no more funds anticipated given the suburb is almost entirely developed.

## Outcomes

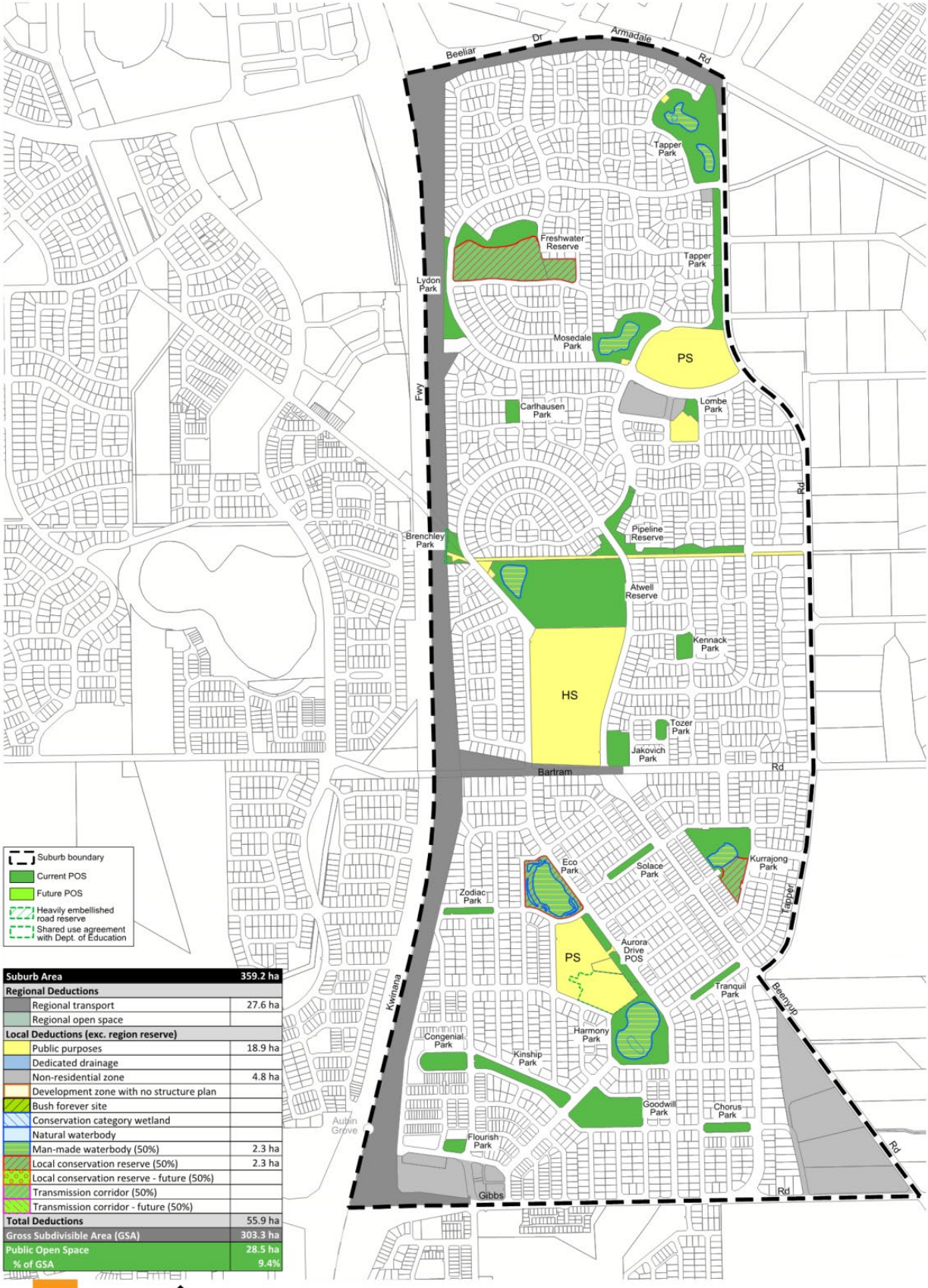
### Developer requirements

✓ As per Section 4 of the POS Strategy.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Atwell:

- Despite a minor POS shortfall, high accessibility, diverse POS types, and a slightly declining population indicate no need to acquire additional POS.
- Priority will be given to addressing identified gaps in provision, particularly amenities for seniors, youth, and adults.
- Opportunities exist to enhance connectivity and amenity along linear trails, including upgrades to the Water Corporation pipeline corridor, as well as potential consolidation of Brenchley Park.
- Identified potential gap in dog exercise areas in northern and southern parts of the suburb.
- Potential to deliver wheelchair-accessible playground(s) to improve inclusive play opportunities.
- Potential to improve access to POS for residential areas outside the 400-metre walkable catchment.



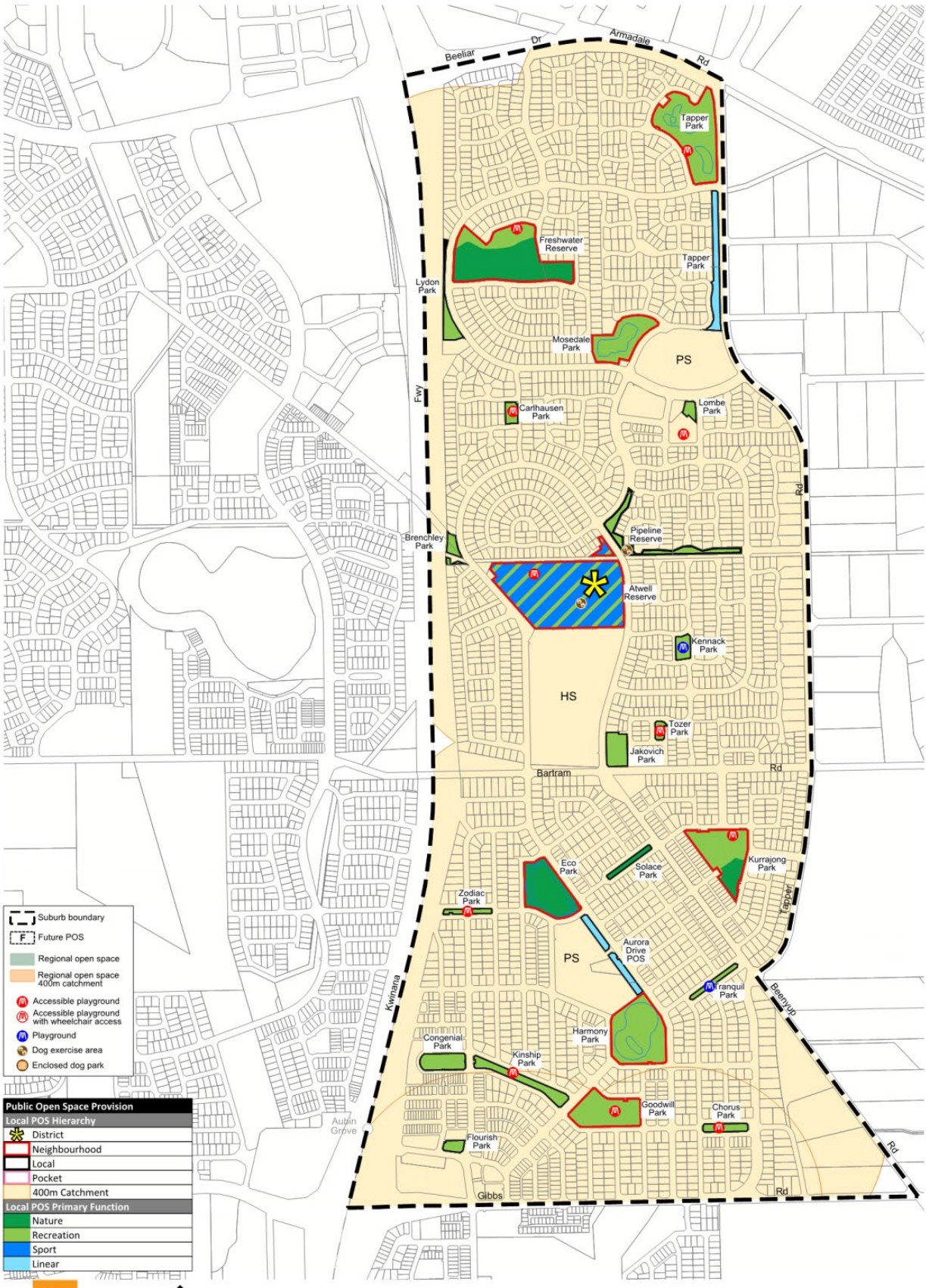

| Suburb Area | 359.2 ha |
|---|---|
| **Regional Deductions** | |
| Regional transport | 27.6 ha |
| Regional open space | |
| **Local Deductions (exc. region reserve)** | |
| Public purposes | 18.9 ha |
| Dedicated drainage | |
| Non-residential zone | 4.8 ha |
| Development zone with no structure plan | |
| Bush forever site | |
| Conservation category wetland | |
| Natural waterbody | |
| Man-made waterbody (50%) | 2.3 ha |
| Local conservation reserve (50%) | 2.3 ha |
| Local conservation reserve - future (50%) | |
| Transmission corridor (50%) | |
| Transmission corridor - future (50%) | |
| **Total Deductions** | 55.9 ha |
| **Gross Subdivisible Area (GSA)** | 303.3 ha |
| **Public Open Space** | 28.5 ha |
| % of GSA | 9.4% |

City of Cockburn

GHA
Jan 2026

0 200m
Scale

# Atwell
## Gross POS Calculations




**Atwell**

**Primary Function & Hierarchy**

# AUBIN GROVE

## What will the community need?

### Housing and private open space

Limited current potential for further infill/subdivision given the age of housing stock and lot sizes. Most residential lots are over 500m², offering useable outdoor living spaces.

### Population and households

Overall population is projected to decline slightly by 2046, although there are additional lots proposed in the north-east corner and potentially expansion into future residential development in Banjup to the south. While there is currently a relatively strong cohort of young people (aged 0-19), it is expected to decrease but still make up more than a quarter of the population. The most significant demographic shift is the ageing population, with those aged 55 and over increasing by around 32% rising from 17% to 24% of the total.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 8.9% POS, slightly below the 10% benchmark (quantity reflective of a period when the State Planning Framework (Liveable Neighbourhoods) allowed 8% land provision with 2% value to develop the parks)<br>• Below the 33.6m² of POS per capita with 19.3m² currently, reaching 22.5m² by 2046. |
| **Access** | • All household within 400m radius catchment.<br>• One relatively centrally located sporting reserve.<br>• Vegetation shades 7% of road reserves – lower than the City's 8% and the Perth-Peel suburb average of 15%. |
| **Quality and function** | • High proportion of Local Parks, particularly in the northern and southern parts of the suburb.<br>• Approximately 75% of the reserves are designated for recreational use, with primary access to the nature area provided through the Woodland Eucalypt Regional Reserve located in the northern part of the suburb – this provides high level of year-round local amenity, and regional importance through certain seasons through educational programming.<br>• One sporting oval, with potential to expand south into possible future 'urban' area.<br>• 11 playgrounds well-distributed with two third being accessible and 25% providing wheelchair access.<br>• Radiata Park provides a range of amenities for older children, however elsewhere there is an overall lack of amenities for youth and adults.<br>• Overall lack of amenities for seniors.<br>• Two dog parks in the area, both located in the southern part of the suburb.<br>• Vegetation shades 35% of the Parks - higher than the City's 26% and the Perth-Peel suburb average of 34%. |

### Cash-in-lieu

Minimal amount ($119,188.10) of CIL available with no more funds anticipated given the suburb is almost entirely developed.

## Outcomes

### Developer requirements

✓ As per Section 4 of the POS Strategy

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Aubin Grove:

- Despite a minor POS shortfall, the high level of accessibility, and a slightly declining population indicate no need to acquire additional POS.
- Priority will be given to improving diversity and access as well as addressing identified gaps in provision, particularly amenities for seniors and youth.
- Potential southward expansion of Aubin Grove Reserve as part of the Kinley/Lyon Road Precinct Urban rezoning allowing for more active play space.
- Identified potential gap in dog exercise area in the northern part of the suburb.
- Potential to upgrade some of the Local Parks to neighbourhood level standard to meet community needs and offset the suburb's high proportion of Local Parks, including considering the needs of older children and an ageing population.
- Opportunity to support increased canopy in POS, subject to confirmation of suitable locations through the Urban Forest Plan.



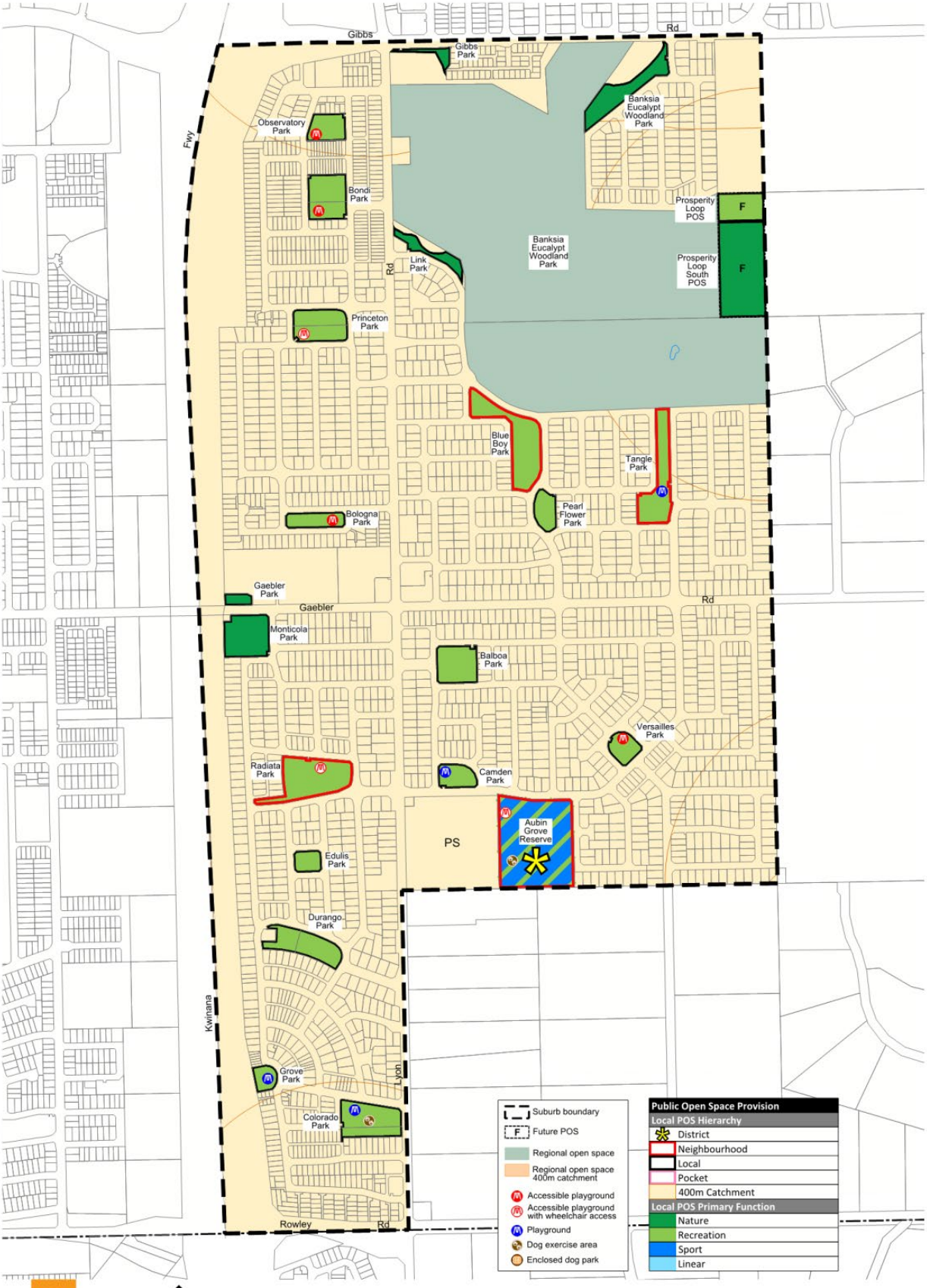

| Suburb Area | 258.8 ha |
|---|---|
| **Regional Deductions** | |
| Regional transport | 21.6 ha |
| Regional open space | 38.9 ha |
| **Local Deductions (exc. region reserve)** | |
| Public purposes | 4.7 ha |
| Dedicated drainage | 0.4 ha |
| Non-residential zone | 2.7 ha |
| Development zone with no structure plan | |
| Bush forever site | |
| Conservation category wetland | 1.6 ha |
| Natural waterbody | |
| Man-made waterbody (50%) | 0.3 ha |
| Local conservation reserve (50%) | 1.3 ha |
| Local conservation reserve - future (50%) | 1.0 ha |
| Transmission corridor (50%) | |
| Transmission corridor - future (50%) | |
| **Total Deductions** | 72.6 ha |
| **Gross Subdivisible Area (GSA)** | 186.1 ha |
| **Public Open Space** | 16.7 ha |
| **% of GSA** | 8.9% |

City of Cockburn

GHA
Jan 2026

0 150m
Scale

# Aubin Grove
## Gross POS Calculations




## Aubin Grove
### Primary Function & Hierarchy

# BANJUP

## What will the community need?

### Housing and private open space

Semi- rural zoned 'Rural Water Protection' (Resource zone), limited subdivision potential except for 2 areas undergoing MRS amendments to 'Urban'/'Urban deferred'.
Residents have large areas of private open space which support recreation by offering space, nature, and options for diverse outdoor activities.

### Population and households

Overall population in Banjup is projected to increase dramatically by 2046, with growth of around 217%, driven by significant residential development. While the proportion of young people (aged 0–19) will remain relatively stable at about 28%, this group will still experience strong growth of approximately 206%. The most notable demographic shift is the ageing population, with residents aged 55 and over expected to rise by about 337%, increasing their share from 17% to 24% of the total population.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 10% not applicable as the suburb is primarily 'rural', with new 'residential' zoned areas expected to be self-sufficient. |
| **Access** | • 400m radius catchment not applicable; being low density housing, residents would often rely on vehicles to access services and amenities including public open space; however, possible opportunity to improve pedestrian/cycling access to POS.<br>• No sporting Reserve within the suburb; however reasonable proximity to Aubin Grove and Atwell's sporting ground.<br>• Vegetation shades 12% of road reserves – higher than the City's 8% but lower than the Perth-Peel suburb average of 15%. |
| **Quality and function** | • Large Nature Reserves only – fenced with limited access.<br>• Triandra Reserve (which includes 'Resource Enhancement Wetland') has incomplete portion in north-west corner.<br>• Potential for long linear reserves and strategic firebreaks to create a local trail/ecological link network.<br>• No playgrounds within POS.<br>• No dog parks, however given the size of lots there will be limited need, and dog parks in the nearby suburbs can meet any need.<br>• Vegetation shades 21% of the Parks - lower than both the City's 26% and the Perth-Peel suburb average of 34%. |

### Cash-in-lieu

No CIL currently available. Future large residential subdivisions for lots subject to MRS amendments likely to provide land as POS within those specific areas and not CIL.

## Outcomes

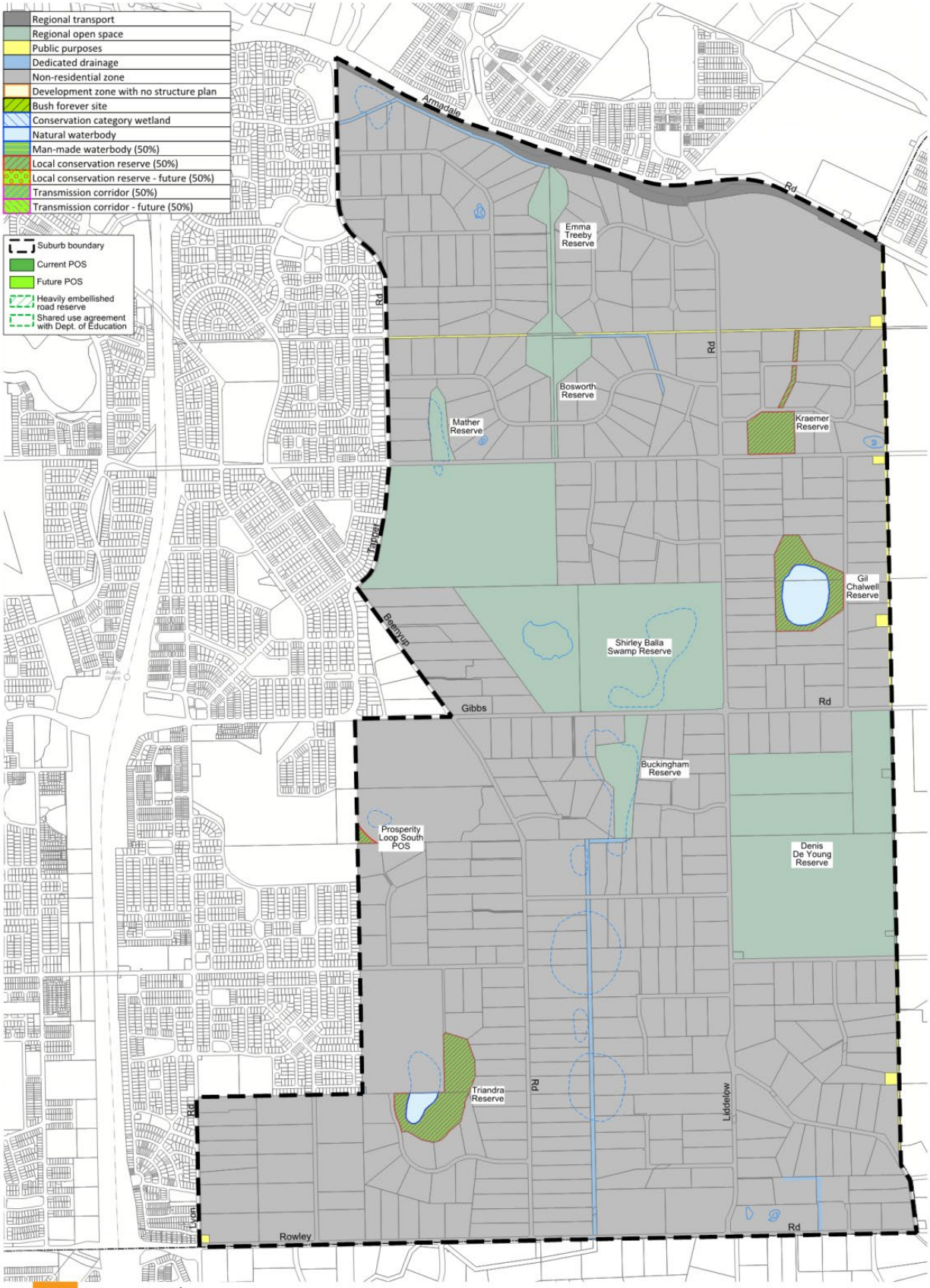
### Developer requirements

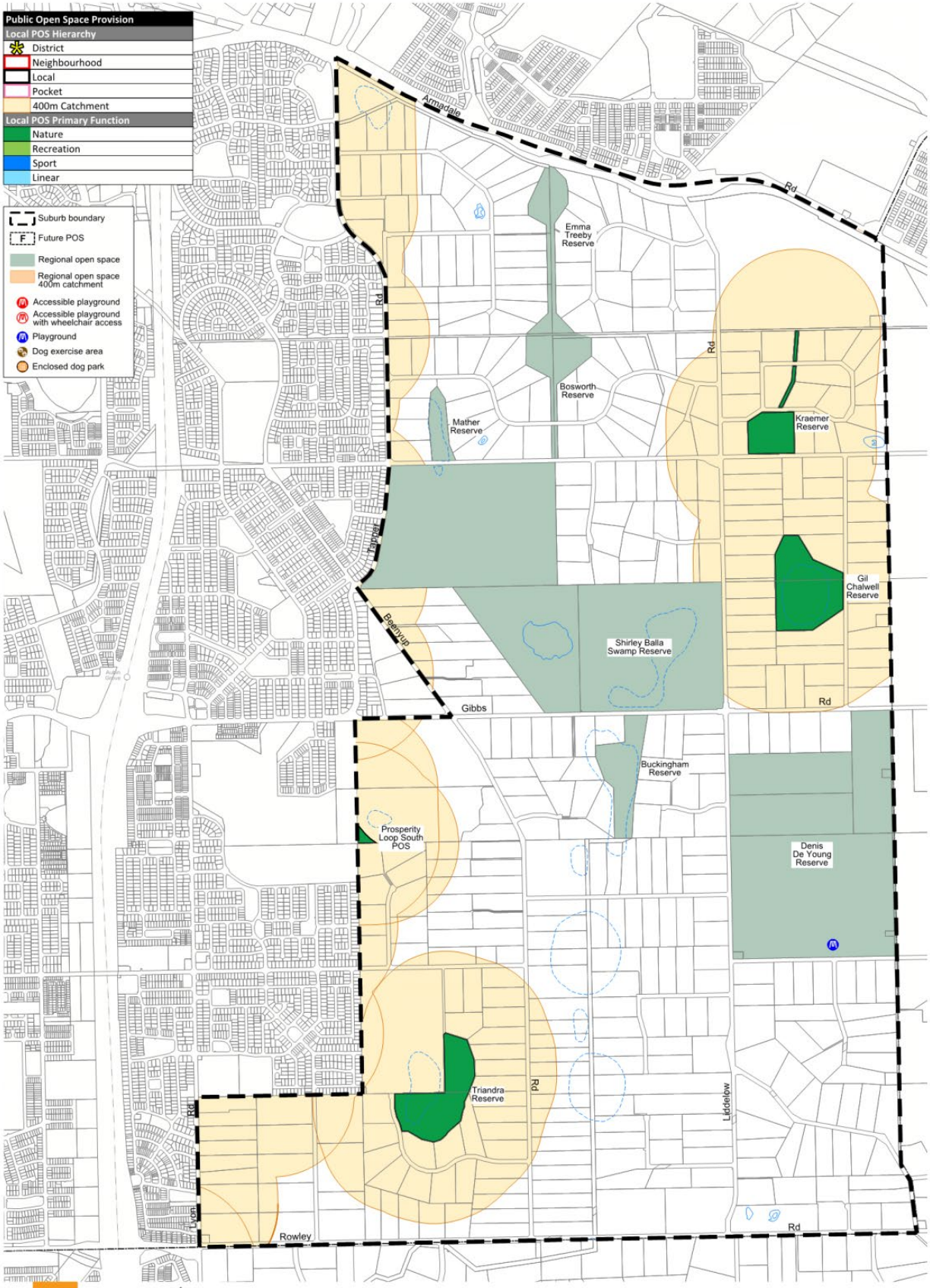
- ✓ As per Section 4 of the POS Strategy.
- ✓ Any areas rezoned to 'Urban' are to provide for active recreation (not just protection of environmental values), potentially requiring provision of more than 10% POS to achieve this.
- ✓ 'Rural Water Protection' zone subdivisions containing Conservation Category Wetlands (and buffers) to be ceded free of cost.
- ✓ Any subdivision of Lot 9008 Gaebler Road to include ceding of south-eastern corner to complete the wetland (and associated buffer) on Triandra Reserve.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Banjup:

- Despite a limited number of parks mainly nature in function, the large rural lots sizes, heavy reliance on vehicles and minimal population growth indicate no need to acquire additional POS.
- Priority will be given to enhancing existing reserves and potential trails to offer a broader range of recreational activities within the suburb; securing Conservation Category Wetlands (and their buffers) through any subdivision; and potential expansion of Aubin Grove Reserve.
- Potential for long linear reserves and strategic firebreaks to create a local trail/ecological link network.
- Potential southward expansion of Aubin Grove Reserve as part of the Kinley/Lyon Road Precinct Urban rezoning.
- Potential to provide access to the community hall's playground.
- Opportunity to improve bridle trails.
- Potential to improve access to key POS whilst maintaining rural road standards.


Regional transport
Regional open space
Public purposes
Dedicated drainage
Non-residential zone
Development zone with no structure plan
Bush forever site
Conservation category wetland
Natural waterbody
Man-made waterbody (50%)
Local conservation reserve (50%)
Local conservation reserve - future (50%)
Transmission corridor (50%)
Transmission corridor - future (50%)
Suburb boundary
Current POS
Future POS
Heavily embellished road reserve
Shared use agreement with Dept. of Education
Armadale
Rd
Emma Treeby Reserve
Bosworth Reserve
Mather Reserve
Kraemer Reserve
Gil Chalwell Reserve
Shirley Balla Swamp Reserve
Beenyup
Gibbs
Buckingham Reserve
Prosperity Loop South POS
Denis De Young Reserve
Triandra Reserve
Liddelow
Rowley
Jan 2026
0
300m
Scale
Banjup
Gross POS Calculations




**Banjup**
**Primary Function & Hierarchy**

# BEELIAR

## What will the community need?

### Housing and private open space

Development has occurred over 20 years - newer precincts feature smaller lots and a mix of residential densities (typically R20-R40) however the overall density remains low.

Over the next 15 years (to 2035) development is expected to continue predominantly as low to medium density, guided by structure planning in the western area.

The existing rural living precinct will remain unchanged.

### Population and households

Overall population in the area is projected to grow modestly by 2046, increasing by around 3.7%. The proportion of young people (aged 0–19) will remain relatively stable at about 28%, though this group will still see growth of approximately 8%. The most significant demographic shift is the ageing population, with residents aged 55 and over expected to rise by about 54%, increasing their share from 18% to 27% of the total population.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 8.4% POS, below the 10% benchmark (reflects a combination of pre and post 'Liveable Neighbourhoods' structure planning and POS calculations relating to drainage credits).<br>• Currently below the 33.6m² per capita benchmark with 22m² remaining stable by 2046. |
| **Access** | • All households in the residential precinct are within the 400m radius catchment.<br>• Good distribution of sporting reserves, except within central precinct, with the railway line a barrier - likely to worsen with Spearwood Road.<br>• No POS in rural living precinct but the average lot area is 4000m² which significantly reduces the need for POS<br>• Good proximity to Santich Reserve for sport use.<br>• Proximity to Regional Nature POS - Thomson Lake Nature Reserve and Kogolup.<br>• Good ecological linkages in the eastern area, with complete north-south and east-west links.<br>• Vegetation shades 9% of road reserves – higher than the City's 8% but lower than the Perth-Peel suburb average of 15%. |
| **Quality and function** | • High proportion of Local Parks.<br>• A balanced mix of different functions<br>• Two dog exercise areas both located in eastern part of the suburb and proposed new fenced dog park in Radonich with construction planned to start in 2026.<br>• Good distribution of playgrounds, except in the southwestern area, with more than 50% being accessible but none providing wheelchair access.<br>• POS west of Watson Road is generally limited in size and fragmented, primarily due to small, individually owned land parcels and inconsistent structure planning timelines.<br>• Vegetation shades 31% of the Parks - higher than the City's 26% but lower than the Perth-Peel suburb average of 34%. |

### Cash-in-lieu

Significant amount of CIL available ($2,197,040.20), with no further monies currently anticipated.

## Outcomes

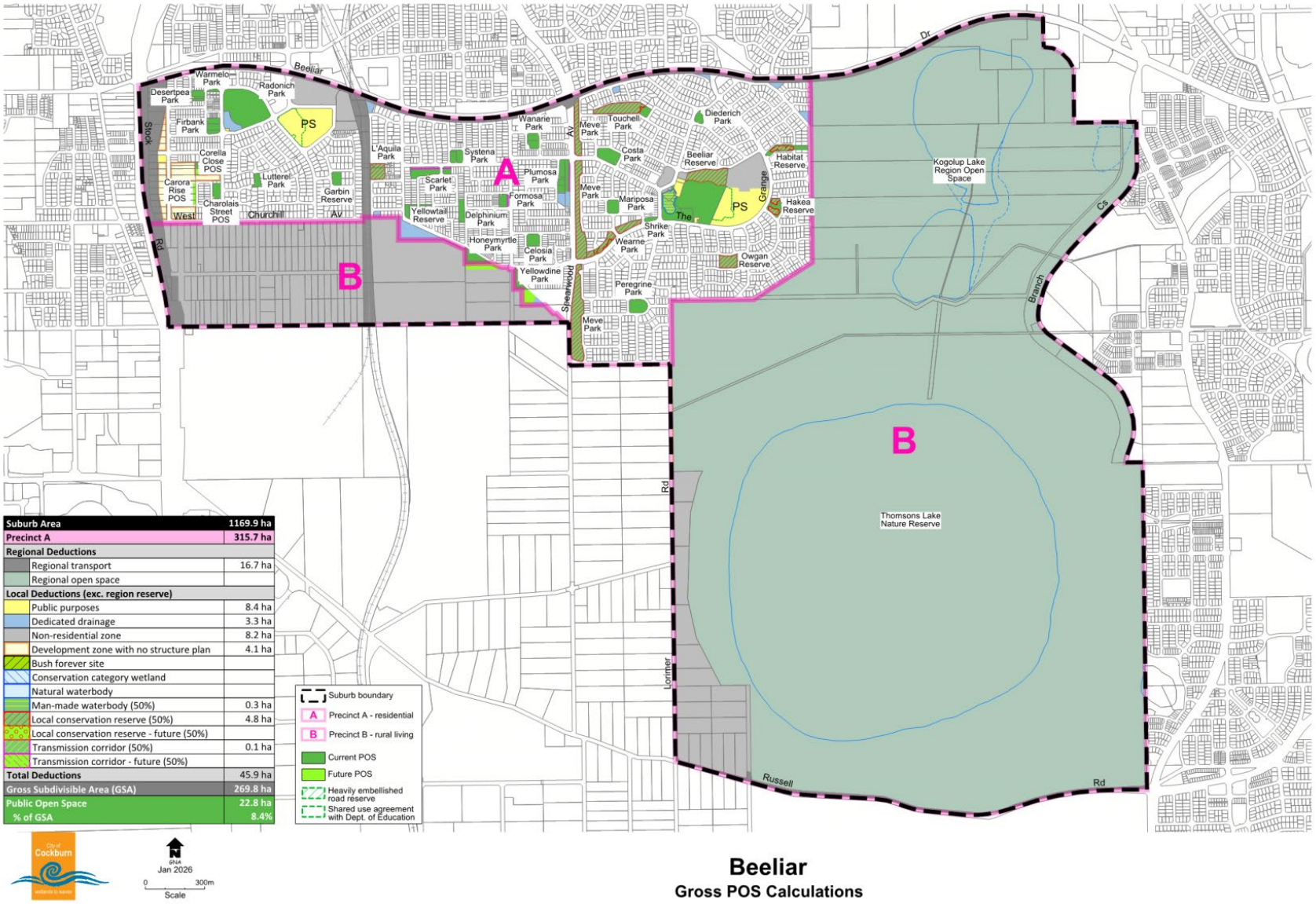
### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ Proposed structure plans/subdivisions in the area bounded by Howe Street, View Street, Watson Road and East Churchill Avenue are expected to include a minimum of 10% POS designed to adjoin existing or proposed areas of POS to create larger, more useable POS in this area to meet the needs of the community.

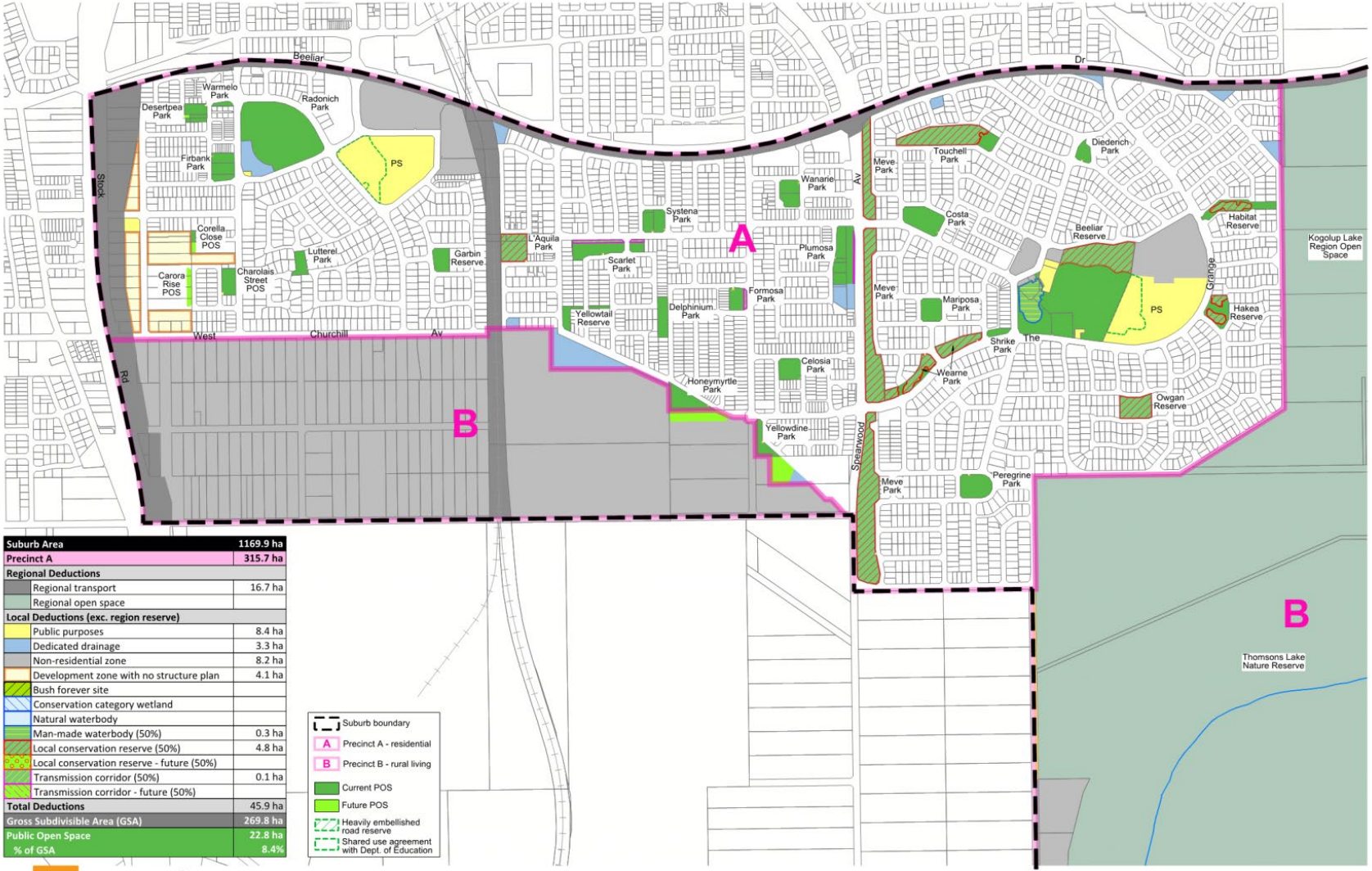
### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Beeliar:

- While there is a good level of accessibility and diversity, given the amount of cash in lieu available, opportunities exist to acquire additional POS to compensate the existing shortfall, ensuring community need are met in the future.
- Priority will be given to improving diversity, addressing gaps and securing additional POS, potentially South of Honeymyrtle Avenue and/or Yellowdine street within the buffer.
- Potential to upgrade some of the Local parks to neighbourhood level standard to meet the community needs and offset the suburb's high proportion of Local Parks.
- Potential to deliver wheelchair-accessible playground(s) to improve inclusive play opportunities.
- Identified potential gap in playground availability within Southwest part of the suburb.




**Beeliar**
**Gross POS Calculations**



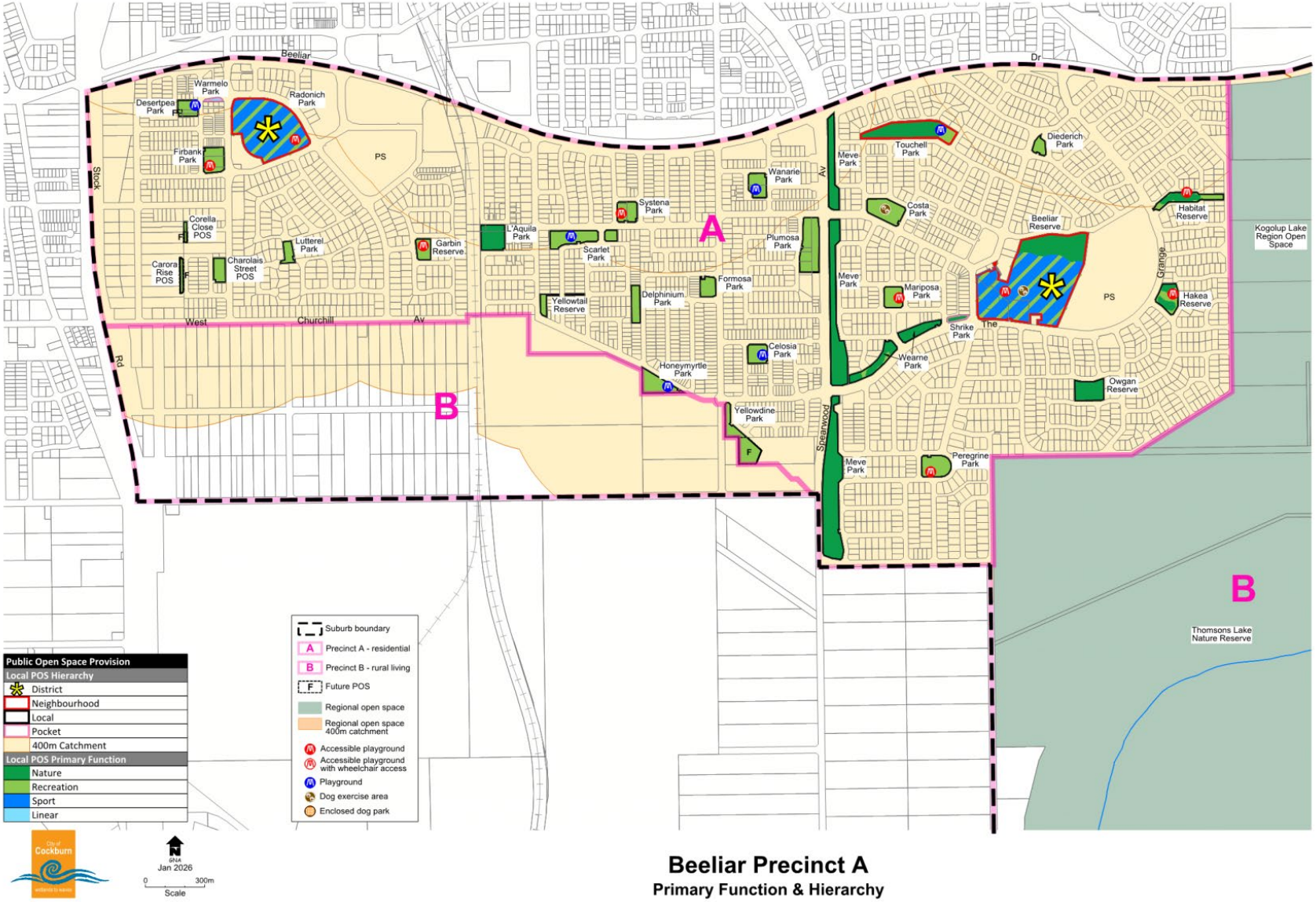

| Suburb Area | | 1169.9 ha |
|---|---|---|
| Precinct A | | 315.7 ha |
| Regional Deductions | | |
| | Regional transport | 16.7 ha |
| | Regional open space | |
| Local Deductions (exc. region reserve) | | |
| | Public purposes | 8.4 ha |
| | Dedicated drainage | 3.3 ha |
| | Non-residential zone | 8.2 ha |
| | Development zone with no structure plan | 4.1 ha |
| | Bush forever site | |
| | Conservation category wetland | |
| | Natural waterbody | |
| | Man-made waterbody (50%) | 0.3 ha |
| | Local conservation reserve (50%) | 4.8 ha |
| | Local conservation reserve - future (50%) | |
| | Transmission corridor (50%) | 0.1 ha |
| | Transmission corridor - future (50%) | |
| Total Deductions | | 45.9 ha |
| Gross Subdivisible Area (GSA) | | 269.8 ha |
| Public Open Space | | 22.8 ha |
| % of GSA | | 8.4% |

Suburb boundary
A Precinct A - residential
B Precinct B - rural living
Current POS
Future POS
Heavily embellished road reserve
Shared use agreement with Dept. of Education

City of Cockburn
wetlands to waves

GNA
Jan 2026
0 200m
Scale

**Beeliar Precinct A**
**Gross POS Calculations**




**Beeliar Precinct A**
**Primary Function & Hierarchy**

# BIBRA LAKE

## What will the community need?

### Housing and private open space

Typically, a low-density residential area (R20) that has not been up coded (due to not meeting *Perth and Peel @3.5 million* infill criteria). Only a small number of larger and corner lots have limited subdivision potential, and possible additional residential lots north of Meller Park. Lot sizes (av 700m$^2$) provide for useable garden areas.

### Population and households

The total population is projected to grow modestly by about 6% by 2046. The proportion of young people (0-19 years) will rise slightly from 22% to 25%, with the 10–14 age group experiencing the most significant growth among younger cohorts. The working-age group is expected to decline from 48% to 42%, while th ageing population (55 and over) will increase by nearly 20%, rising from 30% to 34% of the total.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 6.4% POS in the Residential precinct, below the 10% benchmark.<br>• Below the 33.6m$^2$ of POS per capita with 23.8m$^2$ currently, reducing to 22.6 by 2046.<br>• However, there are significant areas of Regional Reserves containing a wide range of high-quality public and private recreational assets. |
| **Access** | • Most household within 400m radius catchment, with a small pocket on the Southwestern side of the suburb sti having access to a Local Park within 800m or to Bibra Lake Regional Reserve within 400m.<br>• Most Industrial Areas within 2km catchment of Malabar Park.<br>• Vegetation shades 10% of road reserves – higher than the City's 8% and the Perth-Peel suburb average of 15% |
| **Quality and function** | • High percentage of Local Parks, linear POS with the Recreation function lower than average.<br>• Active sports primarily facilitated in the eastern area other than for BMX Riding at Malabar Park in the western area.<br>• Good distribution of playgrounds in Local Reserves with half being accessible, and one providing wheelchair access, complemented by two in Bibra Lake Reserve which also offers a fence playground.<br>• CERGE video (know before you go) available for Bibra lake regional playground improving inclusivity.<br>• Two Dog Parks concentrated east of the Bibra Lake playground.<br>• In the western area much of the POS is Linear, serving as a buffer to surrounding major roads and providing a landscaped pedestrian path.<br>• Selkis Reserve is a 20m wide vegetated linear POS along Phoenix Road that achieves a native bushland character; and separation and screening from residential areas, with missing section on the southern side between Stock Road and Sudlow Road<br>• Vegetation shades 34% of the Parks - higher than the City's 26% and equal to the Perth-Peel suburb average of 34%. |

### Cash-in-lieu

Bibra Lake East has a moderate CIL allocation of $144,501. With limited infill planned, additional contributions are not anticipated.

## Outcomes

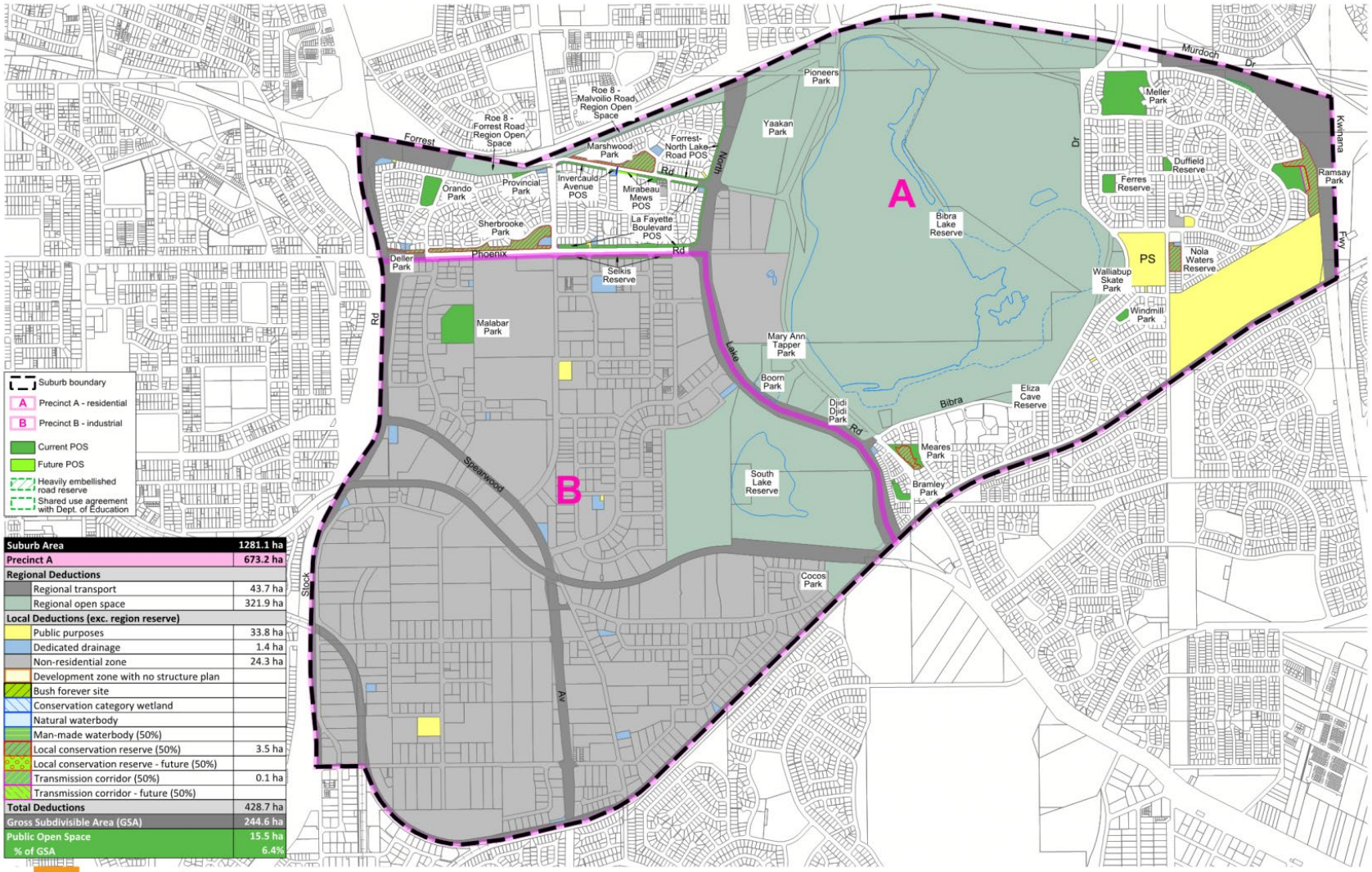
### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ Any subdivision of 251 Phoenix Road to cede a 20m strip of POS to continue the landscaped buffer along Phoenix Road (Selkis Reserve).
- ✓ 7 Sobek Pass, Bibra Lake is to maintain a 15m landscaped buffer to Phoenix Road.
- ✓ Any subdivision of Lot 93, 301 Forrest Road must provide the full 10% Public Open Space contribution as land. Cash-in-lieu will not be accepted.

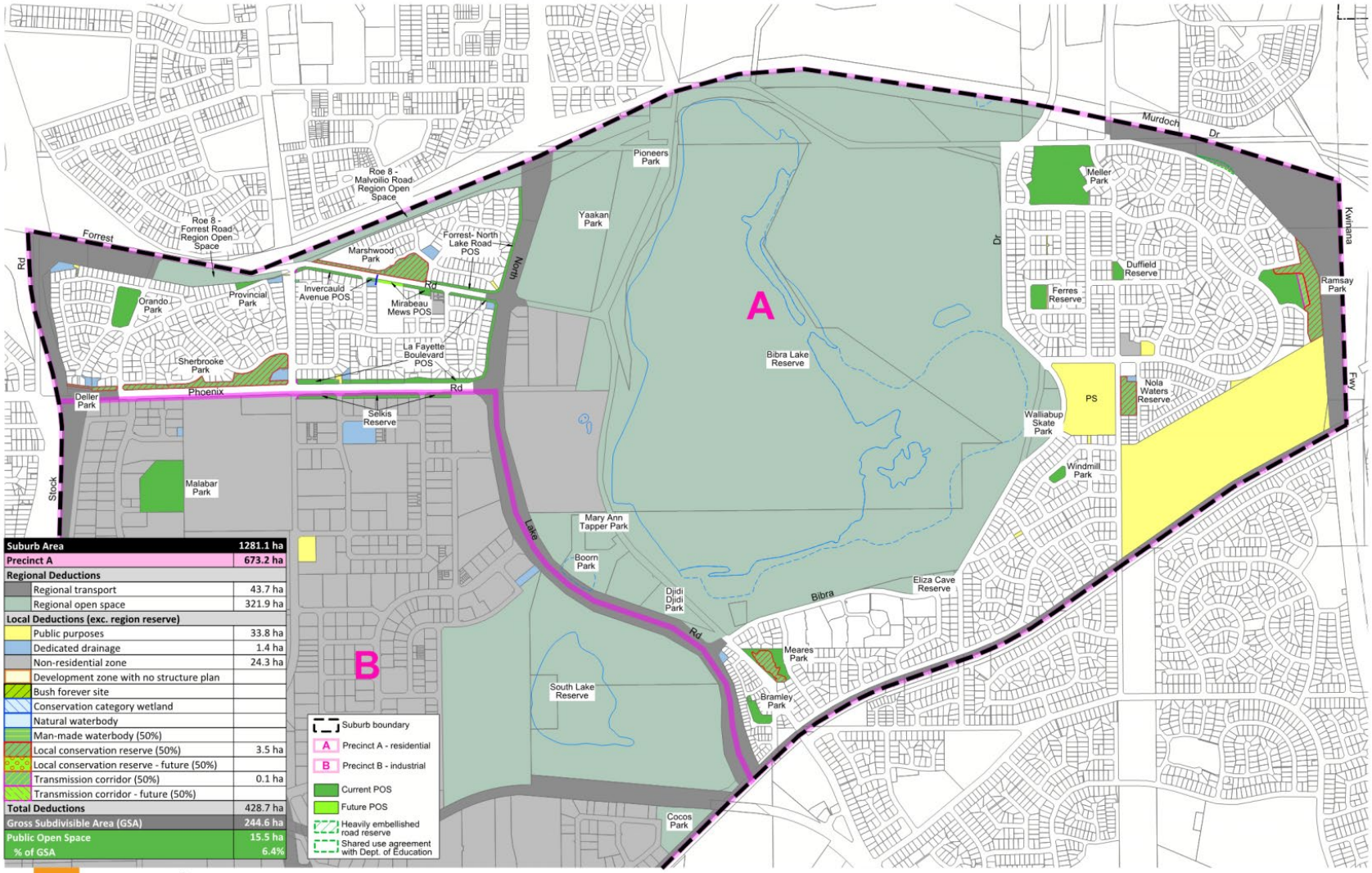
### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Bibra Lake:

- Despite a major POS shortfall, the proximity to Bibra Lake regional reserve along with the modest population growth indicate no need to acquire additional POS.
- Priority will be given to increasing diversity, addressing identified gaps and improving amenity for workers in industrial areas.
- Potential to upgrade some of the Local Parks to neighbourhood level standard to meet the community needs and offset the suburb's high proportion of Local Parks.
- Opportunity to enhance linear POS to improve connectivity and access to Bibra Lake Reserve.
- Potential to enhance reserves (including drainage reserves) in or adjacent to industrial areas, including the potential for seating and amenities for workers, including connectivity.
- Identified potential gap in dog exercise area in the western part of the suburb.
- Potential to improve access to POS for residential areas located outside the 400m radius catchment.

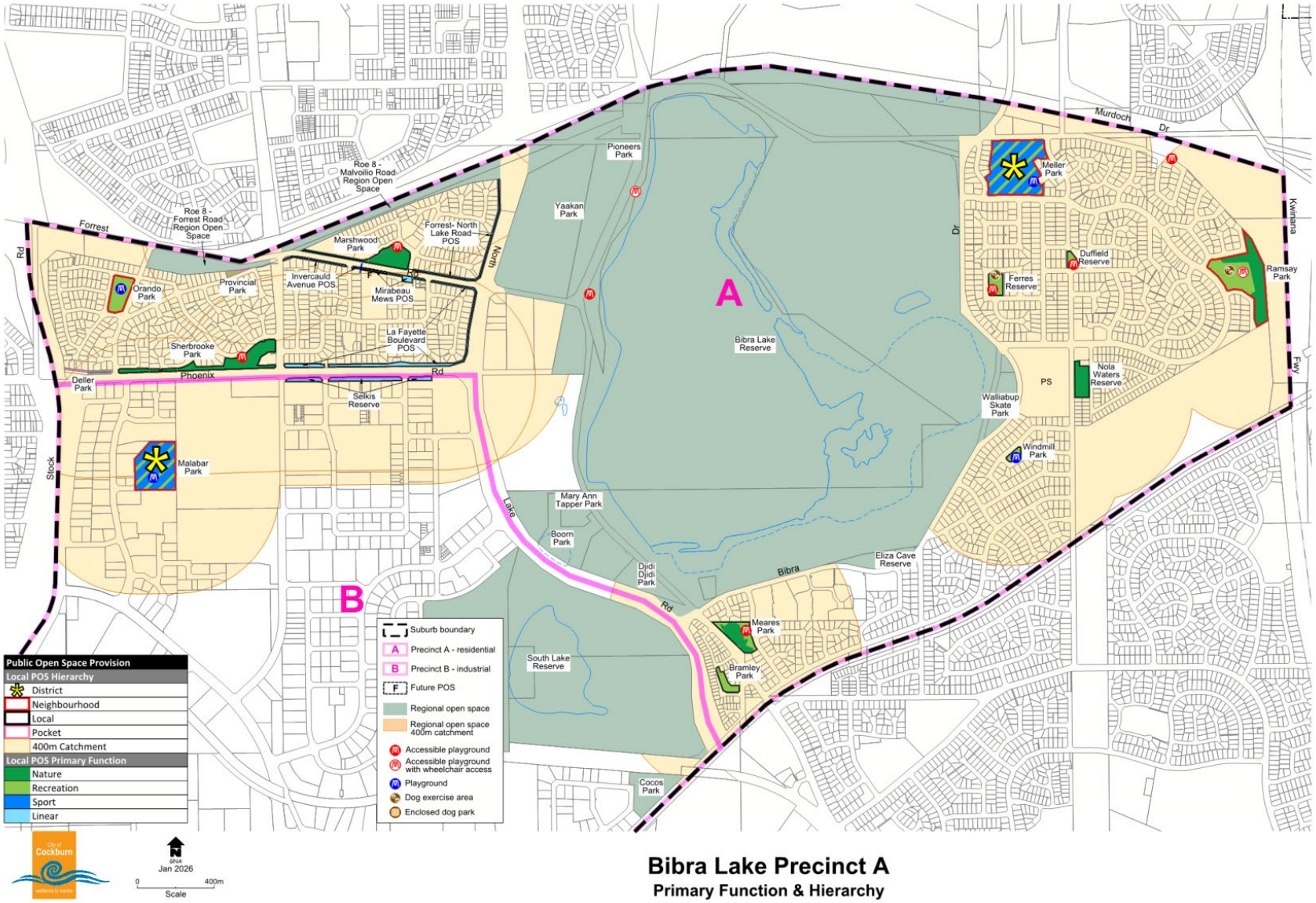



**Bibra Lake**
**Gross POS Calculations**




| | |
|---|---|
| **Suburb Area** | **1281.1 ha** |
| **Precinct A** | **673.2 ha** |
| **Regional Deductions** | |
| Regional transport | 43.7 ha |
| Regional open space | 321.9 ha |
| **Local Deductions (exc. region reserve)** | |
| Public purposes | 33.8 ha |
| Dedicated drainage | 1.4 ha |
| Non-residential zone | 24.3 ha |
| Development zone with no structure plan | |
| Bush forever site | |
| Conservation category wetland | |
| Natural waterbody | |
| Man-made waterbody (50%) | |
| Local conservation reserve (50%) | 3.5 ha |
| Local conservation reserve - future (50%) | |
| Transmission corridor (50%) | 0.1 ha |
| Transmission corridor - future (50%) | |
| **Total Deductions** | 428.7 ha |
| **Gross Subdivisible Area (GSA)** | **244.6 ha** |
| **Public Open Space** | **15.5 ha** |
| **% of GSA** | **6.4%** |

## Bibra Lake Precinct A
### Gross POS Calculations




**Bibra Lake Precinct A**
**Primary Function & Hierarchy**

# COCKBURN CENTRAL

## What will the community need?

### Housing and private open space

High density residential development within the Activity Centre (transit-oriented design), and high-medium density development planned and underway in the Cockburn Central North Structure Plan area with POS critical to meet the community's recreational needs. Small established low density residential precinct in Lakeridge Drive.

### Population and households

Overall population is projected to increase significantly by 2046, expanding almost five times what it is today. While the proportion of young people (aged 0–19) will rise slightly from 21% to 25%, their numbers will expand dramatically, with the cohort more than quadrupling. The most significant demographic shift is the ageing population growing 401%, increasing from 28% to 29% of the total population. Despite this growth, the working-age group (20–54) will remain the largest segment, though its proportion will decline from 50% to 46%.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 9.4% POS in Residential precinct, below the 10% benchmark.<br>• Currently above the 33.6m² of POS per capita with 46.4m², reducing significantly to 15.3m² by 2046 (including Town Centre Precinct).<br>• Suburb has been planned through various structure plans pre-dating Liveable Neighbourhoods.<br>• Cockburn Central North Structure Plan - 'Mixed Business' zone was excluded from POS calculations, therefore any residential development within the 'Mixed Business – Restricted Use Office/Residential' area will be required to make a POS cash-in-lieu contribution for the residential portion, as per the Structure Plan.<br>• 12 Poletti Road within the industrial area is 'Parks and Recreation' reserve under the local planning scheme but owned in freehold by the City – contains a heritage protected place (former Jandakot School) previously used for community purposes (not POS). |
| **Access** | • All households in Residential precinct are within the 400m radius catchment of POS.<br>• Cockburn Central North structure plan area includes future high-medium density development and existing and proposed POS is also complemented by adjacent Anning Park.<br>• Single sporting Reserve in Cockburn Central West precinct.<br>• Vegetation shades 4% of road reserves - lower than both the City's 8% and Perth-Peel suburb average of 15%.<br>• Despite being separated from Anning Park by North Lake Road, the Industrial/Employment Area benefits from its proximity. Industrial Area is also in proximity to the Beeliar Regional Park. |
| **Quality and function** | • Suitable level of POS diversity, including a sporting oval in Cockburn Central West (Legacy Park).<br>• Yandi Park is a key Neighbourhood Park centred around a wetland that includes grassed areas, amenities and conservation values and a variety of amenities including public art, reflecting the cultural heritage of the area and responding to the Town Centre environment.<br>• The Siding' offers an urban space for Cockburn Central Town Centre.<br>• Good distribution of diverse playgrounds (including spaces for youth) with 75% being accessible but none providing wheelchair access.<br>• Cockburn ARC Aquatic and Recreation Facility (which includes indoor multi-courts and specialised amenities and classes) contributes to meeting the recreational needs of the community.<br>• No dog park.<br>• Vegetation shades 4% of the Parks - lower than both the City's 26% and the Perth-Peel suburb average of 34%.<br>• Legacy Park identified as potential future event space, although must complement active sporting use.<br>• Opportunity for POS along Beeliar Drive to contribute to the Beeliar Drive/Armadale Road Ecological Corridor. |

### Cash-in-lieu

Minimal amount of CIL available ($69,990), with potential future cash-in-lieu from subdivision of the Mixed Business zone if residential development occurs - the Cockburn Central North Structure Plan indicates that the money will be used to develop POS in the area.

Given the suburb is disjointed by major roads/barriers, CIL should generally be spent within approximately 800m of where it is collected to ensure it is accessible.

## Outcomes

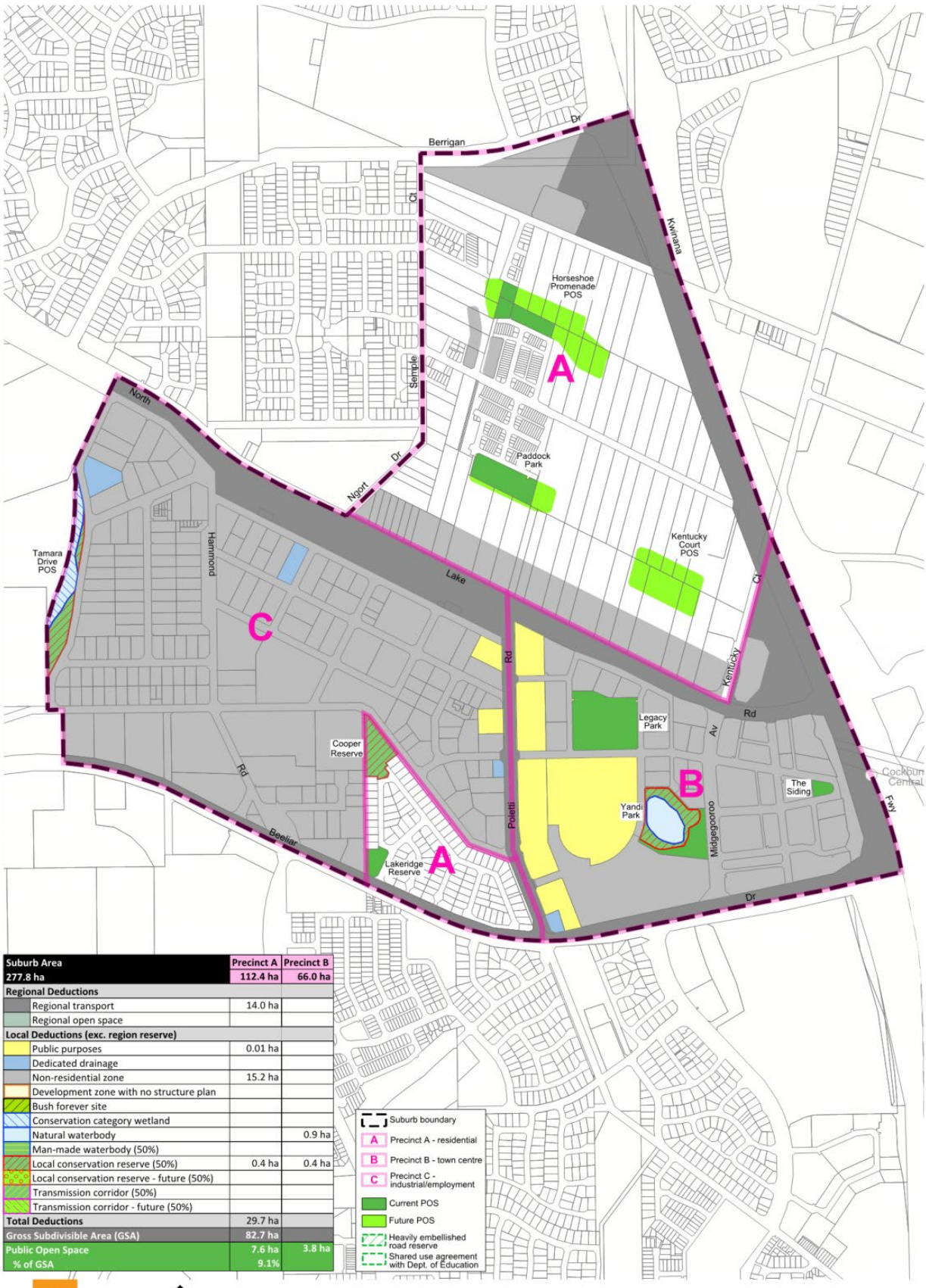
### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ DCA11 includes POS contributions, so no additional cash-in-lieu will ordinarily be required within DCA11 (which excludes the 'Mixed Business' area) if subdivision and development occur in accordance with the Structure Plan.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Cockburn Central:

- Despite only a minor POS shortfall and proximity to well-developed parks including high-quality amenities and leisure facilities, the rapid population growth indicates POS planning require careful consideration to meet the future needs of the community.
- Priority will be given to increasing diversity, addressing identified gaps and improving access.
- Potential to deliver wheelchair-accessible playground(s) to improve inclusive play opportunities.
- Opportunity to use Legacy Park as a future Event Space subject to upgrades.
- Identified potential gap in dog exercise areas within the suburb.
- Potential to upgrade some of the Local parks to neighbourhood level standard to meet community needs and offset the suburb's high proportion of Local Parks and POS shortfall to ensure the suburb remains attractive to support high-density residential living.
- Future planning for 12 Poletti Road to consider the shortfall of POS in the suburb and heritage values of the site.
- Opportunity to support increased canopy in parks, subject to confirmation of suitable locations through the Urban Forest Plan.



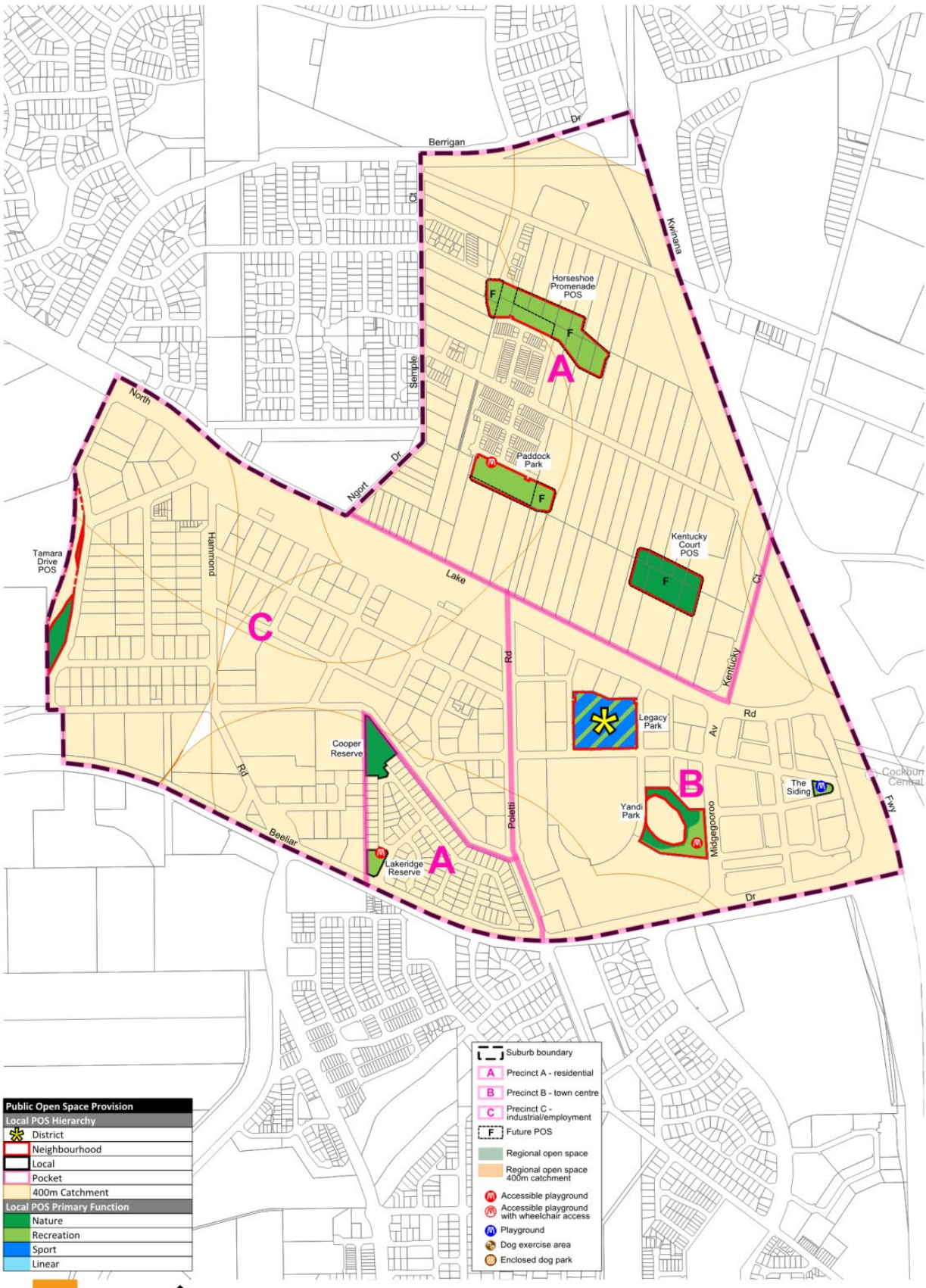

| Suburb Area | Precinct A | Precinct B |
|---|---|---|
| 277.8 ha | 112.4 ha | 66.0 ha |
| **Regional Deductions** | | |
| Regional transport | 14.0 ha | |
| Regional open space | | |
| **Local Deductions (exc. region reserve)** | | |
| Public purposes | 0.01 ha | |
| Dedicated drainage | | |
| Non-residential zone | 15.2 ha | |
| Development zone with no structure plan | | |
| Bush forever site | | |
| Conservation category wetland | | |
| Natural waterbody | | 0.9 ha |
| Man-made waterbody (50%) | | |
| Local conservation reserve (50%) | 0.4 ha | 0.4 ha |
| Local conservation reserve - future (50%) | | |
| Transmission corridor (50%) | | |
| Transmission corridor - future (50%) | | |
| **Total Deductions** | 29.7 ha | |
| **Gross Subdivisible Area (GSA)** | 82.7 ha | |
| **Public Open Space** | 7.6 ha | 3.8 ha |
| **% of GSA** | 9.1% | |

Suburb boundary
A Precinct A - residential
B Precinct B - town centre
C Precinct C - industrial/employment
Current POS
Future POS
Heavily embellished road reserve
Shared use agreement with Dept. of Education

City of Cockburn

GDA
Jan 2026
0 200m
Scale

**Cockburn Central**
**Gross POS Calculations**




## Cockburn Central
### Primary Function & Hierarchy

# COOGEE

## What will the community need?

### Housing and private open space

Limited current potential for further infill/subdivision given the lot sizes. All development zones are now structure planned.

Most residential lots in the older part of Coogee are over 500m², offering useable outdoor living spaces. The newer housing stock in the northern areas features smaller lots but benefits from good access to parks.

### Population and households

Overall population is projected to grow modestly by 2046, increasing by around 6%. The proportion of young people (aged 0–19) will remain stable at 21%, with only a slight rise in numbers.

The most significant demographic shift is the ageing population: those aged 55 and over will increase by about 36%, rising from 38% to nearly half of the total population. In contrast, the working-age group (20–54) is expected to decline both in size and share, dropping from 40% to 29%.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| Amount | • 6.3% POS, significantly below the 10% benchmark.<br>• Currently below the 33.6m² per capita with 20.2m² reducing to 19.4m² by 2046. |
| Access | • Majority of households within 400m radius catchment of POS except for a small area on the southwest which still has access to a few local Parks within 800m as well as to Woodman Point (Regional Reserve).<br>• No district POS within the suburb with the closest ones being Beale Park in Spearwood and Santich Park in Lake Coogee, however Regional Reserves also provide large Recreational spaces.<br>• Vegetation shades 6% of road reserves – lower than both the City's 8% and the Perth-Peel suburb average of 15% |
| Quality and function | • High proportion of small Local POS balanced by the presence of nearby Regional POS - such as the foreshore and Rotary Park (treated as a local/neighbourhood park, including a community garden) - which also enhance the overall functionality of the local open space network.<br>• Playgrounds well-distributed, with more than half offering accessible features. One playground equipped for wheelchair access, complemented by 4 playgrounds with Regional Reserves.<br>• Good provision of diverse amenities, including for youth and adults within the Regional Reserves and POS, although limited amenities for seniors.<br>• 3 central dog exercise areas.<br>• Vegetation shades 22% of the Parks - lower than both the City's 26% and the Perth-Peel suburb average of 34%. |

### Cash-in-lieu

Modest amount of existing CIL available ($54,148). Majority of future infill development likely to be below threshold for cash-in-lieu so a modest amount of additional cash-in-lieu is anticipated. Potential to spend CIL within adjacent Regional Reserves where it can add to recreational function to meet community need.

## Outcomes

### Developer requirements

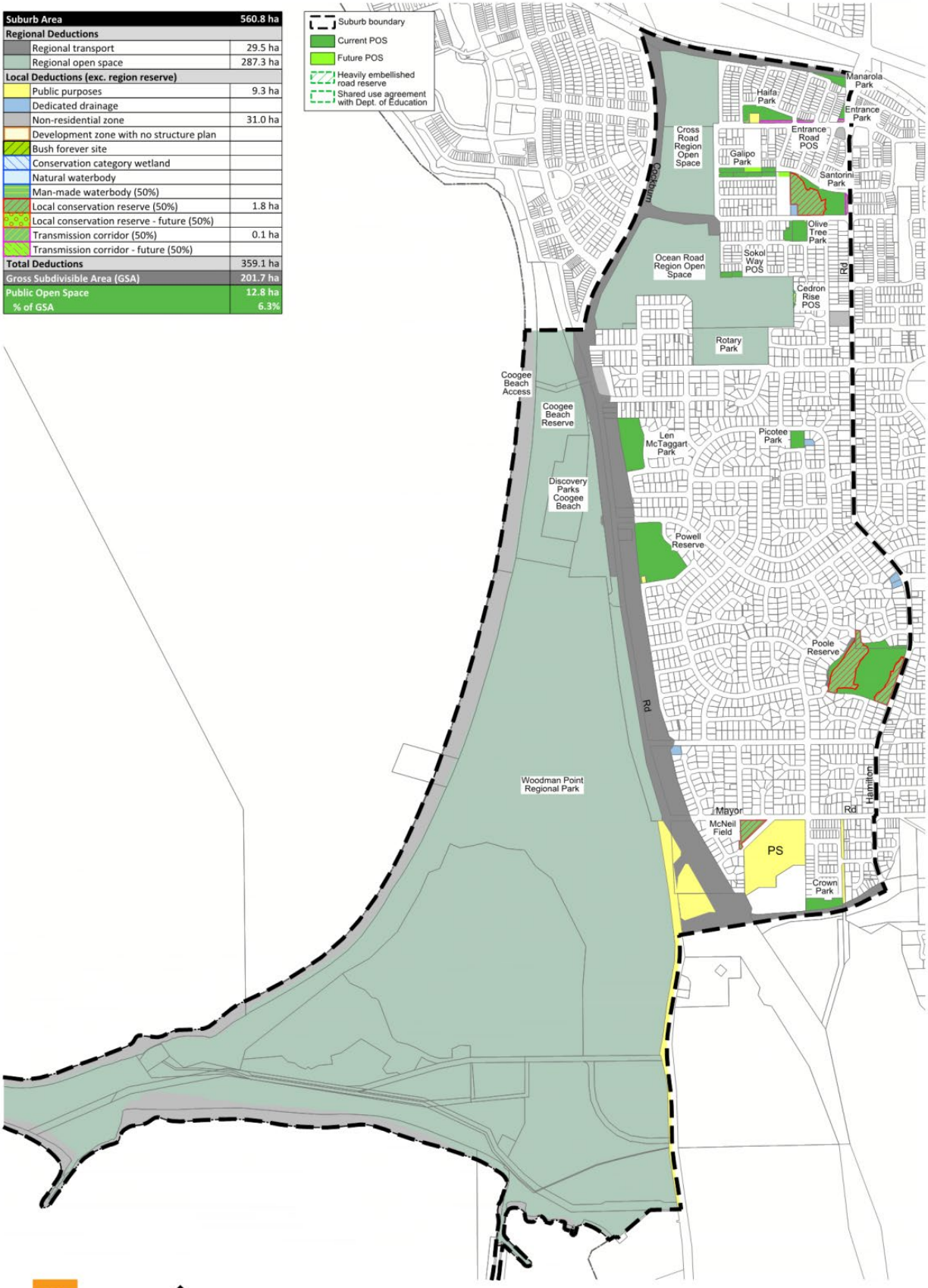
- ✓ As per Section 4 of the POS Strategy.
- ✓ Any future development of the Department of Education 'Residential' zoned land south of Coogee Primary School (Lot 505 Mayor Road) is to provide a minimum of 10% POS as a western extension of the adjacent Crown Park to meet the needs of the community whilst also responding to the conservation values of the site and providing a buffer to the 'Other Regional Road' reservation.

### Suburb specific priorities and considerations

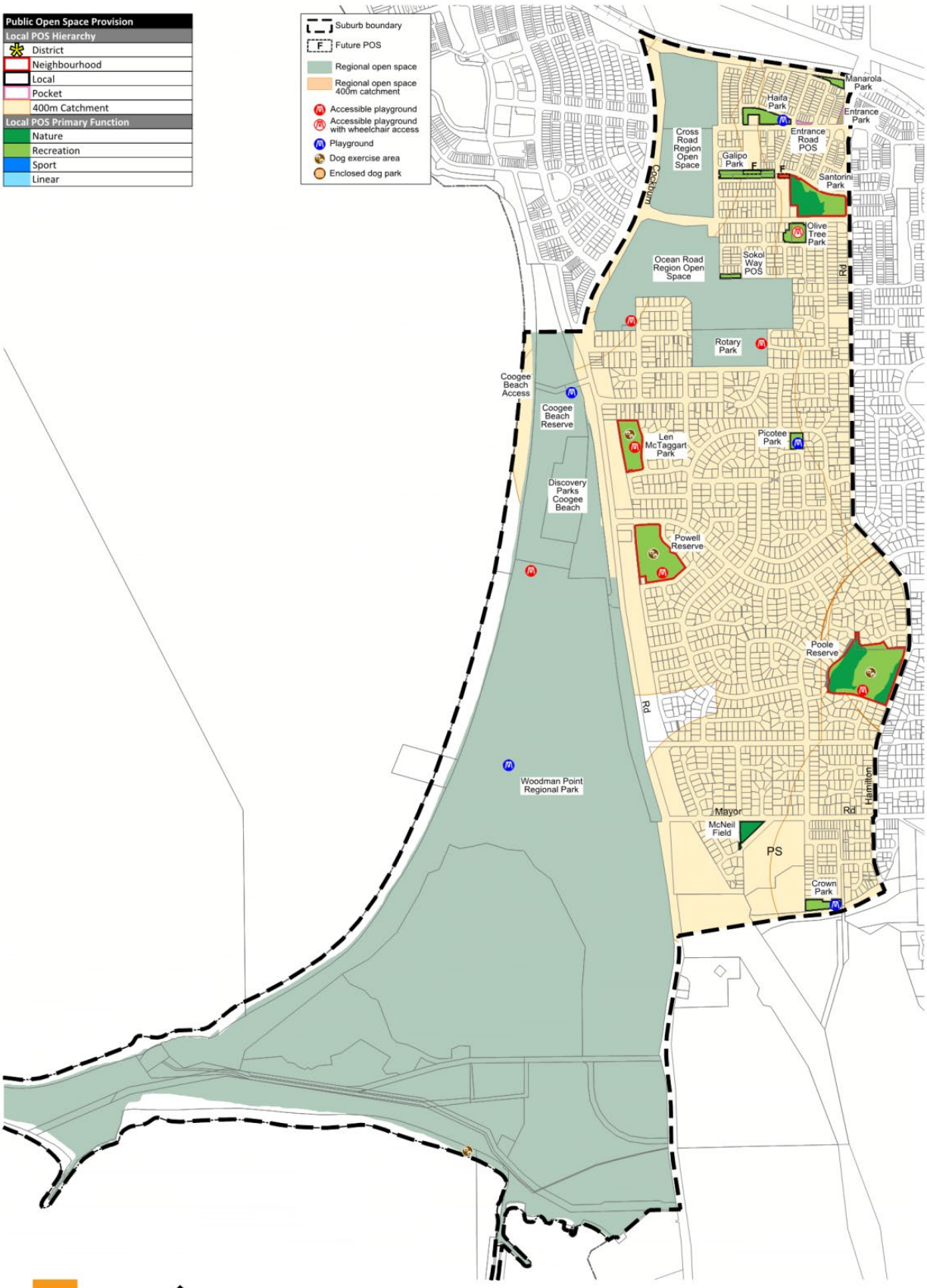
The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Coogee:

- Despite a notable shortfall in POS (total area and per-capita provision), proximity to the foreshore, the Market Garden/Boodjar Mooliny corridor to the east and Rotary Park provides a range of recreational and environmental functions that help offset this deficiency, particularly given the modest projected population growth and Coogee Beach Masterplan foreshadowing some uses transitioning to Len McTaggart Park to maintain adequate space for foreshore-specific activities.
- Priority will be given to addressing access to POS and regional reserves and improving amenities available to seniors.
- Potential to upgrade some Local Parks to neighbourhood level standard to meet the community needs and offset the suburb's high proportion of Local/Pocket Parks, including considering the needs of an ageing population.
- Opportunity to support increased canopy in road reserves with a focus on connection to Regional Open Space and coastal areas (subject to Urban Forest Plan confirming priority location for canopy increase)
- Potential to improve access to POS for residential areas located outside the 400m radius catchment.

| Suburb Area | | 560.8 ha |
|---|---|---|
| **Regional Deductions** | | |
| | Regional transport | 29.5 ha |
| | Regional open space | 287.3 ha |
| **Local Deductions (exc. region reserve)** | | |
| | Public purposes | 9.3 ha |
| | Dedicated drainage | |
| | Non-residential zone | 31.0 ha |
| | Development zone with no structure plan | |
| | Bush forever site | |
| | Conservation category wetland | |
| | Natural waterbody | |
| | Man-made waterbody (50%) | |
| | Local conservation reserve (50%) | 1.8 ha |
| | Local conservation reserve - future (50%) | |
| | Transmission corridor (50%) | 0.1 ha |
| | Transmission corridor - future (50%) | |
| **Total Deductions** | | 359.1 ha |
| **Gross Subdivisible Area (GSA)** | | 201.7 ha |
| **Public Open Space** | | 12.8 ha |
| **% of GSA** | | 6.3% |




**Coogee**
**Gross POS Calculations**




**Coogee**
**Primary Function & Hierarchy**

# COOLBELLUP

## What will the community need?

### Housing and private open space

Coolbellup continues to undergo infill development resulting from residential upcodings.

The associated reduction of private open space is projected to continue.

### Population and households

Overall population is expected to experience moderate growth of about 12% by 2046. The share of young people (aged 0–19) will remain relatively stable at about 20%, with modest growth in numbers.

The most significant change will be the ageing population - those aged 55 and over are projected to increase by more than 60%, rising from 26% to 37% of the total population. In contrast, the working-age group (20–54) will decline both in size and proportion, dropping from 55% to 43%.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 8.6% POS, slightly below the 10% benchmark.<br>• Currently above the 33.6m² of POS per capita with 35.1 m² projected to decline slightly to 31.4 m² by 2046. |
| **Access** | • Most households within the 400m radius catchment except for a pocket in the southwestern side along Sebastian Cresent – this area is within the 800m catchment of a District Reserve and has access to the Sebastian Crescent playground (within the Regional Road Reserve between Sebastian Crecent and Stock Road. The proposed Stock Road pedestrian bridge (adjacent to Antonio Street) will also provide access to POS in Hamilton Hill (former Hamilton Senior High site).<br>• Water Corporation 'Public Purpose' site located near this gap in accessibility – provides an opportunity for additional POS in the event surplus land is proposed for redevelopment.<br>• 2 sporting Reserves within the suburb.<br>• Vegetation shades 17% of road reserves – higher than both the City's 8% and the Perth-Peel suburb average of 15% |
| **Quality and function** | • Well-balanced range of POS classifications and functions - provides for diversity.<br>• Playgrounds well-distributed across the suburb, with 64% featuring accessible elements. One Local Park includes a playground with wheelchair access, complemented by another wheelchair-accessible play space at the community hub.<br>• 4 dog exercise play areas well-distributed across the suburb.<br>• Vegetation shades 43% of the Parks - higher than both the City's 26% and the Perth-Peel suburb average of 34%. |

### Cash-in-lieu

Moderate amount of CIL available ($194,454). Majority of future infill development likely to be below threshold for CIL requirement so a modest amount of additional CIL is anticipated.

## Outcomes

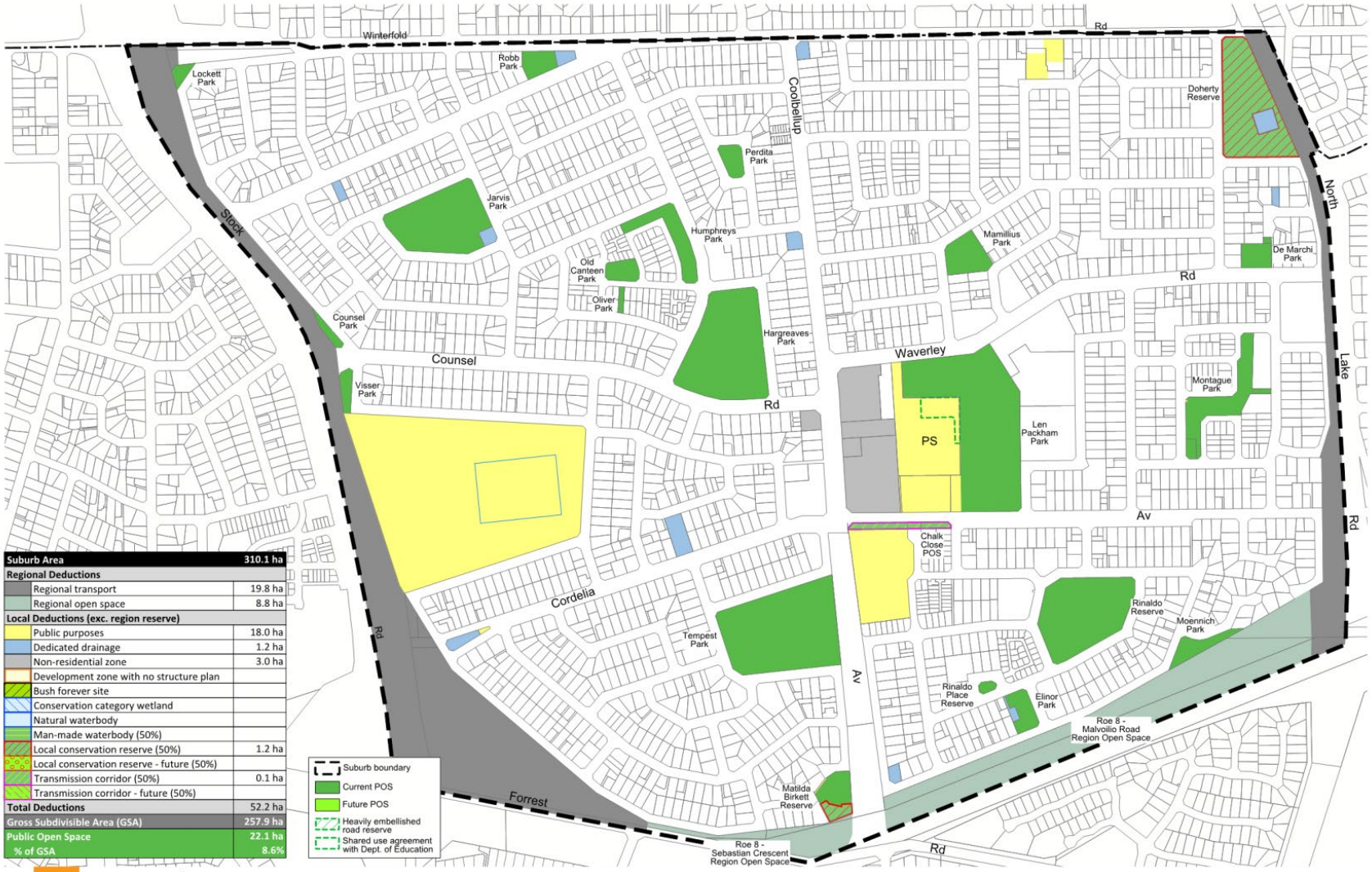
### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ Redevelopment of any surplus portions of the Water Corporation 'Public Purpose' site to include consideration of whether POS can be provided, including retention of the best quality vegetation and mature trees in a practical arrangement for ongoing maintenance.

### Suburb specific priorities and considerations

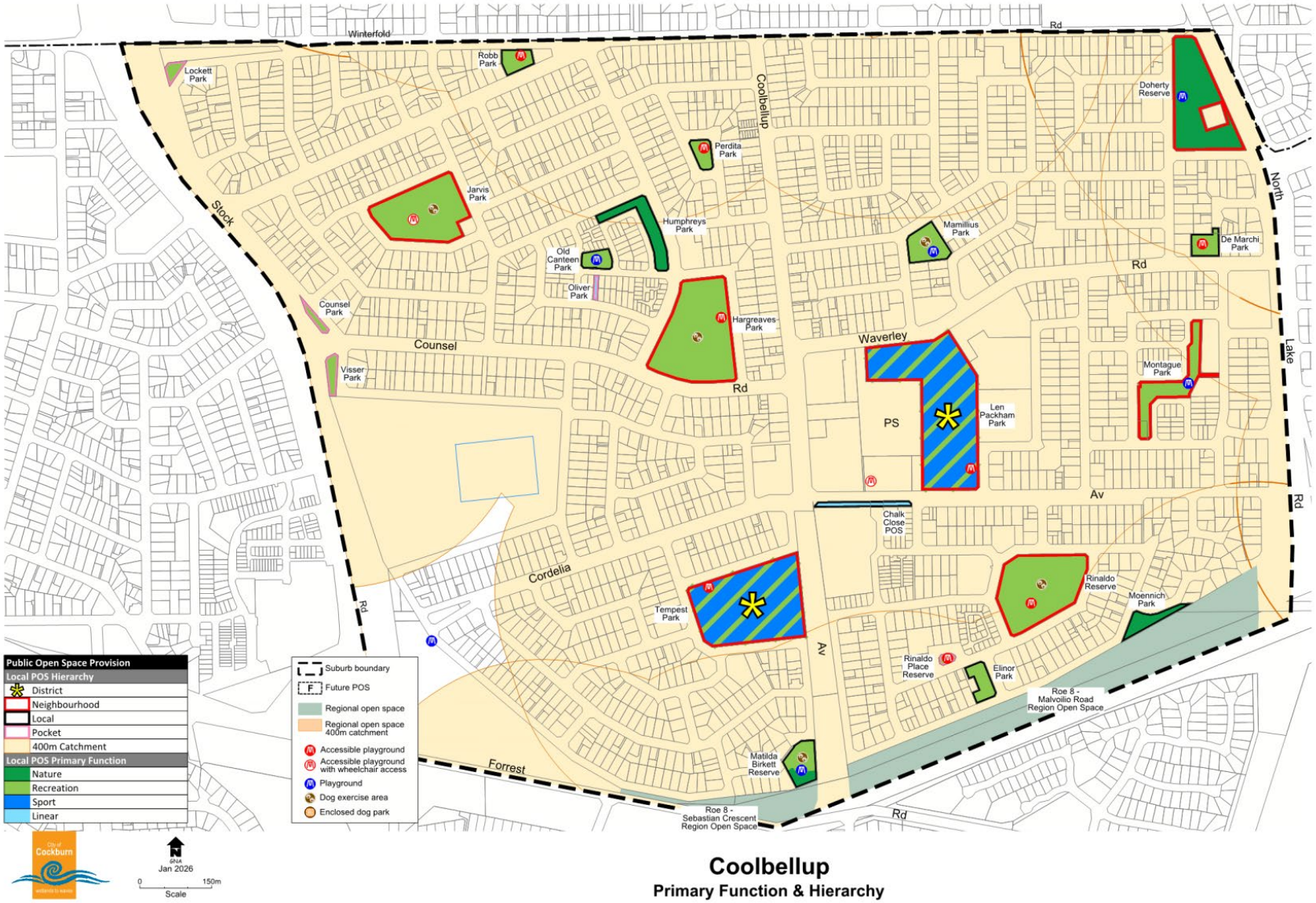
The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Coolbellup:

- Despite a shortfall in POS, the minimum per capita requirement along with the modest population growth indicate no need to acquire additional POS.
- Priority will be given to addressing identified gaps to ensure the community needs are met into the future, particularly amenities for the increased ageing population.
- Consideration of underserved community groups not currently benefiting from existing park features, to support more equitable outcome in future POS provision.
- Opportunities to advocate for the Department of Housing to upgrade Sebastian Cresent Playground.
- Recognition of the potential for POS provision and vegetation retention associated with any redevelopment of surplus areas of the Water Corporation site.
- Potential to improve access to POS for residential areas located outside the 400m radius catchment.




| | | |
|---|---|---|
| **Suburb Area** | | **310.1 ha** |
| **Regional Deductions** | | |
| | Regional transport | 19.8 ha |
| | Regional open space | 8.8 ha |
| **Local Deductions (exc. region reserve)** | | |
| | Public purposes | 18.0 ha |
| | Dedicated drainage | 1.2 ha |
| | Non-residential zone | 3.0 ha |
| | Development zone with no structure plan | |
| | Bush forever site | |
| | Conservation category wetland | |
| | Natural waterbody | |
| | Man-made waterbody (50%) | |
| | Local conservation reserve (50%) | 1.2 ha |
| | Local conservation reserve - future (50%) | |
| | Transmission corridor (50%) | 0.1 ha |
| | Transmission corridor - future (50%) | |
| **Total Deductions** | | 52.2 ha |
| **Gross Subdivisible Area (GSA)** | | **257.9 ha** |
| **Public Open Space** | | **22.1 ha** |
| **% of GSA** | | **8.6%** |

**Coolbellup**
**Gross POS Calculations**




**Coolbellup**
**Primary Function & Hierarchy**

# HAMILTON HILL

## What will the community need?

### Housing and private open space

Ongoing infill development means smaller lots and garden areas for recreation, increasing the role of open space to meet that need.

### Population and households

Overall population is projected to experience moderate growth of about 17% by 2046, reaching nearly 15,000 residents. The proportion of young people (aged 0–19) will remain stable at around 19%, with only a modest increase in numbers.

The most significant demographic shift will be the ageing population: those aged 55 and over are expected to grow by almost 50%, rising from 29% to 37% of the total population. In contrast, the working-age group (20–54) will remain similar in size but decline in share, dropping from 52% to 44%.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 6.3% POS, significantly below the 10% benchmark.<br>• Currently below the 33.6m² per capita with 22.14m² reducing slightly to 20m² by 2046.<br>• Although access to Manning Park Regional Reserve provides important recreational and environmental benefits there is a notable deficit in POS – this shortfall is likely to be exacerbated by anticipated population growth. Given the suburb is largely established, there is limited opportunities to purchase land for additional POS.<br>• Opportunity to secure additional land for POS within the former Roe Highway Reserve. |
| **Access** | • Majority of households within 400m radius catchment of POS except for a small area north of Phoenix Road which still has access to a District Reserve (Davilak) and Regional Reserve (Manning Park) within 800m.<br>• Vegetation shades 11% of road reserves – higher than the City's 8% but lower than the Perth-Peel suburb average of 15%. |
| **Quality and function** | • High percentage of small parks with half being Pocket Parks.<br>• High Recreation function of POS.<br>• Many areas of POS subject to various constraints such as powerline and pipeline easements.<br>• 17 diverse playgrounds well-distributed across the suburb, with nearly half offering accessible features. Two playgrounds are equipped for wheelchair access, complemented by an additional two accessible facilities within Manning Park.<br>• Diverse range of adult fitness equipment across the suburb, but lack of specific amenities for youth and seniors.<br>• Vegetation shades 21% of the Parks – lower than both the City's 26% and the Perth-Peel suburb average of 34% |

### Cash-in-lieu

High amount of existing CIL available ($1,375,738). Majority of future infill development likely to be below threshold for CIL (except within the Newmarket Precinct, discussed under 'Developer Requirements') therefore only a modest amount of additional cash-in-lieu is anticipated.

## Outcomes

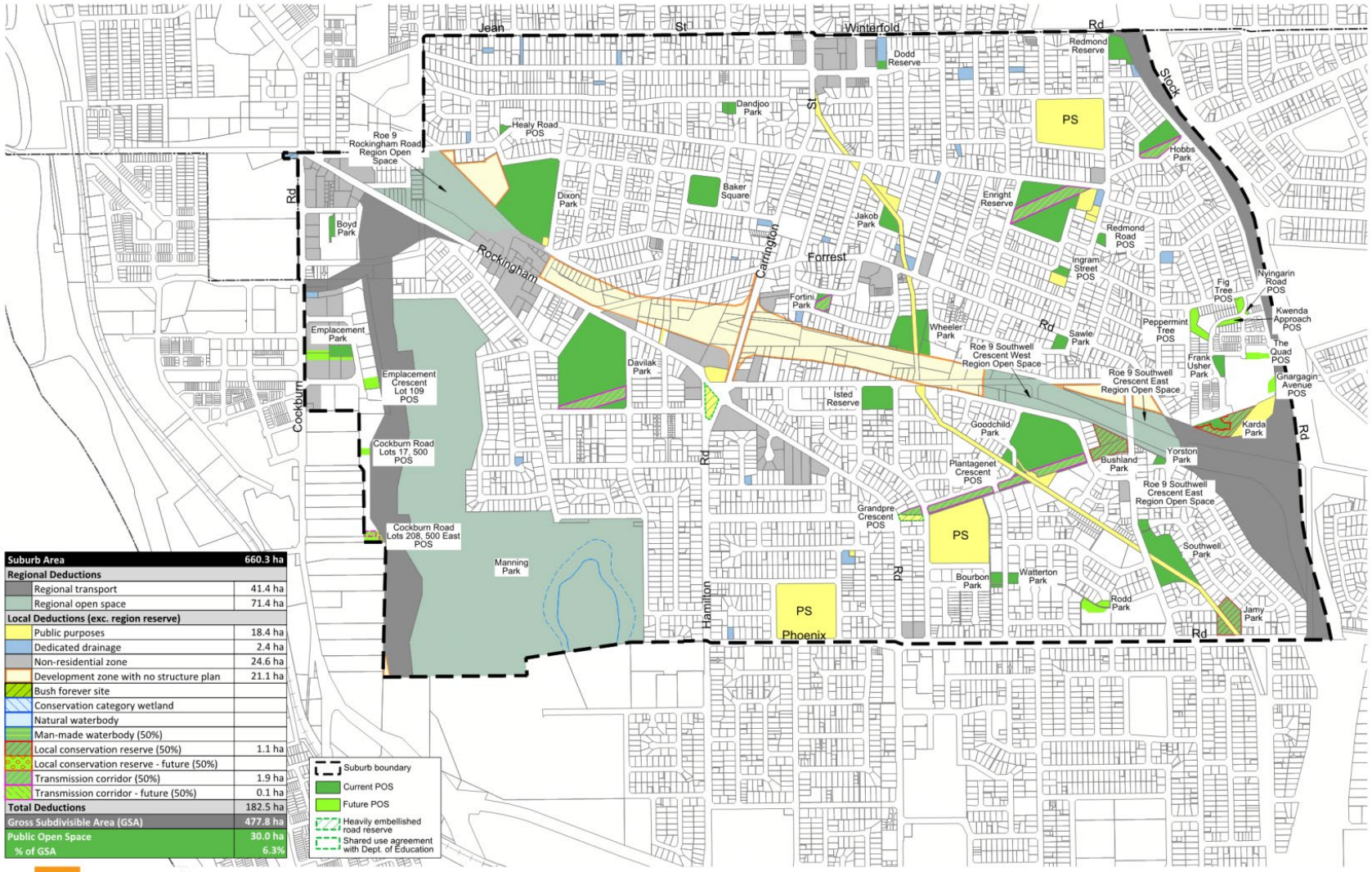
### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ Structure planning and subdivision of the former Roe Highway reserve to respond to the existing shortfall of POS.
- ✓ Redevelopment of non-residential land for residential land use in the Newmarket Precinct (area bounded by Cockburn Road, Bellion Drive and Rockingham Road) shall include provision of 10% POS (regardless of the number of dwelling/lots) - where land is located adjacent to existing Boyd Reserve land should be ceded to widen Boyd Reserve, protect existing mature trees and improve accessibility, and elsewhere this should be provided as cash-in-lieu (to be spent enhancing Boyd Reserve if possible).

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Hamilton Hill:

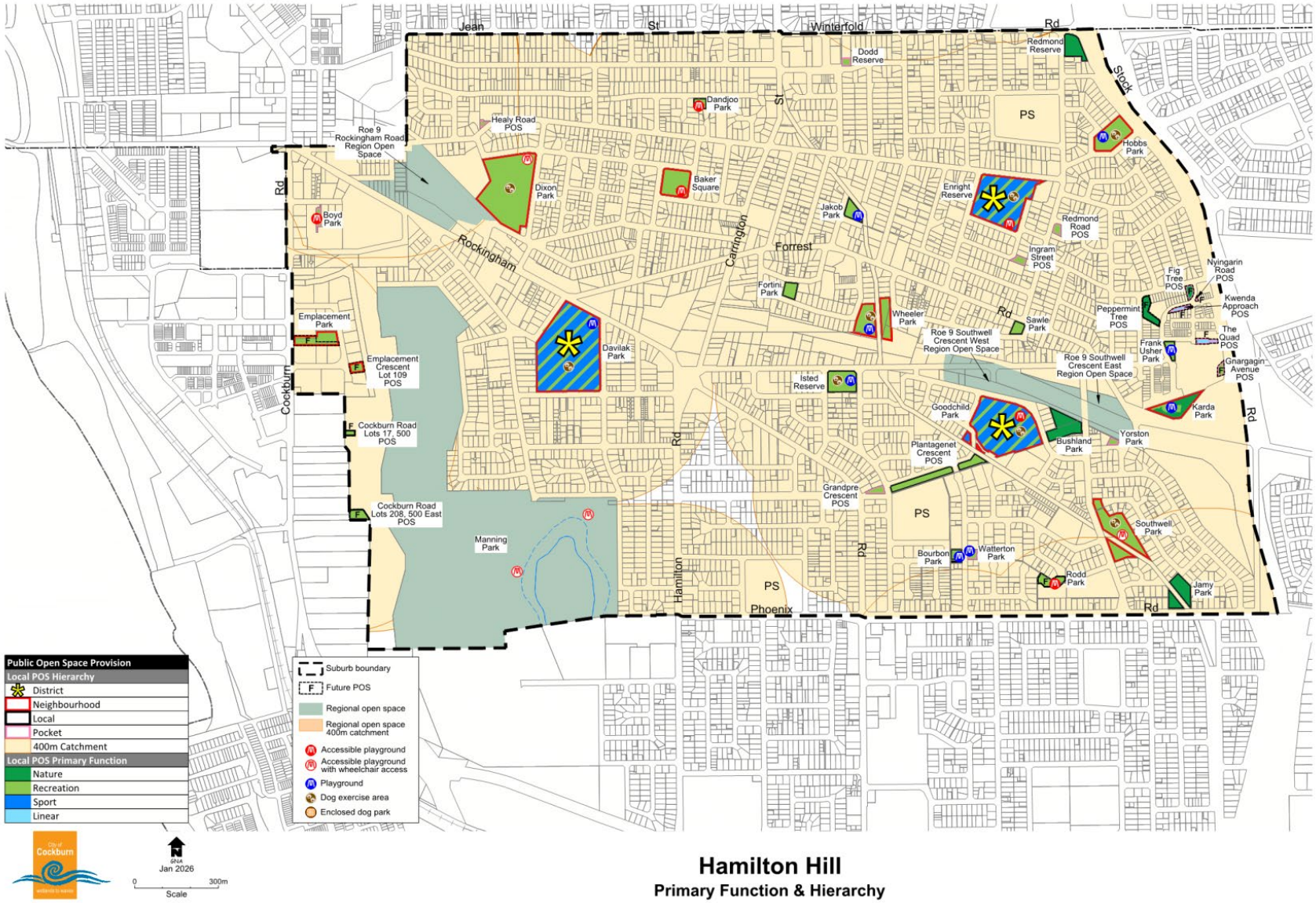
- Opportunity to strengthen ecological connectivity, particularly through enhancement of ecological corridors within the former Roe Highway reserve and the powerline corridor between Goodchild Park and Manning Park.
- Consideration of how POS amenities may better respond to the needs of youth and senior community members.
- Potential to secure additional POS, where feasible, through redevelopment of the former Roe Highway Reserve, including opportunities south of Wheeler Park and through potential land swaps involving underutilised existing POS.
- Opportunity to improve active transport and recreation connections, including establishment or enhancement of a linear shared path within the former BP Oil Pipeline corridor.
- Opportunity to support increased canopy in parks, subject to confirmation of suitable locations through the Urban Forest Plan.
- Potential to improve access to POS for residential areas located outside the 400-metre walkable POS catchment.




| Suburb Area | 660.3 ha |
|---|---|
| **Regional Deductions** | |
| Regional transport | 41.4 ha |
| Regional open space | 71.4 ha |
| **Local Deductions (exc. region reserve)** | |
| Public purposes | 18.4 ha |
| Dedicated drainage | 2.4 ha |
| Non-residential zone | 24.6 ha |
| Development zone with no structure plan | 21.1 ha |
| Bush forever site | |
| Conservation category wetland | |
| Natural waterbody | |
| Man-made waterbody (50%) | |
| Local conservation reserve (50%) | 1.1 ha |
| Local conservation reserve - future (50%) | |
| Transmission corridor (50%) | 1.9 ha |
| Transmission corridor - future (50%) | 0.1 ha |
| **Total Deductions** | 182.5 ha |
| **Gross Subdivisible Area (GSA)** | 477.8 ha |
| **Public Open Space** | 30.0 ha |
| **% of GSA** | 6.3% |

# Hamilton Hill

## Gross POS Calculations




**Hamilton Hill**

**Primary Function & Hierarchy**

# HAMMOND PARK

## What will the community need?

### Housing and private open space

Suburb still undergoing structure planning and subdivision.

Characterised by small lot sizes and limited outdoor living space which mean reliance on POS to meet a broad range of recreational functions.

### Population and households

Overall population is projected to increase by almost 38% by 2046. While currently a relatively strong cohort of young people, this group is expected to remain stable proportionally, making up around one-third of the population, with the largest growth occurring among those aged 15–19.

The most significant demographic shift is the ageing population, with those aged 55 and over more than doubling, rising from 12% to 20%. Meanwhile, the working-age group will decline as a share of the population, falling from 58% to 49%.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 10.1% POS, above the 10% benchmark<br>• Frankland Parks was not included in the 10% POS as this Reserve was classified as Regional Reserve under the Southern Suburb District Structure Plan.<br>• Currently above the 33.6m² of POS per capita with 40.3m² of POS, reducing to 32m² by 2046.<br>• Quantity of POS indicates community needs will continue to be met if all future structure planning/subdivision contributes a minimum of 10% POS. |
| **Access** | • All household are within the 400m radius catchment.<br>• Vegetation shades 3% of road reserves – lower than both the City's 8% and Perth-Peel suburb average of 15%. |
| **Quality and function** | • Well-balanced POS functions, however very high proportion of Local Parks.<br>• 2 Sporting Reserves well distributed between North and South with a gap in the Western portion of the suburb.<br>• Gap in playground distribution towards southeastern and western side.<br>• Half of the playgrounds are accessible with 25% having wheelchair access and 1 being fenced, improving inclusivity.<br>• Good diversity of play spaces, including for toddlers, youth and adults (particularly in south-western area - linkage through Corsio, Parco, Genoa and Omedeo Parks); and other parks with spaces for youth, however lack of specific amenities for seniors.<br>• One fenced dog Park North of the suburb.<br>• Vegetation shades 17% of the Parks – lower than both the City's 26% and the Perth-Peel suburb average of 34%.<br>• Proposed trail between Baldivis and North Lake along the old Heritage Tramway will be a recreational asset.<br>• Powerline corridor along eastern edge, with sections under City or State Government ownership and others privately owned. Some areas are cleared, however others support high-quality vegetation, offering potential to establish an ecological corridor. |

### Cash-in-lieu

Moderate amount of CIL available ($292, 801.59) with minimal to come due to the expectation for all future subdivision to provide a minimum of 10% POS (not CIL).

## Outcomes

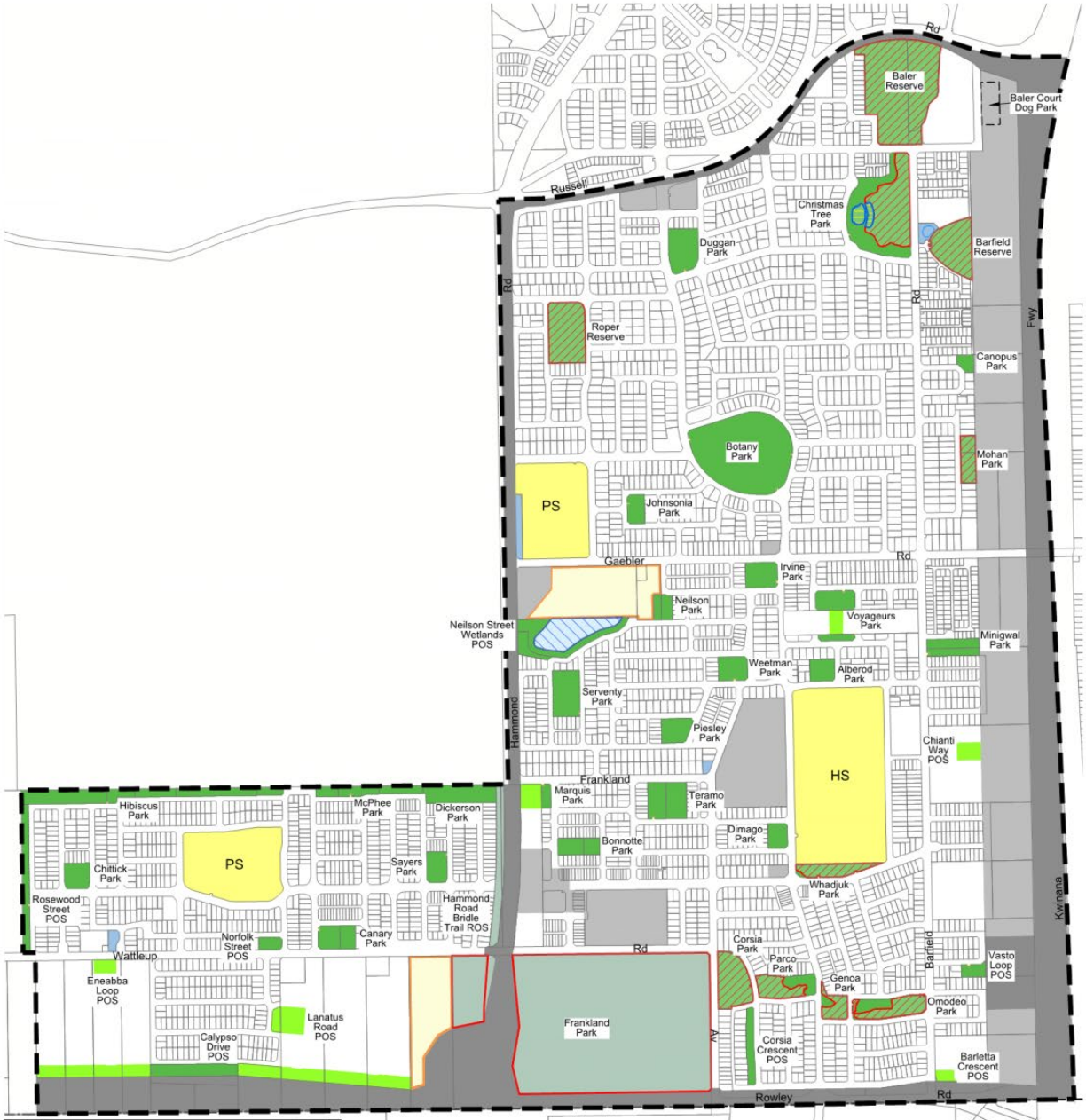
### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ Design of future parks to consider the needs of youth and seniors, depending upon provision of amenities in nearby parks.
- ✓ Any further urban expansion westward (into Wattleup) should maintain linear POS along the future northern edge of Rowley Road and southern edge of the Harry Waring Marsupial Reserve.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Hammond Park:

- Priority will be given to improving access to POS and addressing gaps, particularly amenities for seniors.
- Identified potential gap in dog exercise areas in northern and southern parts of the suburb.
- Consideration of shared-use arrangements with new primary school to address POS accessibility gaps in western area.
- Consideration of improved playground distribution, with potential to achieve more equitable coverage for the south-eastern and western areas of the suburb.
- Potential to upgrade some Local Parks to neighbourhood standard to meet community needs and offset high proportion of Local Parks.
- Consideration of ecological connectivity improvements, with potential to utilise sections of the powerline corridor to support establishment of an ecological corridor.
- Opportunity to support increased canopy in parks, subject to confirmation of suitable locations through the Urban Forest Plan.




| Suburb Area | 428.8 ha |
|---|---|
| **Regional Deductions** | |
| Regional transport | 47.9 ha |
| Regional open space | 1.0 ha |
| Regional open space (identified as 'Regional' in District Structure Plan) | 18.0 ha |
| **Local Deductions (exc. region reserve)** | |
| Public purposes | 18.3 ha |
| Dedicated drainage | 0.6 ha |
| Non-residential zone | 38.2 ha |
| Development zone with no structure plan | 6.3 ha |
| Bush forever site | |
| Conservation category wetland | 1.1 ha |
| Natural waterbody | |
| Man-made waterbody (50%) | 0.1 ha |
| Local conservation reserve (50%) | 5.8 ha |
| Local conservation reserve - future (50%) | |
| Transmission corridor (50%) | |
| Transmission corridor - future (50%) | |
| **Total Deductions** | 137.3 ha |
| **Gross Subdivisible Area (GSA)** | 291.6 ha |
| **Public Open Space** | 29.4 ha |
| **% of GSA** | 10.1% |

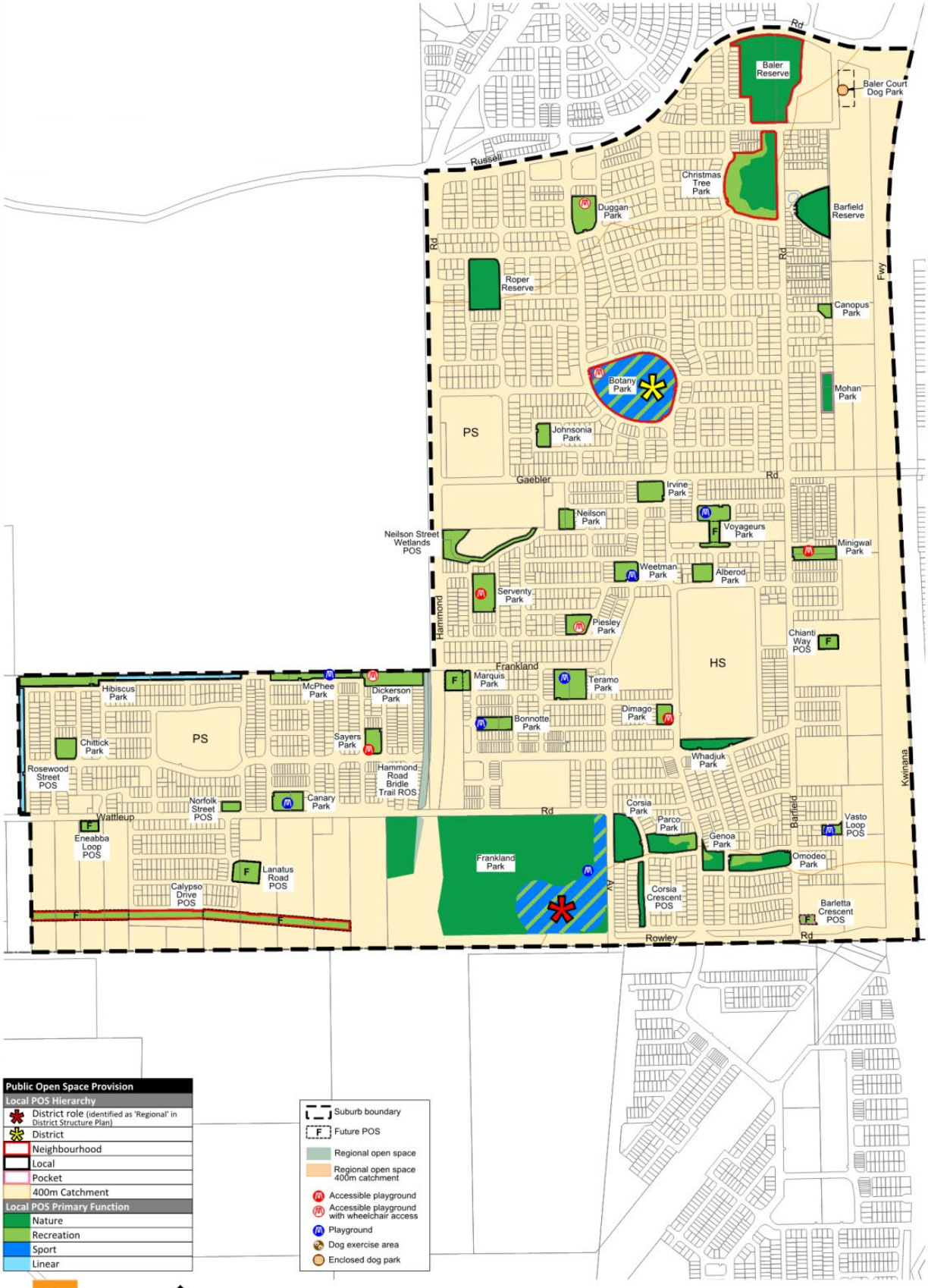
Suburb boundary
Current POS
Future POS
Heavily embellished road reserve
Shared use agreement with Dept. of Education

City of Cockburn

GNA
Jan 2026

0 200m
Scale

# Hammond Park
## Gross POS Calculations




# Hammond Park
## Primary Function & Hierarchy

# HENDERSON

## What will the community need?

### Population, housing and private open space

Henderson is primarily a strategic industrial area, located within the EPA prescribed Kwinana Air Quality Buffer, focused on defence, resource, and marine-related activities, anchored by the Australian Marine Complex (AMC) in the northeast. Residential presence is minimal, with fewer than 50 residents, though there could be additional need generated by the AUKUS project. The area also includes a TAFE campus and the Henderson Business Hub (81 Quill Way), zoned as Local Centre.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 10% POS requirement not applicable; majority of the suburb is a strategic industrial zone and the Woodman Point Water Resource Recovery Facility (WRRF).<br>• Various areas of existing and proposed POS within the AMC Technology Park. |
| **Access** | • Access to Mt Brown and Henderson Cliffs walk trails within the adjacent Beeliar Regional Park (includes wheelchair accessible sections). |
| **Quality and function** | • Mainly nature Reserves, including Redemptora Reserve (includes walk trail and lookout) close to the Henderson Business Hub (zoned 'Local Centre').<br>• Limited amenity for workers/visitors.<br>• POS identified in the AMC Structure Plan is subject to Environmental Ministerial Statements, which requires consideration if POS modifications are proposed.<br>• South Coogee Reserve (active playing fields) identified for potential relocation; however, the new location has not been finalised and is likely to be a lengthy process, subject to review of the AMC Technology Park Structure Plan. |

### Cash-in-lieu

No CIL available, and none anticipated in future.

## Outcomes

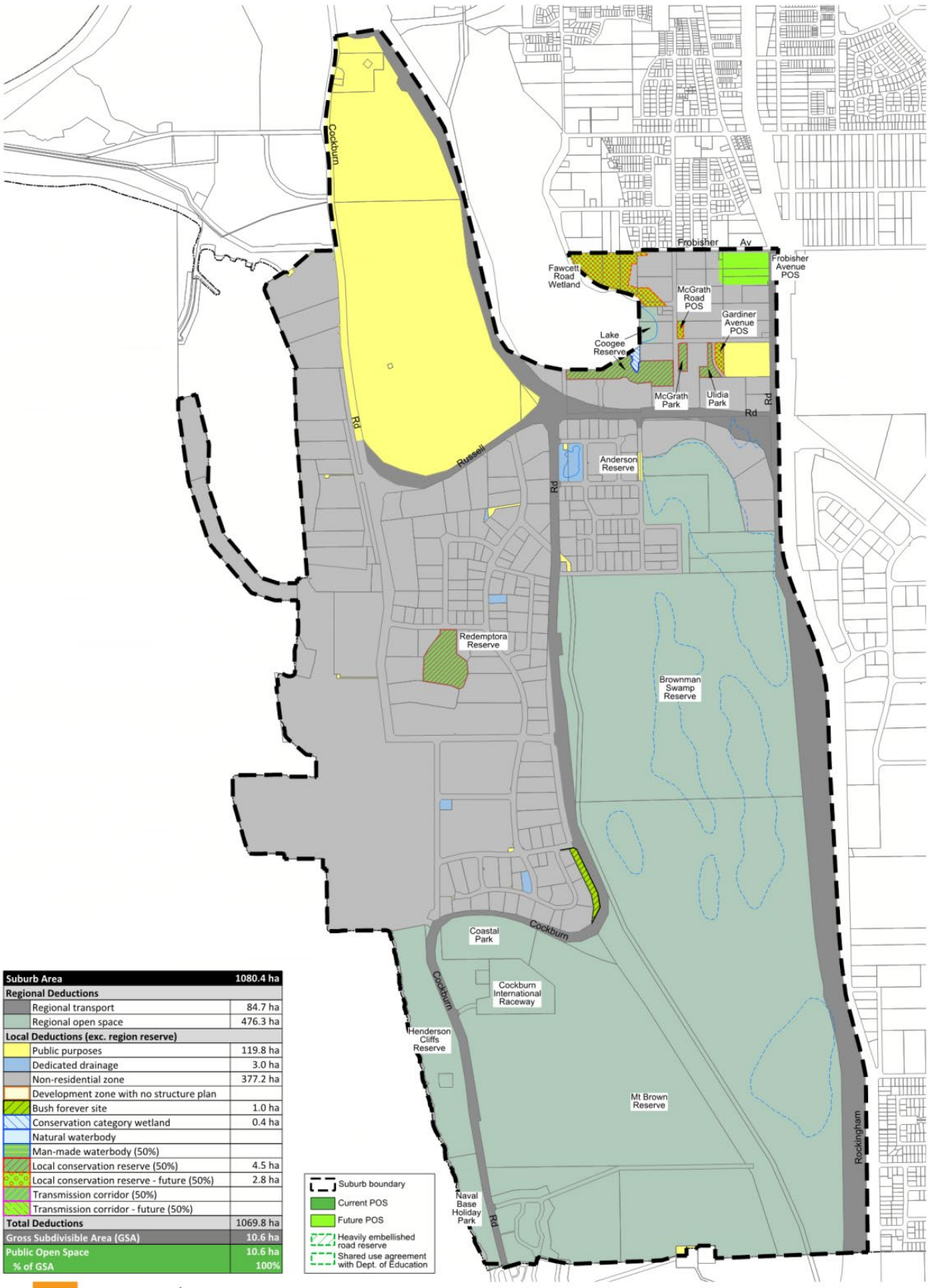
### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ Relocation of any proposed or existing POS requires consideration of Environmental Ministerial Statements and environmental values generally, including protection of wetlands and their buffers.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Henderson:

- Priority will be given to environmental matters in modifying existing and proposed POS as well as improving amenity for workers/visitors.
- Consideration of opportunities to improve public access and amenity at Redemptora Reserve, with potential to better support workers by leveraging its proximity to the Local Centre and the emerging Henderson Business Hub.
- Potential to incorporate small, shaded rest areas within ancillary reserves – such as road and drainage - corridors to provide comfortable break spaces for workers, particularly near existing lunch bars and areas of natural shade.
- Priority to the siting and design of relocated playing fields, with potential to maximise long-term functionality and respond to anticipated future community needs.



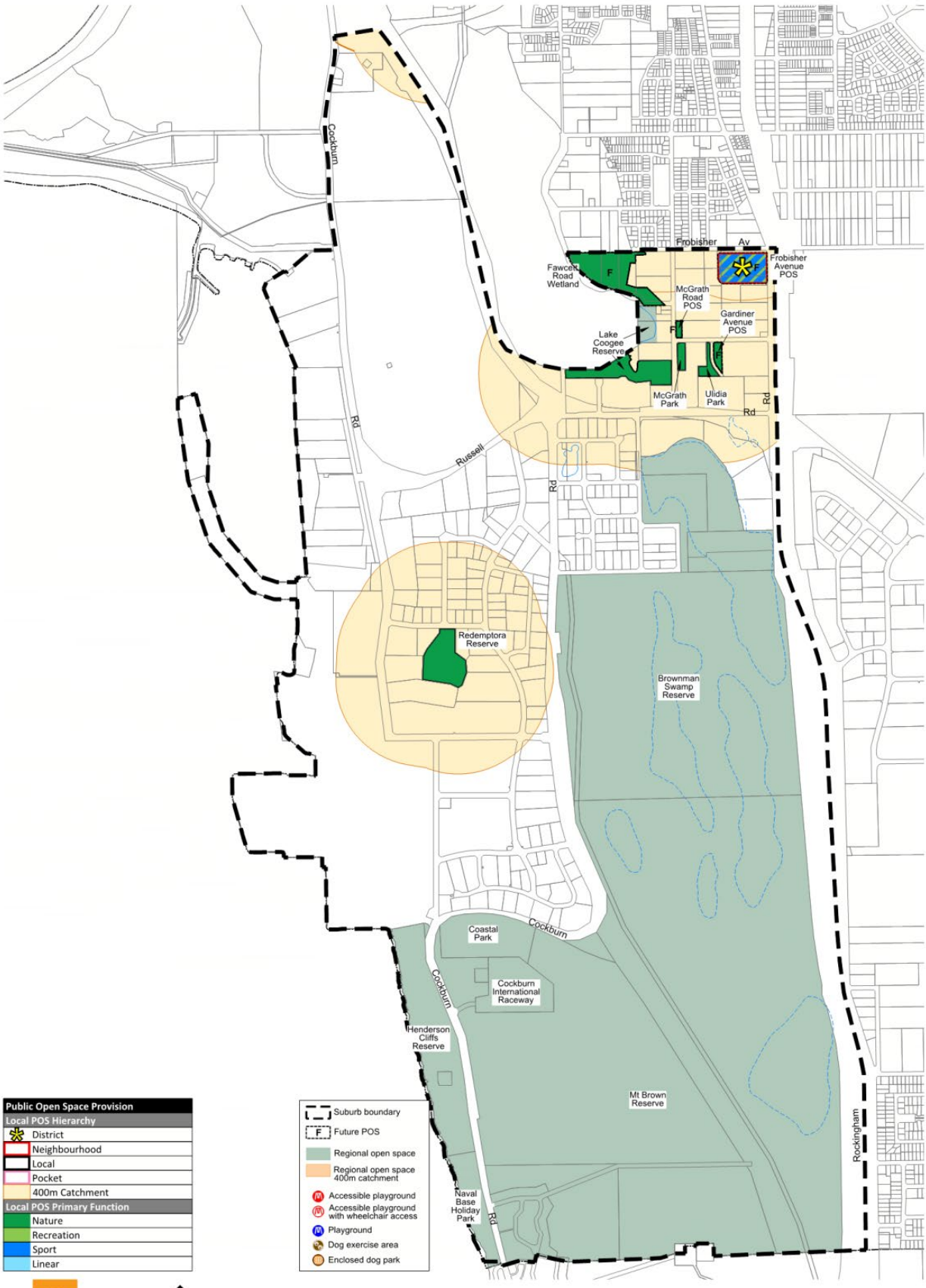

| Suburb Area | 1080.4 ha |
|---|---|
| **Regional Deductions** | |
| Regional transport | 84.7 ha |
| Regional open space | 476.3 ha |
| **Local Deductions (exc. region reserve)** | |
| Public purposes | 119.8 ha |
| Dedicated drainage | 3.0 ha |
| Non-residential zone | 377.2 ha |
| Development zone with no structure plan | |
| Bush forever site | 1.0 ha |
| Conservation category wetland | 0.4 ha |
| Natural waterbody | |
| Man-made waterbody (50%) | |
| Local conservation reserve (50%) | 4.5 ha |
| Local conservation reserve - future (50%) | 2.8 ha |
| Transmission corridor (50%) | |
| Transmission corridor - future (50%) | |
| **Total Deductions** | 1069.8 ha |
| **Gross Subdivisible Area (GSA)** | 10.6 ha |
| **Public Open Space** | 10.6 ha |
| **% of GSA** | 100% |

City of Cockburn

GHA
Jan 2026

0 300m
Scale

# Henderson
## Gross POS Calculations




**Henderson**
**Primary Function & Hierarchy**

# JANDAKOT

## What will the community need?

### Housing and private open space

Suburb comprises 'Rural Water Protection' zone, the established Glen Iris residential area (characterised by R20 lots) and the redeveloped former Glen Iris Golf Course structure plan area (low-medium density) currently under development; and the Jandakot-North Treeby District Structure Plan area which includes a mix of potential residential, and rural residential development.

### Population and households

Overall population is projected to increase by almost 300% by 2046, growing from 2,711 to 10,839 residents. While there is currently a relatively strong cohort of young people, this group is expected to decline proportionally, falling from 21% to 15% of the population, despite an increase in absolute numbers.

The most significant demographic shift is the ageing population, with those aged 55 and over more than quadrupling, increasing by around 322% and rising from 33% to 35% of the total. Meanwhile, the working-age group will experience substantial growth, climbing from 45% to 50% of the population, reinforcing its role as the dominant age segment.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 12.3% POS in Residential precinct which is above the 10% benchmark (although noting the Jandakot-Treeby District Structure Plan area outcomes are still unknown).<br>• Currently above the 33.6m² of POS per capita with 46.7m² of POS, reducing to 30.8m² by 2046 (including Rural Water Protection Area).<br>• While the current quantity of POS appears sufficient to meet community needs, projected population growth is expected to place increasing pressure on these areas although additional POS will also be provided through local structure planning within the proposed Jandakot-North Treeby District Structure Plan area. |
| **Access** | • All households in Residential precinct are within the 400m radius catchment.<br>• No sporting reserve currently available within the suburb - closest available within 2km is Lakeland Reserve in South Lake.<br>• Vegetation shades 6% of road reserves – lower than both the City's 8% and Perth-Peel suburb average of 15%. |
| **Quality and function** | • High proportion of Local, Pocket and Linear parks, reflecting the Glen Iris Structure Plan area being designed to interface with the existing residential area and respond to environmental matters.<br>• No sporting oval currently in the suburb - while waiting for Prinsep Park development, Lakeland Reserve in South Lake complements the network of POS by providing an active sporting function.<br>• Given growth in the eastern area of the City, the lack of district playing fields is an identified issue – City commissioned 'Jandakot/Treeby District Structure Plan – Community Needs Analysis Report' (Otium, 2025) identifies the need for an additional 4 x sporting fields, ideally located in pairs (each capable of providing 2 x ovals measuring 165m x 135m and that can fit 2 x senior soccer pitches on each plus supporting facilities), with one pair in Jandakot and the other in Treeby.<br>• Good distribution of playgrounds with all including accessible features and one providing wheelchair access.<br>• Proposed Glen Iris Structure Plan area to provide a range of connected POS and amenities including play areas and fitness equipment to meet community need.<br>• 1 centralised enclosed Dog Park.<br>• Vegetation shades 21% of the Parks – lower than both the City's 26% and the Perth-Peel suburb average of 34%. |
| **Cash-in-lieu** | Small amount of CIL currently available ($37,873) with minimal to come, as greenfield development will include land provision and be embellished by developers. |

## Outcomes

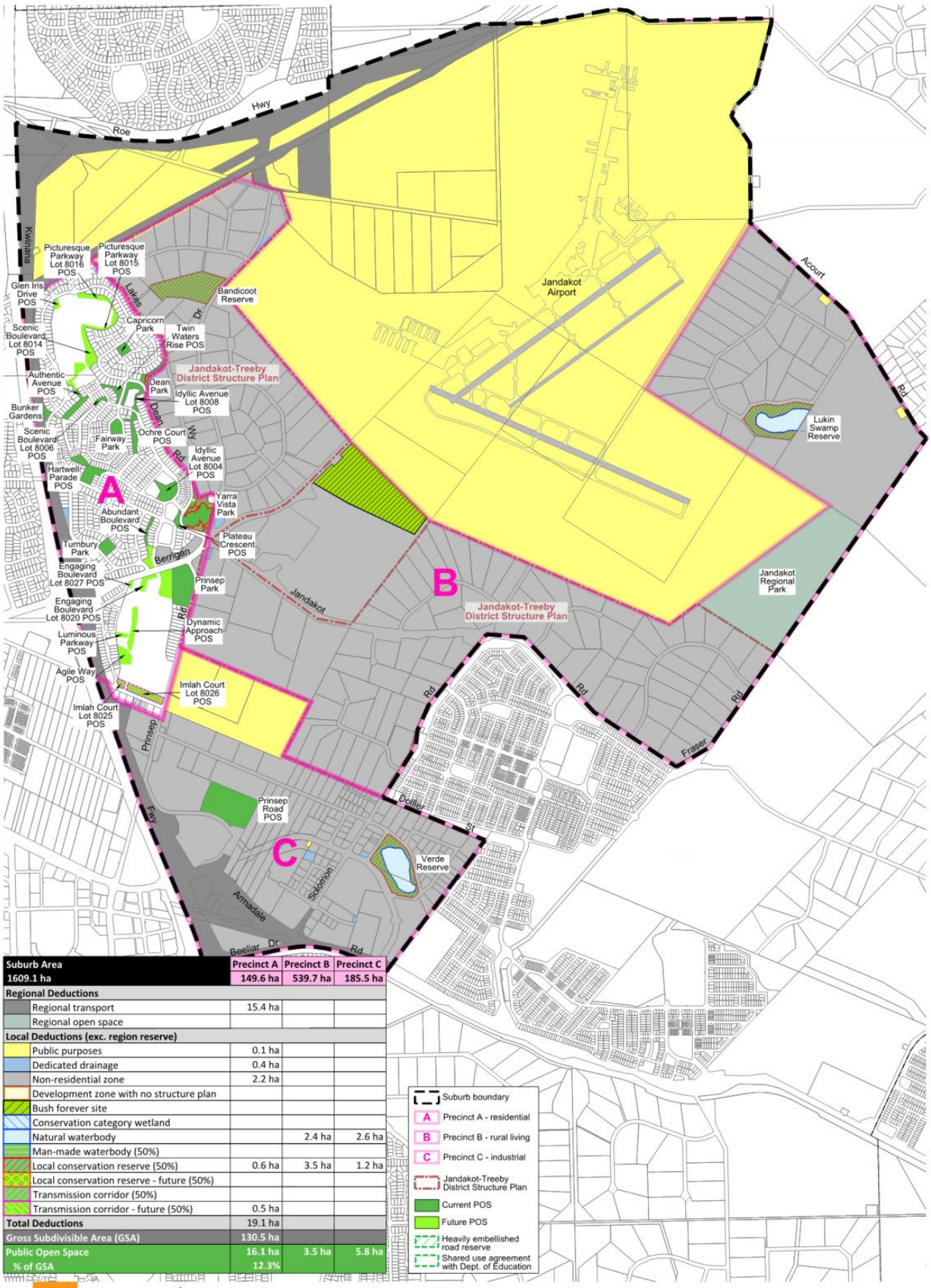
### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ Overprovision of POS provision in the Glen Iris Structure Plan area was fundamental to rezoning of that area and lesser provision elsewhere will not be supported on that basis.
- ✓ City commissioned Otium Report identifies the need for 2 x 2 oval sites for District Playing Fields, plus a further 2 x Department of Education ovals (ideally one of each in Jandakot, and one of each in Treeby
- ✓ Provision of POS must provide sufficient opportunities for active recreation and to meet community need along with protection of conservation values, with 10% POS being the minimum required provision.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Jandakot:

- Priority will be given to advocating for larger POS and active playing fields and addressing gaps in community need.
- Consideration of ongoing advocacy with the State Government, with potential to support the acquisition and delivery of suitably sized local and district-level public open space to address land fragmentation within the Urban Expansion Area.
- Consideration of future district-level sporting provision, with potential to support the delivery of the playing fields identified in the City-commissioned Otium Report, including district playing fields and Department of Education ovals in Jandakot and Treeby.
- Consideration of whether additional dog parks may be required to meet future demand.
- Opportunity to support increased canopy in road reserves and parks, subject to confirmation of suitable locations through the Urban Forest Plan.
- Potential to enhance reserves within or adjacent to industrial areas, including drainage reserves, with potential to improve amenity for workers through seating, facilities, and improved connectivity.




| Suburb Area 1609.1 ha | | Precinct A 149.6 ha | Precinct B 539.7 ha | Precinct C 185.5 ha |
|---|---|---|---|---|
| **Regional Deductions** | | | | |
| | Regional transport | 15.4 ha | | |
| | Regional open space | | | |
| **Local Deductions (exc. region reserve)** | | | | |
| | Public purposes | 0.1 ha | | |
| | Dedicated drainage | 0.4 ha | | |
| | Non-residential zone | 2.2 ha | | |
| | Development zone with no structure plan | | | |
| | Bush forever site | | | |
| | Conservation category wetland | | | |
| | Natural waterbody | | 2.4 ha | 2.6 ha |
| | Man-made waterbody (50%) | | | |
| | Local conservation reserve (50%) | 0.6 ha | 3.5 ha | 1.2 ha |
| | Local conservation reserve - future (50%) | | | |
| | Transmission corridor (50%) | | | |
| | Transmission corridor - future (50%) | 0.5 ha | | |
| **Total Deductions** | | 19.1 ha | | |
| **Gross Subdivisible Area (GSA)** | | 130.5 ha | | |
| **Public Open Space** | | 16.1 ha | 3.5 ha | 5.8 ha |
| **% of GSA** | | 12.3% | | |

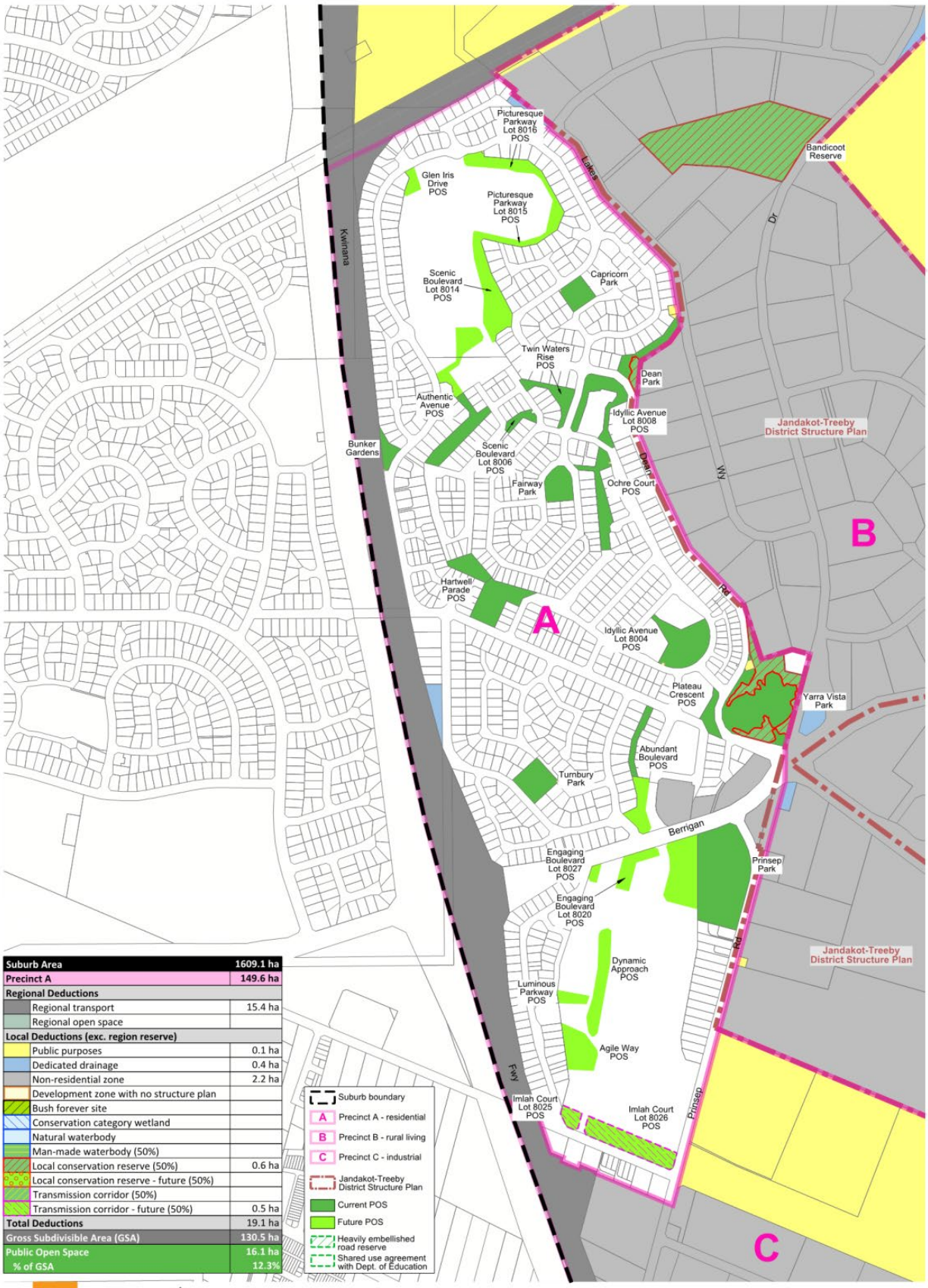
Suburb boundary
A Precinct A - residential
B Precinct B - rural living
C Precinct C - industrial
Jandakot-Treeby District Structure Plan
Current POS
Future POS
Heavily embellished road reserve
Shared use agreement with Dept. of Education

City of Cockburn

GHA
Jan 2026

0 400m
Scale

# Jandakot
## Gross POS Calculations



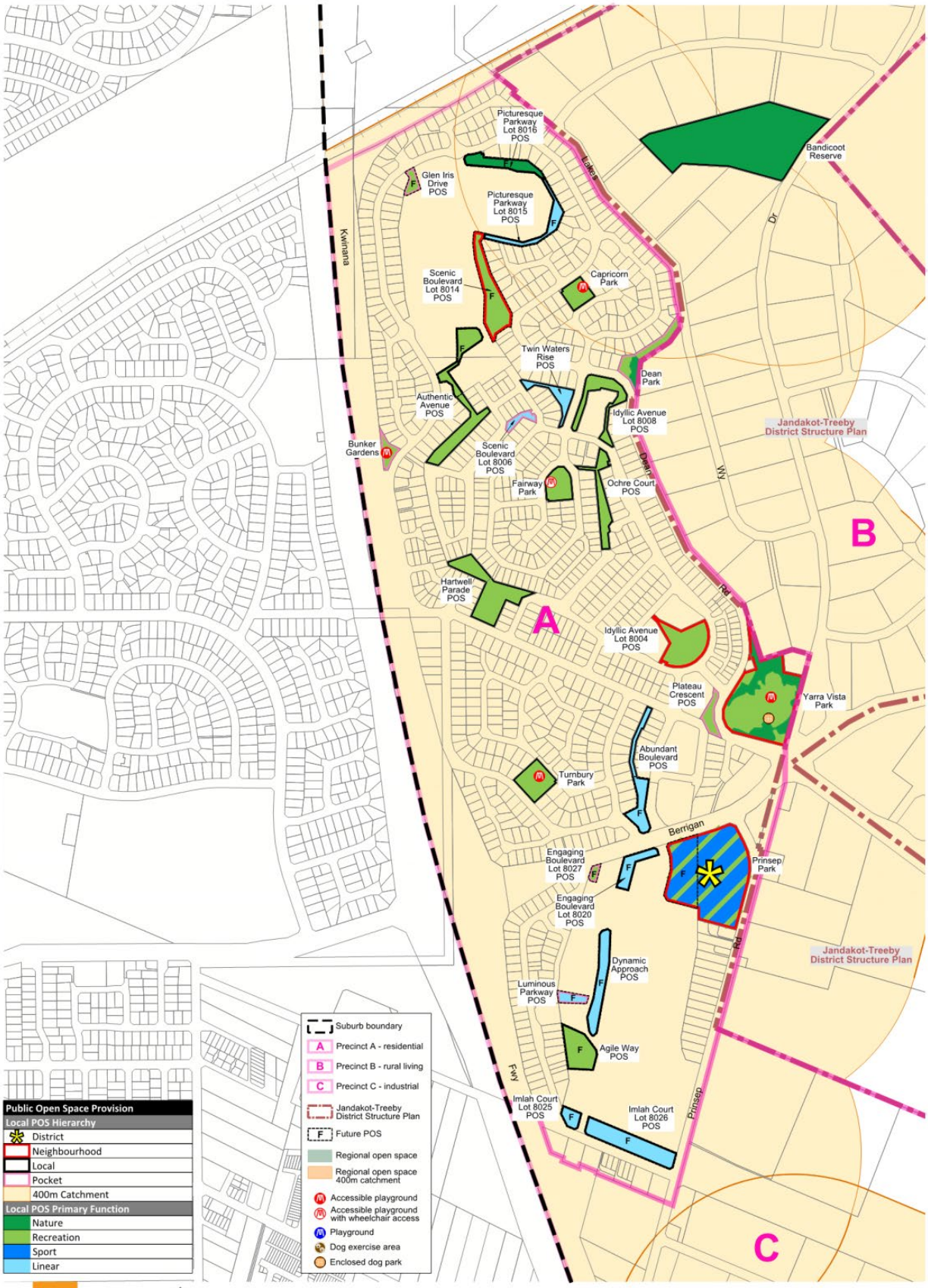

| | |
|---|---|
| **Suburb Area** | **1609.1 ha** |
| **Precinct A** | **149.6 ha** |
| **Regional Deductions** | |
| Regional transport | 15.4 ha |
| Regional open space | |
| **Local Deductions (exc. region reserve)** | |
| Public purposes | 0.1 ha |
| Dedicated drainage | 0.4 ha |
| Non-residential zone | 2.2 ha |
| Development zone with no structure plan | |
| Bush forever site | |
| Conservation category wetland | |
| Natural waterbody | |
| Man-made waterbody (50%) | |
| Local conservation reserve (50%) | 0.6 ha |
| Local conservation reserve - future (50%) | |
| Transmission corridor (50%) | |
| Transmission corridor - future (50%) | 0.5 ha |
| **Total Deductions** | 19.1 ha |
| **Gross Subdivisible Area (GSA)** | 130.5 ha |
| **Public Open Space** | 16.1 ha |
| **% of GSA** | 12.3% |

City of Cockburn

GNA
Jan 2026

0 150m
Scale

## Jandakot Precinct A
### Gross POS Calculations




**Jandakot Precinct A**
**Primary Function & Hierarchy**

# LAKE COOGEE

## What will the community need?

### Housing and private open space

Includes older established residential areas in the north, characterised by larger lots and private gardens (limited infill potential).

Southern area more recently subdivided, and is still undergoing structure planning, with smaller lots and private gardens.

### Population and households

Overall population is projected to grow by around 21% by 2046. The youth cohort (0–19) will remain proportionally stable at 28% of the population, despite a 24% rise in numbers, with the most notable growth occurring among children aged 0–14.

The most significant demographic shift is the ageing population, with those aged 55 and over increasing by nearly 50%, and their share rising from 27% to 34% of the total. Meanwhile, the working-age group will see minimal growth in absolute terms and decline as a share of the population, falling from 45% to 38%.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 9.5% POS, below the 10% benchmark.<br>• Currently below the 33.6m² of POS per capita with 28.4m² increasing to 32.4m² by 2046.<br>• Despite a minor POS shortfall both in terms of area and per capita provision, the high level of accessibility suggests existing POS is likely adequate to meet community needs - further supported by nearby regional assets such as Lake Coogee Regional Park, Boodjar Mooliny Reserve and Bindjar Reserve. While these reserves are excluded from the calculations as designated as Bush Forever sites, they are actively used for walking and cycling, enhancing recreational opportunities in the area. |
| **Access** | • Most households within the 400m radius catchment, except for a small pocket in the northeast corner which has access to several parks within 800m.<br>• Vegetation shades 7% of road reserves – lower than both the City's 8% and the Perth-Peel suburb average of 15%. |
| **Quality and function** | • High percentage of pocket parks, resulting from fragmented landownership and structure planning.<br>• Good balance of function with the western part being more nature and eastern part recreational.<br>• 1 sporting Reserve in the northern portion of the suburb with access to a future sporting reserve in the adjacent AMC Tech Park (south side of Frobisher Avenue).<br>• Good distribution of diverse playgrounds, however less than half are accessible and only one with wheelchair access.<br>• Limited water licence availability resulting in 'dry parks', impacting design and useability.<br>• Potential additional POS and wetland foreshore area within the former Wastewater Treatment Plant buffer area if this is redeveloped.2 Dog Parks well-distributed between the north and south of the suburb.<br>• Vegetation shades 28% of the Parks – higher than the City's 26% but lower than the Perth-Peel suburb average of 34% |

### Cash-in-lieu

Minimal amount of CIL ($16,911) – however funds from 'Munster' account to be transferred where they were collected within the now Lake Coogee area.

## Outcomes

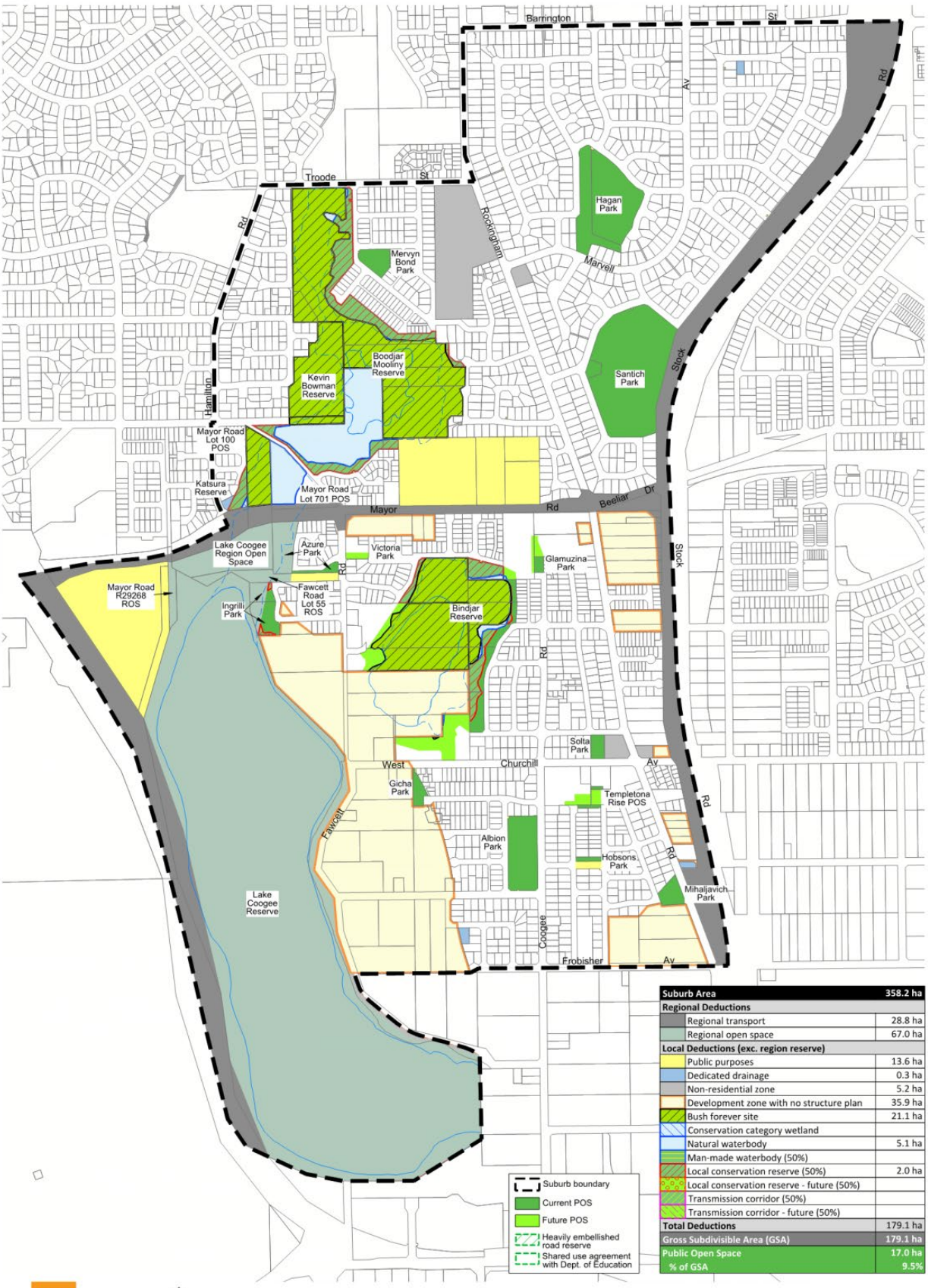
### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ In the event the 'Urban deferment' within the former Wastewater Treatment Plant Buffer area is lifted, a district and/or local structure plan is to include provision of foreshore POS to enhance this interface (Lake Coogee and Bindjar Lake), including consideration of the identified ecological corridor between them, and POS to meet the recreational needs of the community.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Jandakot

- Priority will be given to POS that has not been embellished.
- Potential to upgrade some of the pocket and local parks to a higher-level standard to meet the community needs and offset the suburb's high proportion of small parks, including considering the needs of an ageing population.
- Potential to deliver wheelchair-accessible playground(s) to improve inclusive play opportunities.
- Opportunity to support increased canopy in road reserves subject to confirmation of suitable locations through the Urban Forest Plan.
- Consideration of potential new recreational amenities at Albion Park, subject to confirmation and successful transfer of applicable cash-in-lieu funding, with potential to support senior exercise facilities or youth sporting amenities.
- Potential to improve access to POS for residential areas located outside the 400-metre walkable POS catchment and for properties located East of Rockingham Road (South of Beeliar Drive).




| Suburb Area | 358.2 ha |
|---|---|
| **Regional Deductions** | |
| Regional transport | 28.8 ha |
| Regional open space | 67.0 ha |
| **Local Deductions (exc. region reserve)** | |
| Public purposes | 13.6 ha |
| Dedicated drainage | 0.3 ha |
| Non-residential zone | 5.2 ha |
| Development zone with no structure plan | 35.9 ha |
| Bush forever site | 21.1 ha |
| Conservation category wetland | |
| Natural waterbody | 5.1 ha |
| Man-made waterbody (50%) | |
| Local conservation reserve (50%) | 2.0 ha |
| Local conservation reserve - future (50%) | |
| Transmission corridor (50%) | |
| Transmission corridor - future (50%) | |
| **Total Deductions** | 179.1 ha |
| **Gross Subdivisible Area (GSA)** | 179.1 ha |
| **Public Open Space** | 17.0 ha |
| **% of GSA** | 9.5% |

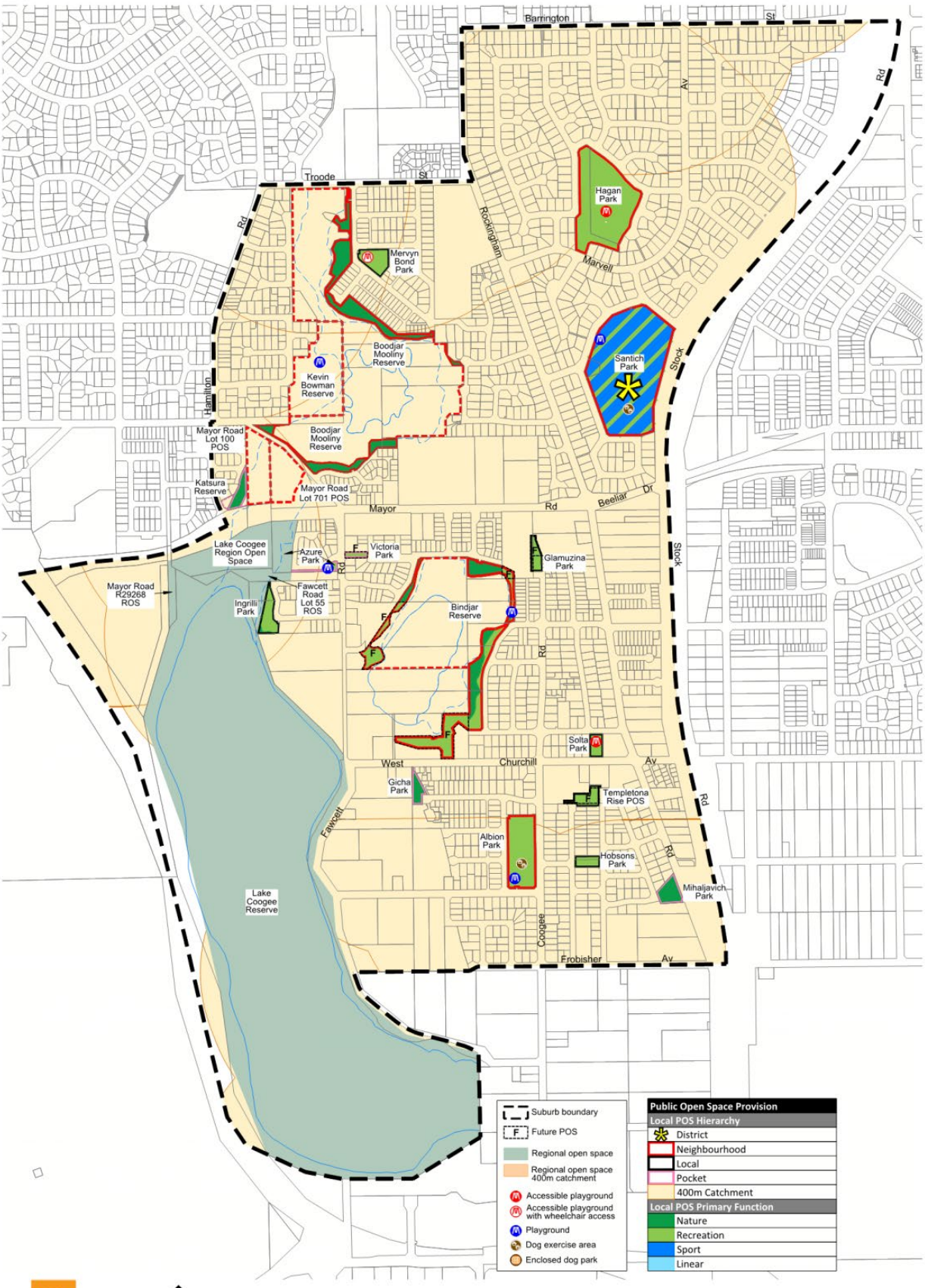
City of Cockburn

GRUA Jan 2026

0 200m

Scale

## Lake Coogee
### Gross POS Calculations




# Lake Coogee

## Primary Function & Hierarchy

# LEEMING

## What will the community need?

### Housing and private open space

Typically, a low-density residential area (R20) that has not been up coded (due to not meeting the *Perth and Peel @3.5 million* infill criteria).

Only a small number of larger and corner lots have limited subdivision potential. Lot sizes (av 700m²) provide for useable garden areas.

### Population and households

Overall population is projected to decline slightly by around 4% by 2046. While currently a relatively strong cohort of young people, this group is expected to grow modestly, particularly within the 0 –9-year-old segment.

The most significant demographic shift is the ageing population, with those 55 and over increasing by nearly 17%, and their share rising from 34% to 42% of the total. Meanwhile, the working-age group will see a substantial decline, dropping by almost 30% and falling from 41% to 30% of the population.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 6.3% POS, below the 10% benchmark (excluding the southern portion of Classen Park which falls within the City of Melville) - noting the suburb of Leeming extends into CIty of Melville with POS data not available for that portion.<br>• Below the 33.6m² of POS per capita with 22.3m² currently, reducing slightly to 21.6m² by 2046. |
| **Access** | • Most homes within a 400m radius catchment, except for a small area in the northwest, which is within 800m of two parks, including the Peter Ellis sporting reserve (within the City of Melville).<br>• Closest sporting reserve is within 1km radius and located in the City of Melville.<br>• Overall lack of footpaths, typical of subdivisions of the time (1980-1990s).<br>• Vegetation shades 5% of road reserves – lower than both the City's 8% and the Perth-Peel suburb average of 15%. |
| **Quality and function** | • High number of large parks with a significant portion being Local Conservation. Although all local reserves are classified as Nature Reserves, two incorporate recreational features, including grassed areas, playgrounds, and a basketball court.<br>• Classen Park and Douglas Freeman Park within the City of Melville, also provide playground facilities and pedestrian-friendly access to the Peter Ellis Sporting Reserve, which supports multiple sports including AFL, soccer, and cricket.<br>• Good distribution of playgrounds with one in each park (playground in City of Melville's side of Classon Park) with 1 providing accessible features but none providing wheelchair access.<br>• No Dog park available<br>• Vegetation shades 27% of the Parks – higher than the City's 26% but lower than the Perth-Peel suburb average of 34%. |
| **Cash-in-lieu** | No CIL available, and with limited infill planned, significant additional contributions are not anticipated. |

## Outcomes

### Developer requirements

✓ As per Section 4 of the POS Strategy.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Leeming:

- Despite a notable shortfall of POS, both in total area and per capita provision, its proximity to Beeliar Regional Park - including Bibra Lake Regional Playground and Walliabup Skatepark - offers a wide range of recreational, environmental, scenic, and sporting opportunities. These regional facilities, along with nearby sporting reserves such as Meller Park and Peter Ellis Park (both within a 5km radius), complement the local provision and are likely sufficient to meet the community's needs, particularly given the stable population.
- Priority will be given to increasing diversity, improving accessibility within parks and access to POS.
- Potential need for a dog exercise area.
- Potential need for senior or multigeneration features to respond to demographics trend.
- Potential to deliver wheelchair-accessible playground(s) to improve inclusive play opportunities.
- Opportunity to support increased canopy in road reserves, subject to confirmation of suitable locations through the Urban Forest Plan.
- Potential to improve access for residential areas located outside the 400m radius catchment.




| Suburb Area | | 108.0 ha |
|---|---|---|
| **Regional Deductions** | | |
| | Regional transport | 27.6 ha |
| | Regional open space | |
| **Local Deductions (exc. region reserve)** | | |
| | Public purposes | 0.01 ha |
| | Dedicated drainage | |
| | Non-residential zone | |
| | Development zone with no structure plan | |
| | Bush forever site | |
| | Conservation category wetland | |
| | Natural waterbody | |
| | Man-made waterbody (50%) | |
| | Local conservation reserve (50%) | 2.8 ha |
| | Local conservation reserve - future (50%) | |
| | Transmission corridor (50%) | |
| | Transmission corridor - future (50%) | |
| **Total Deductions** | | 30.4 ha |
| **Gross Subdivisible Area (GSA)** | | 77.7 ha |
| **Public Open Space** | | 4.9 ha |
| **% of GSA** | | 6.3% |

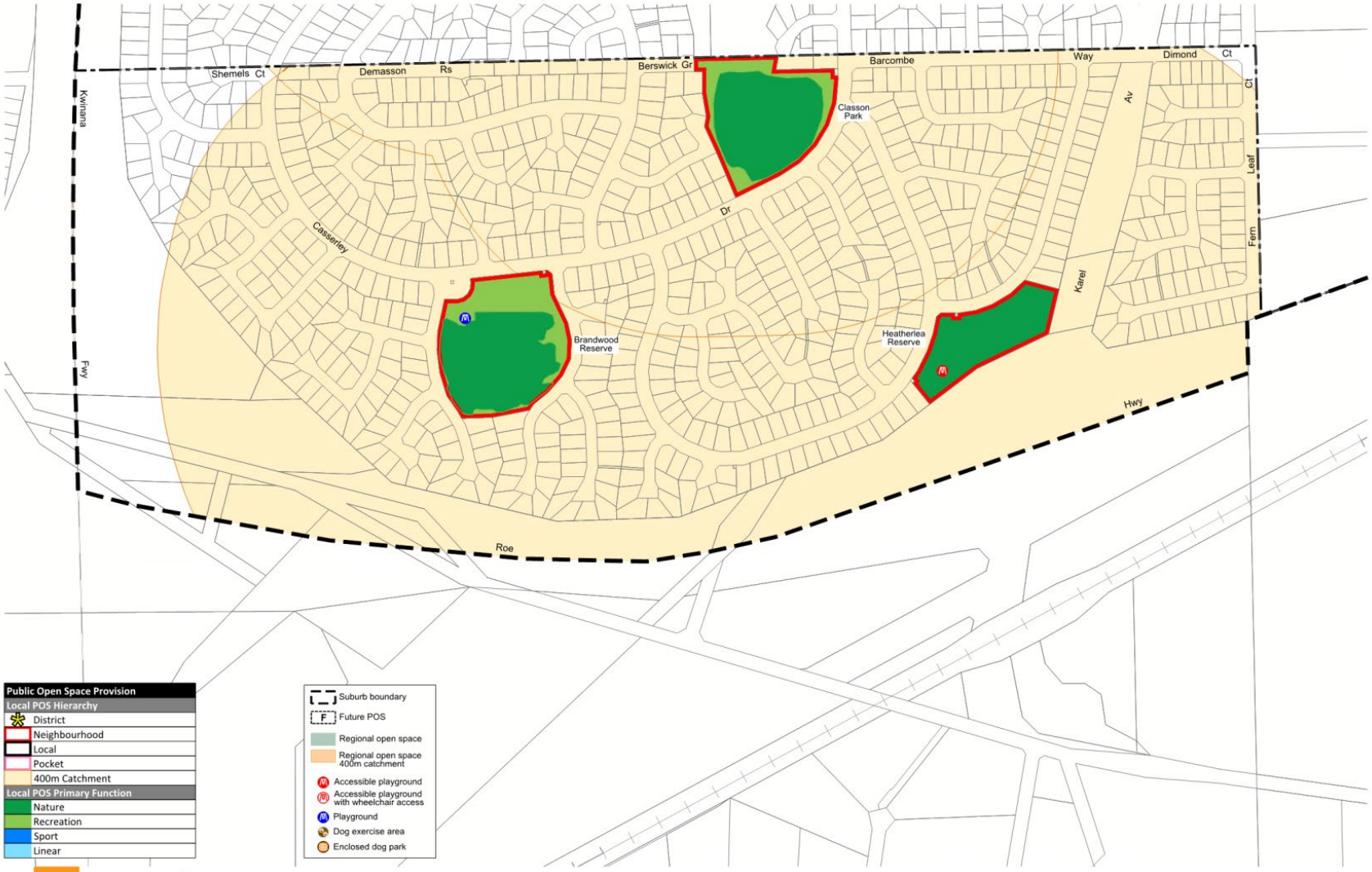
Suburb boundary
Current POS
Future POS
Heavily embellished road reserve
Shared use agreement with Dept. of Education

City of Cockburn
wetlands to waves

GNA
Jan 2026

0 150m
Scale

## Leeming
### Gross POS Calculations




**Leeming**
**Primary Function & Hierarchy**

# MUNSTER

## What will the community need?

### Population, housing and private open space

Low population density expected to remain steady by 2046.

Suburb comprises mainly the Latitude 32 Industrial area and Kwinana Air Quality Buffer (Environmental Protection Policy), with Rural zoned properties in the south and east with no further subdivision potential.

Residents have large areas of private open space which support recreation by offering space, nature, and options for diverse outdoor activities.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 10% POS requirement not applicable; majority of the suburb is subject to the Hope Valley Wattleup Redevelopment area (Latitude 32 industrial area) and the remaining portion to the East is rural. |
| **Access** | • 400m radius catchment not applicable - being a rural area, residents would often rely on vehicles to access services and amenities including POS.<br>• No sporting Reserve within the suburb - closest one is Beeliar reserve.<br>• Proximity to Thomson's Lake which is part of the Beeliar Regional Park and offers walking trails and scenic view around the water body.<br>• Vegetation shades 9% of the road reserve higher than the City's 8% but lower than the Perth-Peel suburb average of 15%. |
| **Quality and function** | • One Nature reserve; no dog parks, however given the size of lots there will be limited need which can be met by dog parks in nearby suburbs.<br>• Although the suburb contains only a single nature reserve, the demand for additional green spaces is relatively low due to being a rural area, the reliance on vehicles for local travel, stable population and proximity to Beeliar Reserves and Thomson Lake within a 2 to 4km radius.<br>• Major Regional Ecological Linkage through the suburb - opportunity to establish an ecological corridor connecting western and eastern portions of Beeliar Regional Park, with the primary link along Russell Road.<br>• Additional ecological connections will also be installed to allow for north-south movement. |

### Cash-in-lieu

Moderate amount of CIL available ($483,492.6); however, part or all the funds likely belong to the suburb of Lake Coogee (formerly Munster) and upon confirmation will be transferred accordingly. No additional cash-in-lieu contributions anticipated.

## Outcomes

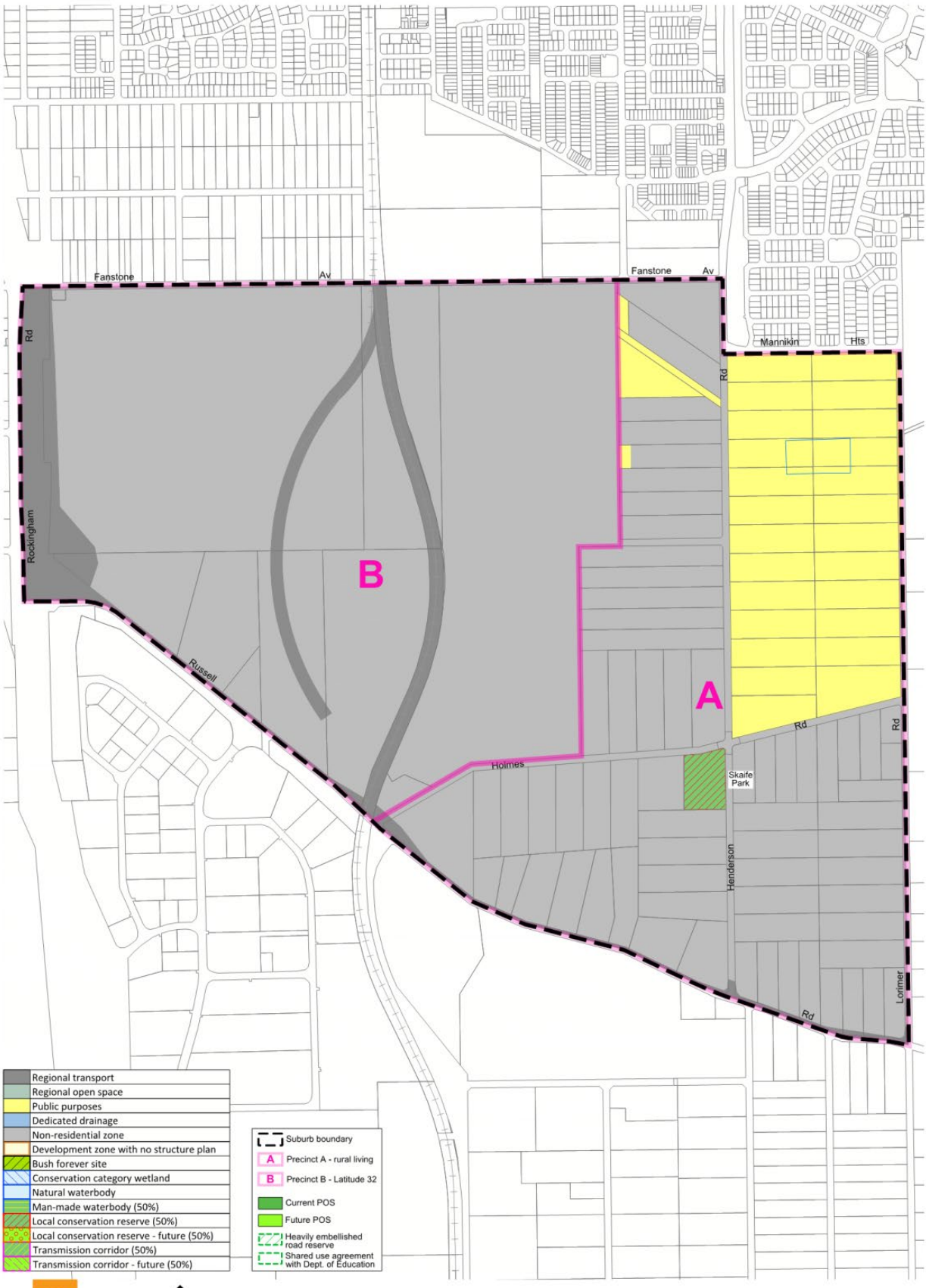
### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ Consideration should be given to identified ecological corridors in all subdivision and development.
- ✓ All existing/proposed reserves to consider whether they can contribute to the identified ecological corridors.

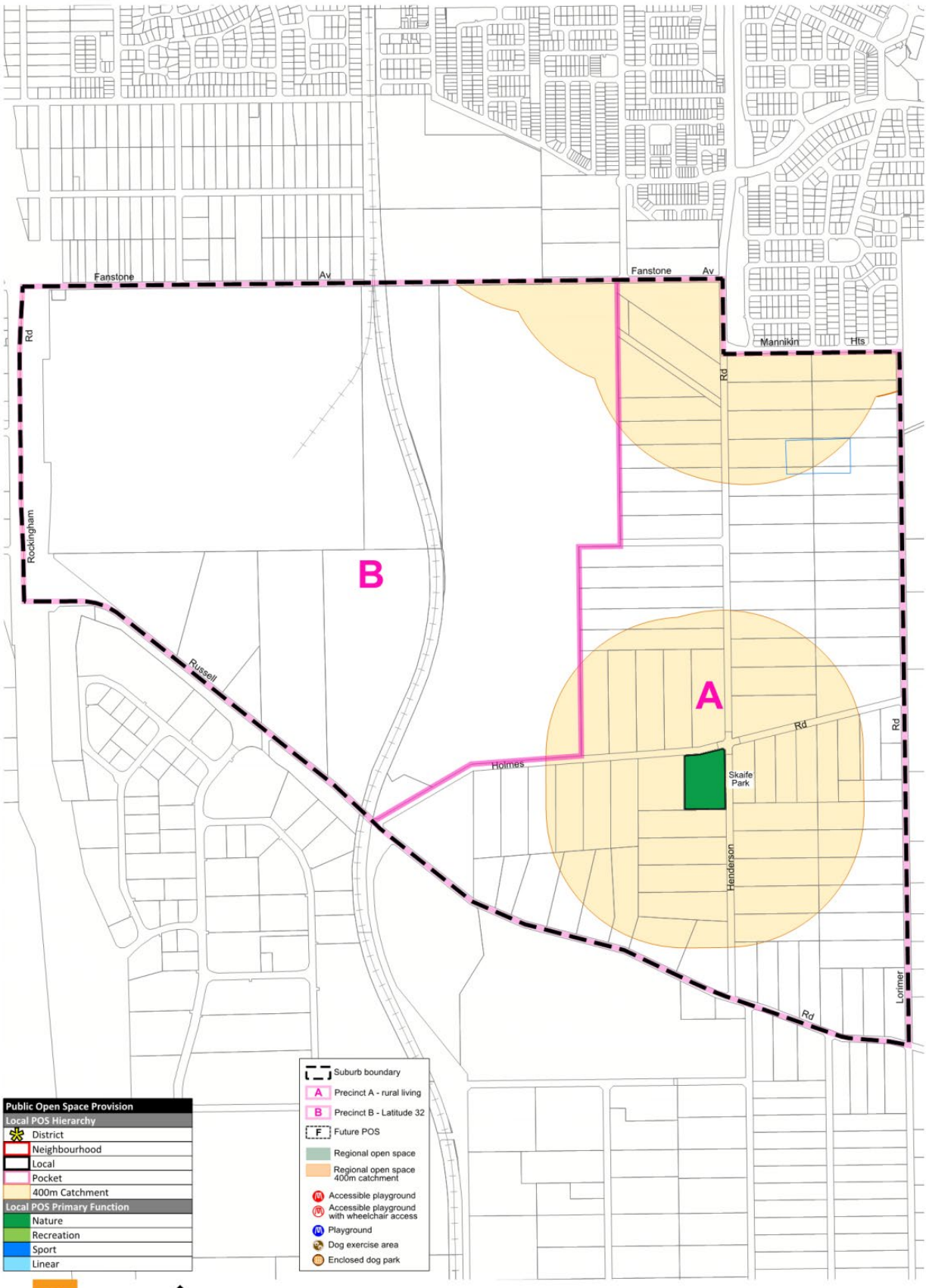
### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Munster:

- Priority will be given to enhancing conservation values of the area, considering ecological corridors during the planning process.
- Consideration of the status of cash-in-lieu funds currently held in the Munster account, with potential to transfer funds to the Lake Coogee account where their origin within the renamed locality boundary is confirmed.
- Consideration of the role of existing and proposed reserves, with potential for these spaces to contribute to the identified ecological corridor network.
- Regard for future sporting infrastructure needs, with potential to accommodate a sporting oval in the northern portion of the area to help address demand from Beeliar.




**Munster**
**Gross POS Calculations**




**Munster**
**Primary Function & Hierarchy**

# NORTH COOGEE

## What will the community need?

### Housing and private open space

North Coogee remains one of the few areas expected to continue experiencing residential growth beyond 2036, given ongoing subdivision and development.

The predominance of medium and high-density development mean limited private open space, increasing the importance of accessible and well-designed public open spaces.

### Population and households

Overall population projected to rise sharply to multiply by 250% by 2046. While the young cohort (0–19) grows in number, its share is expected to decrease from 16% to 12%, remaining roughly one in eight residents.

The 20 to 54 segment strengthens as the largest group, increasing from 48% to 51% of the total. The most pronounced change is the increase in older residents: those aged 55 and over nearly triple, from while maintaining around 36% of the overall population.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 12.5% POS, above the 10% benchmark.<br>• Below the 33.6m² of POS per capita with 27.4m² currently, reducing to 10.9m² by 2046.<br>• While the percentage of POS exceeds the benchmark, the POS area per capita falls below the standard and is significantly declining due to rapid population growth and the prevalence of medium to high density development. Regional Reserves and foreshore areas enhance the POS network by providing diverse recreational opportunities and access to natural environments.<br>• Cockburn Coast oval was not included in the 10% POS for the Cockburn Coast Structure Plan area and should be viewed as 'over and above' provision given it will be shared with the future primary school and subject to significant usage for organised sport, exacerbated by various constraints.<br>• Additional small areas of POS provided by developers as part of specific subdivision outcomes within Cockburn Coast in addition to POS identified in the Structure Plan, which shall remain an 'over and above' provision. |
| **Access** | • All households within 400m radius catchment of POS.<br>• Proximity to foreshore reserves and Manning Park.<br>• Cockburn Coast oval will be the only sporting oval within the suburb, with Dalmatinac in Hamilton Hill and Beale Park in Spearwood, both within a 2km radius.<br>• Vegetation shades 5% of road reserves – lower than both the City's 8% and the Perth-Peel suburb average of 15%. |
| **Quality and function** | • High proportion of Recreation and Linear POS, however foreshore and Regional Reserves, such as CY O'Connor Reserve, North Coogee Dog Beach, Ngarkal Beach and Coogee Beach enhance the POS network by offering both recreational opportunities and access to natural environments.<br>• 1 future sporting oval (Cockburn Coast oval). Previous investigations have determined it is unfeasible to purchase land in North Coogee for additional playing fields.<br>• Future Civic Park in Cockburn Coast will contribute to open space but is constrained and not credited POS.<br>• POS embellishment standards higher than the typical amenities set out in this Strategy in recognition of the role they will play in the high-density environment – as set out in DCA14.<br>• Good distribution of playgrounds in existing parks with half being accessible but only one in the southern part of the suburb providing wheelchair access.<br>• Existing amenities designed for youth are more suited to children because of their scale and level of difficulty, creating a gap.<br>• No dog park in Local Reserves but provided in Regional Reserves to meet that need.<br>• Vegetation shades 13% of the Parks – lower than both the City's 26% and the Perth-Peel suburb average of 34%. |

### Cash-in-lieu

No CIL available and limited funds anticipated unless there is a structure plan amendment. Areas not yet structure planned should provide any required POS as land not CIL.

## Outcomes

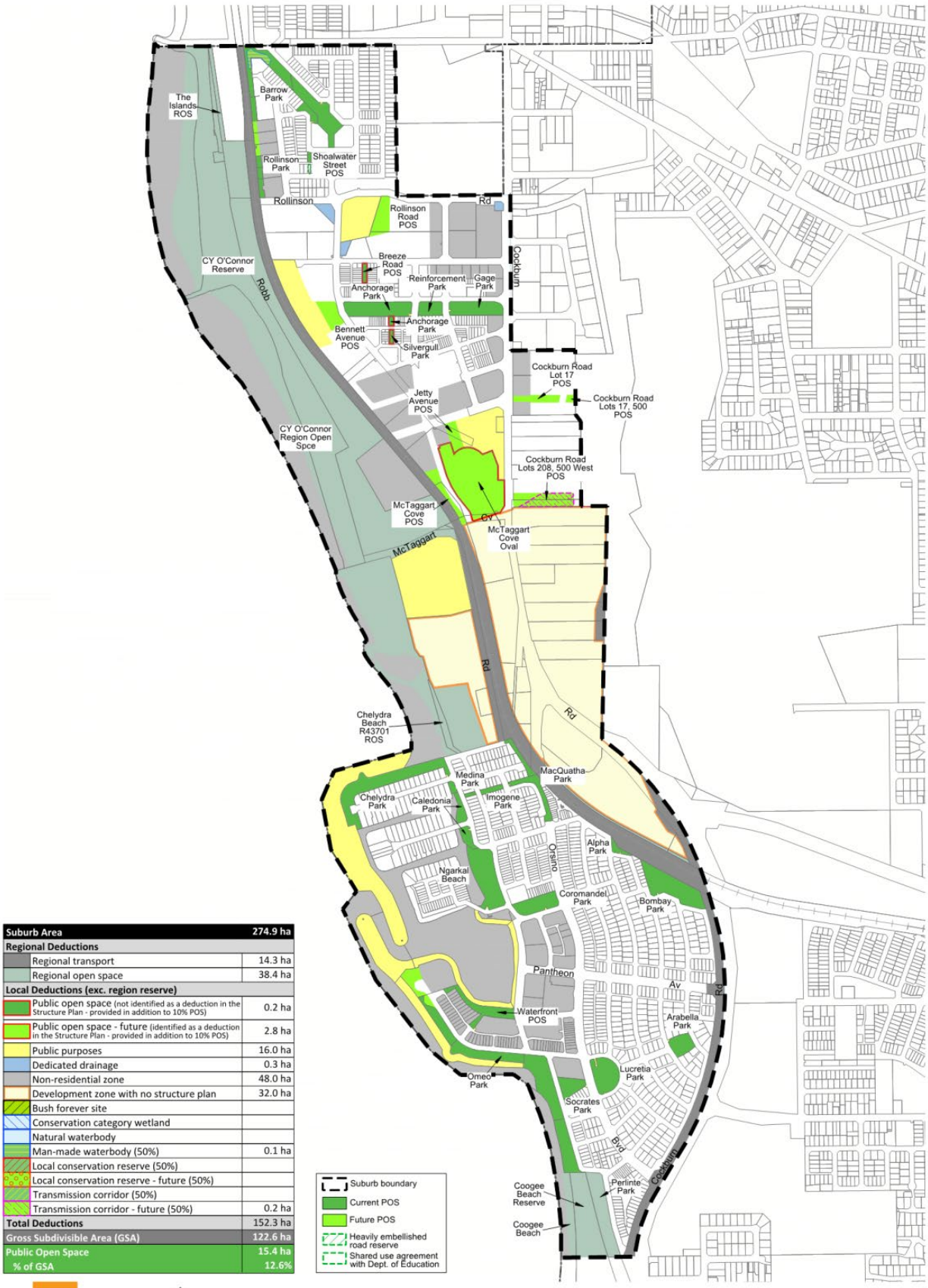
### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ Amendments to Cockburn Coast Structure Plans proposing residential development on land deducted from the gross subdivisible area should provide proportionate POS for that area, regardless of the suburb having more than 10%, due to the significant under provision against the per capita benchmark.
- ✓ Future structure plans should provide a minimum of 10% POS to meet the needs of the population given the medium-high density environment and should not rely upon existing POS which will be under significant usage pressure.
- ✓ Future structure plans should incorporate the designated green corridors identified in the District Structure Plans as POS, and powerline corridors will not be considered as an alternative.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in North Coogee:

- Priority will be given to addressing gaps to meet the needs of a growing community, particularly youth amenities and ensuring future structure planning provides adequate POS.
- Potential to upgrade some of the Local and Neighbourhood parks to a higher level of amenities to meet community needs and offset the suburb's high population growth.
- Potential to deliver wheelchair-accessible playground(s) to improve inclusive play opportunities.
- Opportunity to support increased canopy in road reserves and parks, subject to confirmation of suitable locations through the Urban Forest Plan.



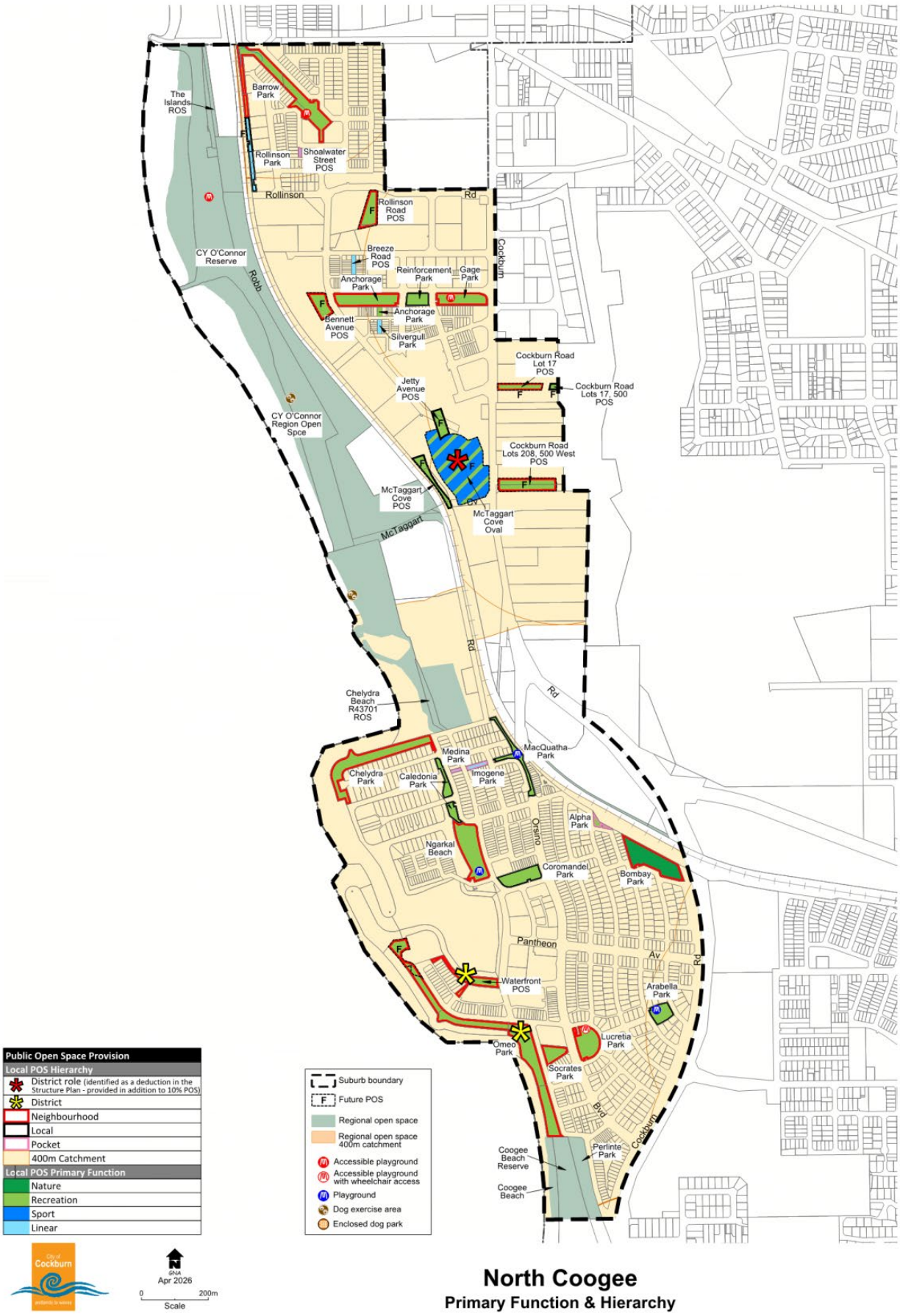

| Suburb Area | 274.9 ha |
|---|---|
| **Regional Deductions** | |
| Regional transport | 14.3 ha |
| Regional open space | 38.4 ha |
| **Local Deductions (exc. region reserve)** | |
| Public open space (not identified as a deduction in the Structure Plan - provided in addition to 10% POS) | 0.2 ha |
| Public open space - future (identified as a deduction in the Structure Plan - provided in addition to 10% POS) | 2.8 ha |
| Public purposes | 16.0 ha |
| Dedicated drainage | 0.3 ha |
| Non-residential zone | 48.0 ha |
| Development zone with no structure plan | 32.0 ha |
| Bush forever site | |
| Conservation category wetland | |
| Natural waterbody | |
| Man-made waterbody (50%) | 0.1 ha |
| Local conservation reserve (50%) | |
| Local conservation reserve - future (50%) | |
| Transmission corridor (50%) | |
| Transmission corridor - future (50%) | 0.2 ha |
| **Total Deductions** | 152.3 ha |
| **Gross Subdivisible Area (GSA)** | 122.6 ha |
| **Public Open Space** | 15.4 ha |
| **% of GSA** | 12.6% |

City of Cockburn

GDA
Apr 2026

0 200m
Scale

# North Coogee
## Gross POS Calculations


The Islands ROS
Barrow Park
Rollinson Park
Shoalwater Street POS
Rollinson
Rollinson Road POS
Rollinson Rd
CY O'Connor Reserve
Robb
Breeze Road POS
Anchorage Park
Reinforcement Park
Gage Park
Cockburn
Bennett Avenue POS
Anchorage Park
Silvergull Park
Cockburn Road Lot 17 POS
Cockburn Road Lots 17, 500 POS
Jetty Avenue POS
CY O'Connor Region Open Spce
Cockburn Road Lots 208, 500 West POS
McTaggart Cove POS
McTaggart Cove Oval
McTaggart
Rd
Chelydra Beach R43701 ROS
Medina Park
MacQuatha Park
Chelydra Park
Caledonia Park
Imogene Park
Alpha Park
Ngarkal Beach
Coromandel Park
Bombay Park
Pantheon
Av
Waterfront POS
Arabella Park
Omeo Park
Lucretia Park
Socrates Park
Blvd
Coogee Beach Reserve
Perlinte Park
Coogee Beach
Public Open Space Provision
Local POS Hierarchy
District role (identified as a deduction in the Structure Plan - provided in addition to 10% POS)
District
Neighbourhood
Local
Pocket
400m Catchment
Local POS Primary Function
Nature
Recreation
Sport
Linear
Suburb boundary
Future POS
Regional open space
Regional open space 400m catchment
Accessible playground
Accessible playground with wheelchair access
Playground
Dog exercise area
Enclosed dog park
City of Cockburn
GHA
Apr 2026
0
200m
Scale
North Coogee
Primary Function & Hierarchy

# NORTH LAKE

## What will the community need?

### Housing and private open space

Typically, a low-density residential area (R20) that has not been up coded (due to not meeting the *Perth and Peel @3.5million* infill criteria).

Only a small number of larger and corner lots have limited subdivision potential.

Lot sizes (av 700m$^2$) provide for useable garden areas.

### Population and households

The overall population is projected to grow by about 10% by 2046. While young people (aged 0–19) currently make up 22% of the population, this share should increase slightly with notable growth in the 10–14 age group, projected to rise by nearly 30%. In contrast, the working-age population (20–54) is expected to decline by almost 8%, reducing its share from 48% to 40%.

The most significant demographic shift remains the ageing population: those aged 55 and over are forecast to grow by more than 31%, increasing their proportion from 30% to 36% of the total.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 7.5% POS, below the 10% benchmark.<br>• Below the 33.6m² of POS per capita with 30.7m$^2$ slightly decreasing to 27.8m$^2$ by 2046.<br>• Whilst the suburb has a minor shortfall of POS (quantity and per capita), the high level of accessibility in the context of modest population increase means the existing quantity of POS should be sufficient to meet the needs of the community. |
| **Access** | • All households within the 400m radius catchment.<br>• Proximity to Beeliar Regional Park.<br>• Closest sporting reserve is in Bibra Lake within 2km radius.<br>• Vegetation shades 16% of road reserves – higher than both the City's 8% and the Perth-Peel suburb average of 15%. |
| **Quality and function** | • Medium size reserves serving mainly a recreational function although parks are well vegetated.<br>• No sporting Reserve in this part of North Lake; Meller Park in Bibra Lake and Murdoch University Sports oval provide that function.<br>• Large number of good quality public and private recreation facilities within the 'Regional Open Space' to meet recreational needs (Spanish Club, Outtabounds, Lakeside Recreation Centre).<br>• Beeliar Regional Park contributes a natural amenity to the area.<br>• Vegetation shades 35% of the Parks – higher than both the City's 26% and the Perth-Peel suburb average of 34%.<br>• Good distribution of playgrounds to meet the needs of young families, with 66% being accessible but none providing wheelchair access.<br>• Dog exercise area available in 75% of the parks. |

### Cash-in-lieu

No current CIL available. With limited infill potential (below threshold for CIL requirements), no contributions are anticipated.

## Outcomes

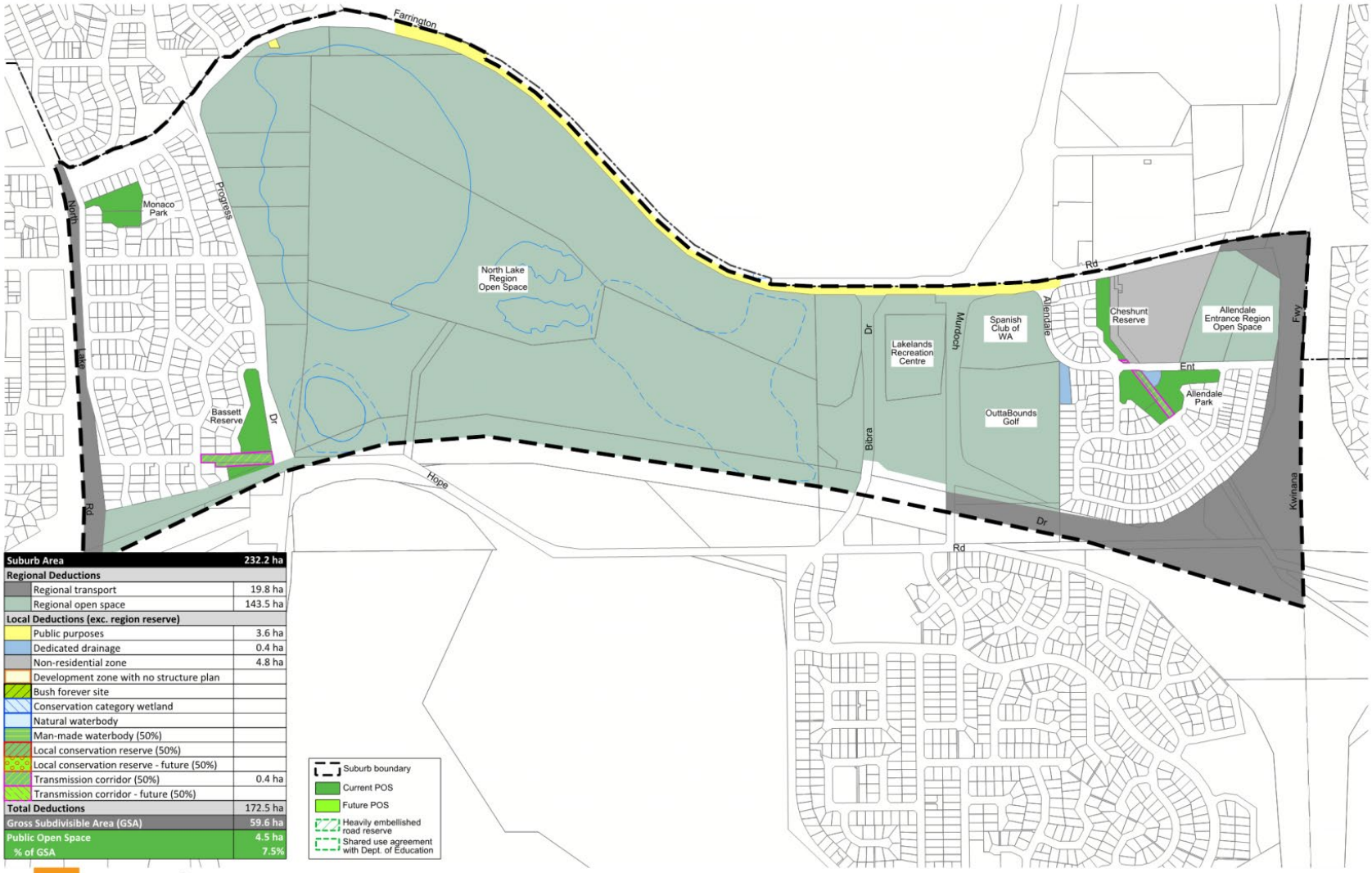
### Developer requirements

✓ As per Section 4 of the POS Strategy.

### Suburb specific priorities and considerations

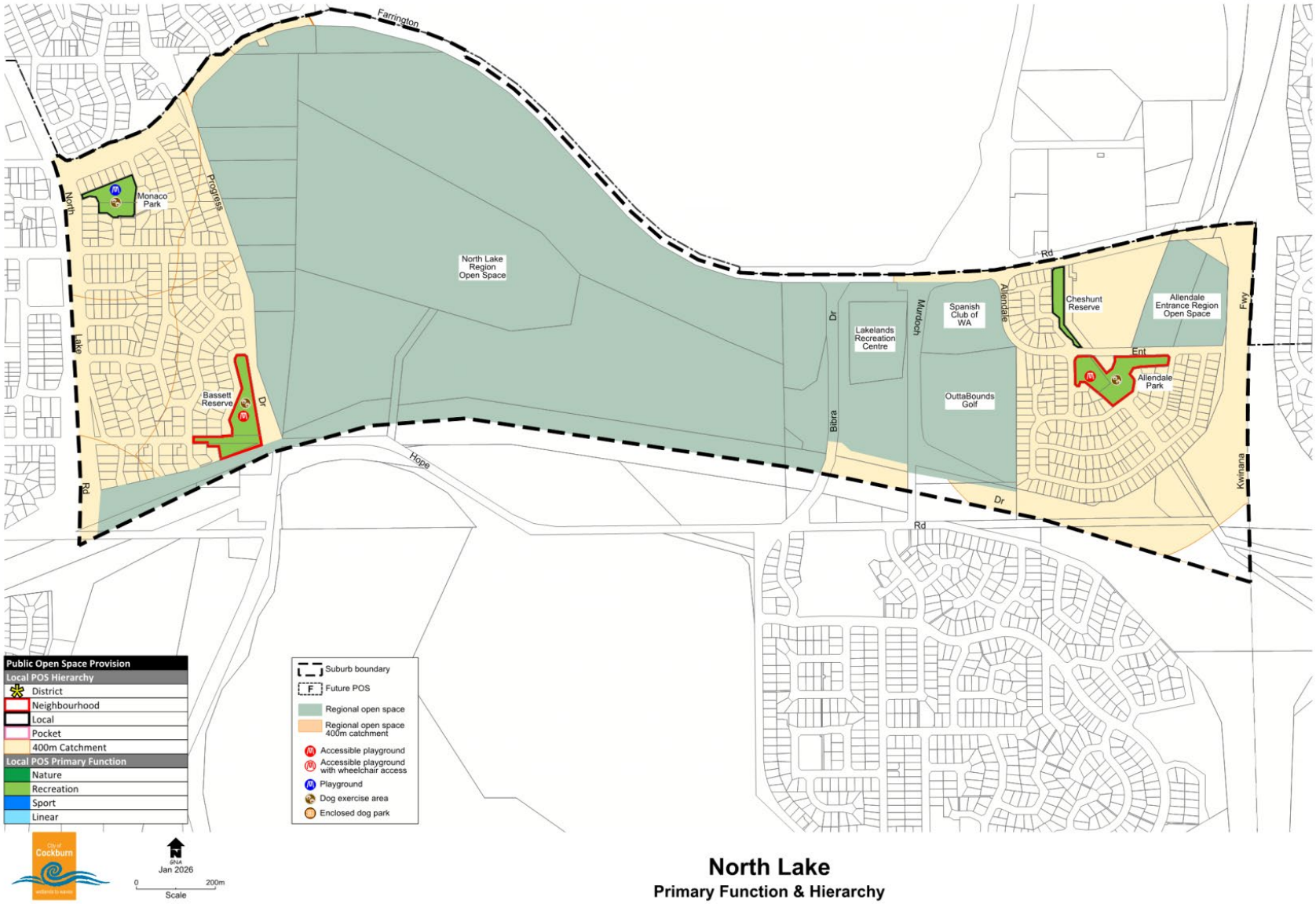
The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in North Lake:

- Priority will be given to increasing diversity in parks and improving accessibility to ensure the limited number of parks can meet the needs of the community with a focus on the ageing population.
- Potential to deliver wheelchair-accessible playground(s) to improve inclusive play opportunities.




| Suburb Area | | 232.2 ha |
|---|---|---|
| **Regional Deductions** | | |
| | Regional transport | 19.8 ha |
| | Regional open space | 143.5 ha |
| **Local Deductions (exc. region reserve)** | | |
| | Public purposes | 3.6 ha |
| | Dedicated drainage | 0.4 ha |
| | Non-residential zone | 4.8 ha |
| | Development zone with no structure plan | |
| | Bush forever site | |
| | Conservation category wetland | |
| | Natural waterbody | |
| | Man-made waterbody (50%) | |
| | Local conservation reserve (50%) | |
| | Local conservation reserve - future (50%) | |
| | Transmission corridor (50%) | 0.4 ha |
| | Transmission corridor - future (50%) | |
| **Total Deductions** | | 172.5 ha |
| **Gross Subdivisible Area (GSA)** | | 59.6 ha |
| **Public Open Space** | | 4.5 ha |
| **% of GSA** | | 7.5% |

# North Lake
## Gross POS Calculations




**North Lake**
**Primary Function & Hierarchy**

# SOUTH LAKE

## What will the community need?

### Housing and private open space

Typically, a low-density residential area (R20) that has not been up coded (due to not meeting the *Perth and Peel @3.5 million* infill criteria).

Only a small number of larger and corner lots have limited subdivision potential, and a small area of future medium density development on Berrigan Drive.

Lot sizes (av 700m2) offering useable outdoor living space.

### Population and households

The overall population is projected to grow by nearly 9% by 2046. Young people (aged 0–19) currently account for 22% of the population and are expected to increase to 25%, driven by strong growth in the 10–14 and 15–19 cohorts, which are projected to rise by 33% and 30% respectively.

The working-age group (20–54) will remain relatively stable, with only a slight increase of less than 1%, reducing its share from 49% to 46%. Meanwhile, the ageing population (55 and over) will grow by about 10%, increasing its proportion from 28% to 29% of the total.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 11.3% POS, above the 10% benchmark.<br>• Above the 33.6m² of POS per capita with currently 44.7m², projected to slightly decrease to 41.4m² by 2046. |
| **Access** | • All households within the 400m radius catchment, except for a pocket of houses in the eastern corner along the Kwinana Freeway which has access to one neighbourhood and a district reserve within 800m.<br>• The powerline corridor in South Lake provides a valuable linear POS, supporting north–south pedestrian and cycling connectivity. It also contributes to the area's recreational diversity, featuring amenities such as a fenced dog park and a scenic lake.<br>• Vegetation shades 9% of road reserves – higher than the City's 8% but lower than the Perth-Peel suburb average of 15%. |
| **Quality and function** | • Good balance of POS both in terms of hierarchy and function.<br>• 3 sporting facilities.<br>• 11 playgrounds well-distributed with two-thirds being accessible but none providing wheelchair access.<br>• Strong focus on playgrounds and overall lack of fitness equipment and senior's exercise equipment.<br>• 1 dog exercise area in the western part of the suburb, with additional facilities—including a fenced dog park—located centrally and in the southern section within the power line corridor.<br>• Vegetation shades 25% of the Parks – lower than both the City's 26% and the Perth-Peel suburb average of 34% |

### Cash-in-lieu

Minimal amount of CIL ($5,835), and with limited infill planned, limited additional contributions are anticipated.

## Outcomes

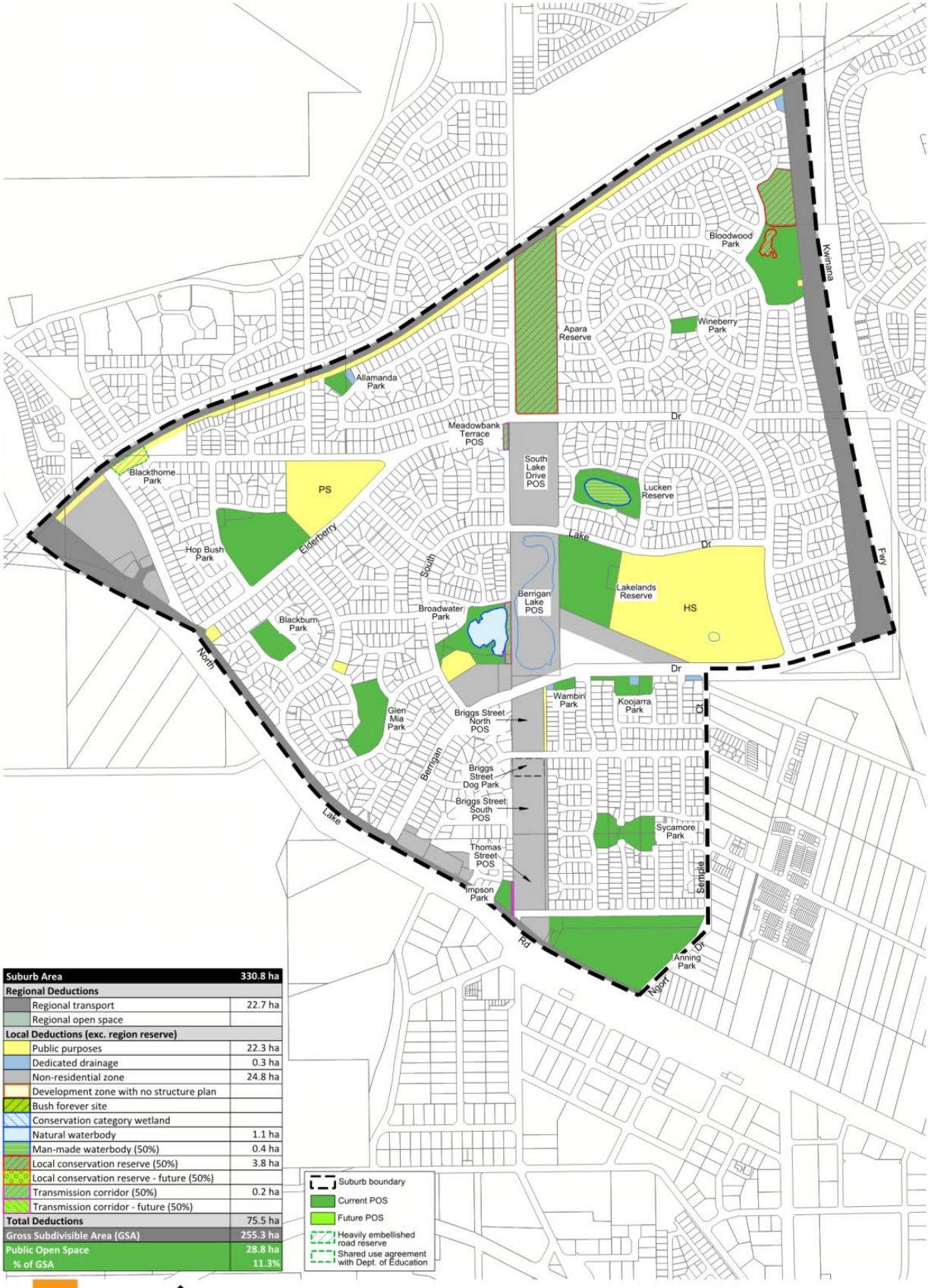
### Developer requirements

✓ As per Section 4 of the POS Strategy.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in South Lake:

- Priority will be given to addressing gaps based on current and future demographic, particularly the youth, working-age group and ageing population.
- Potential to deliver wheelchair-accessible playground(s) to improve inclusive play opportunities.
- Potential to have Blackthorn Park recognised as POS.
- Potential gap in dog exercise areas in the eastern part of the suburb.
- Consideration of the future management and designation of sections of the powerline corridor, including potential alignment with public ownership and 'public purpose' use.
- Potential to improve access for residential areas outside the 400-metre walkable catchment.




| Suburb Area | 330.8 ha |
|---|---|
| **Regional Deductions** | |
| Regional transport | 22.7 ha |
| Regional open space | |
| **Local Deductions (exc. region reserve)** | |
| Public purposes | 22.3 ha |
| Dedicated drainage | 0.3 ha |
| Non-residential zone | 24.8 ha |
| Development zone with no structure plan | |
| Bush forever site | |
| Conservation category wetland | |
| Natural waterbody | 1.1 ha |
| Man-made waterbody (50%) | 0.4 ha |
| Local conservation reserve (50%) | 3.8 ha |
| Local conservation reserve - future (50%) | |
| Transmission corridor (50%) | 0.2 ha |
| Transmission corridor - future (50%) | |
| **Total Deductions** | 75.5 ha |
| **Gross Subdivisible Area (GSA)** | 255.3 ha |
| **Public Open Space** | 28.8 ha |
| **% of GSA** | 11.3% |

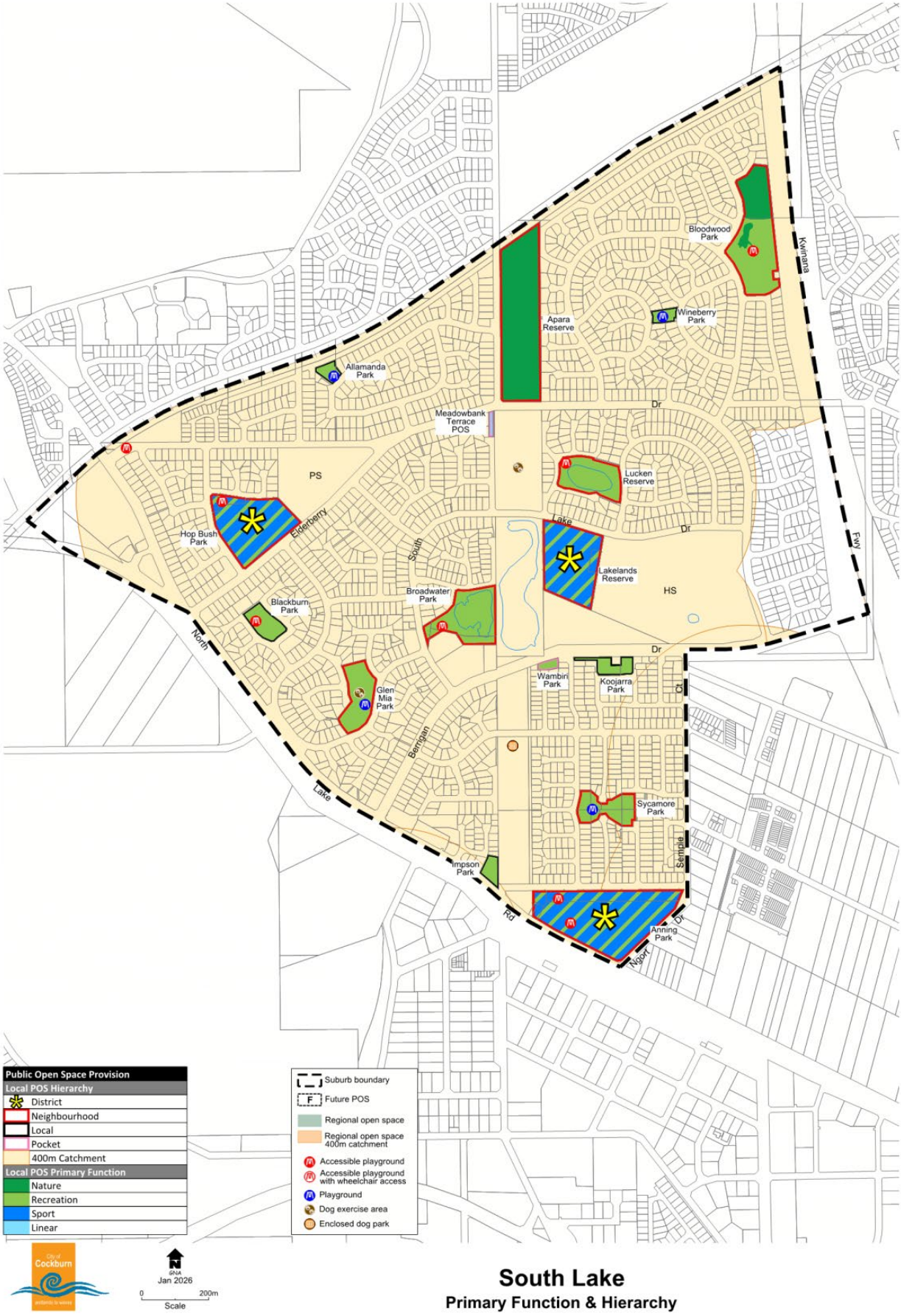
Suburb boundary
Current POS
Future POS
Heavily embellished road reserve
Shared use agreement with Dept. of Education

City of Cockburn

GHA
Jan 2026

0 200m
Scale

# South Lake
## Gross POS Calculations


Bloodwood Park
Kwinana
Fwy
Apara Reserve
Wineberry Park
Allamanda Park
Meadowbank Terrace POS
Dr
PS
Lucken Reserve
Hop Bush Park
Elderberry
Lake
South
Dr
Lakelands Reserve
HS
Broadwater Park
Blackburn Park
North
Dr
Wambiri Park
Koojarra Park
Glen Mia Park
Berrigan
Lake
Sycamore Park
Semple
Impson Park
Rd
Anning Park
Dr
Ngort
Public Open Space Provision
Local POS Hierarchy
District
Neighbourhood
Local
Pocket
400m Catchment
Local POS Primary Function
Nature
Recreation
Sport
Linear
Suburb boundary
Future POS
Regional open space
Regional open space 400m catchment
Accessible playground
Accessible playground with wheelchair access
Playground
Dog exercise area
Enclosed dog park
City of Cockburn
GHA
Jan 2026
0
200m
Scale
South Lake
Primary Function & Hierarchy

# SPEARWOOD

## What will the community need?

### Housing and private open space

Steady, ongoing infill development in Spearwood means smaller lots and garden areas for recreation, increasing the role of POS to meet that need.

### Population and households

The overall population is projected to grow modestly by about 4% by 2046. Young people (aged 0–19) currently make up 20% of the population and are expected to increase to 23%, with the strongest growth in the 0–4 and 5–9 age groups, rising by around 31% each. In contrast, the 15–19 cohort will decline slightly by 4%. The working-age population (20–54) is forecast to fall significantly, dropping by 14% and reducing its share from 48% to 39%. Meanwhile, the ageing population (55 and over) will see notable growth of about 20%, increasing its proportion from 33% to 38% of the total.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 9.5% POS, close to the 10% benchmark.<br>• Currently above the 33.6m² of POS per capita with 35m², decreasing to 33.9m² by 2046.<br>• Although the suburb has a minor shortfall in POS quantity, it currently meets the per capita benchmark and is expected to maintain the 33.6m² standard into the future. Combined with a high level of accessibility, this indicates no need to acquire additional POS. |
| **Access** | • Most households within the 400m radius catchment, besides a small northern pocket and eastern pocket where the train line is a barrier to Vela Luka Park, which still have access to a park within 800m.<br>• Vegetation shades 7% of road reserves – lower than both the City's 8% and the Perth-Peel suburb average of 15%. |
| **Quality and function** | • High proportion of Sporting and Recreational POS, including Beale Park which is one of the largest reserves with multipurpose sports fields, is currently undergoing redevelopment to support increased participation. Good balance in terms of hierarchy, although a high ratio of pocket parks.<br>• 14 playgrounds well-distributed across Local Reserves with 80% being accessible and one providing wheelchair access. Complemented by 4 playgrounds at Market Garden Park.<br>• General lack of informal amenities for youth and exercise equipment specifically for seniors.<br>• Three dog parks well-distributed across the north and south areas, and whilst the western side lacks coverage it is near Manning Park (Regional Reserve), which offers a designated off-leash area.<br>• City's Administration Site currently serves a recreation function and contributes to useable open space.<br>• Vegetation shades 30% of the Parks – higher than both the City's 26% and the Perth-Peel suburb average of 34%. |
| **Cash-in-lieu** | No POS CIL funds currently available, with majority of future infill development likely to be below threshold so a modest amount of additional CIL is anticipated. |

## Outcomes

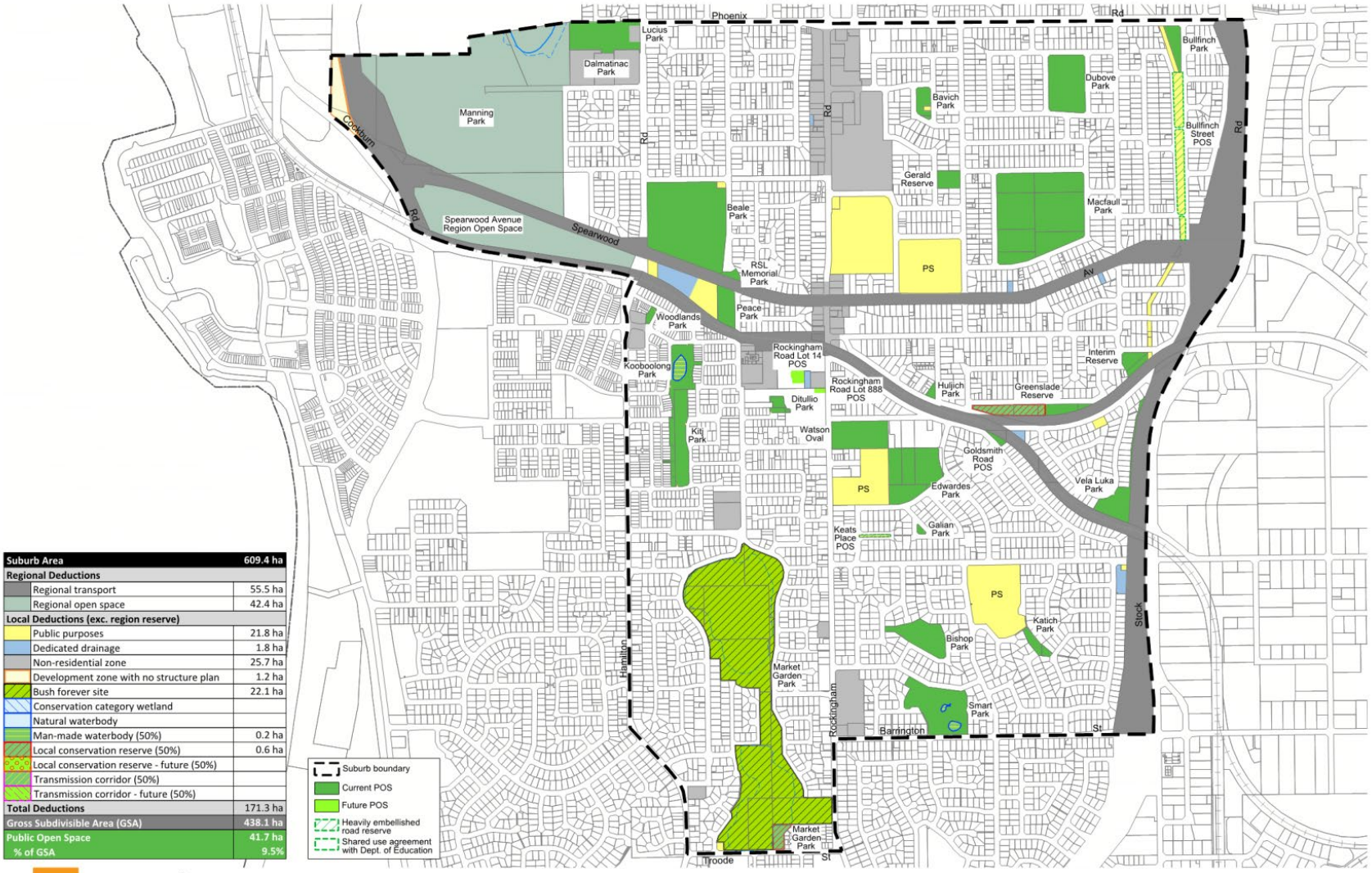
### Developer requirements

✓ As per Section 4 of the POS Strategy.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Atwell:

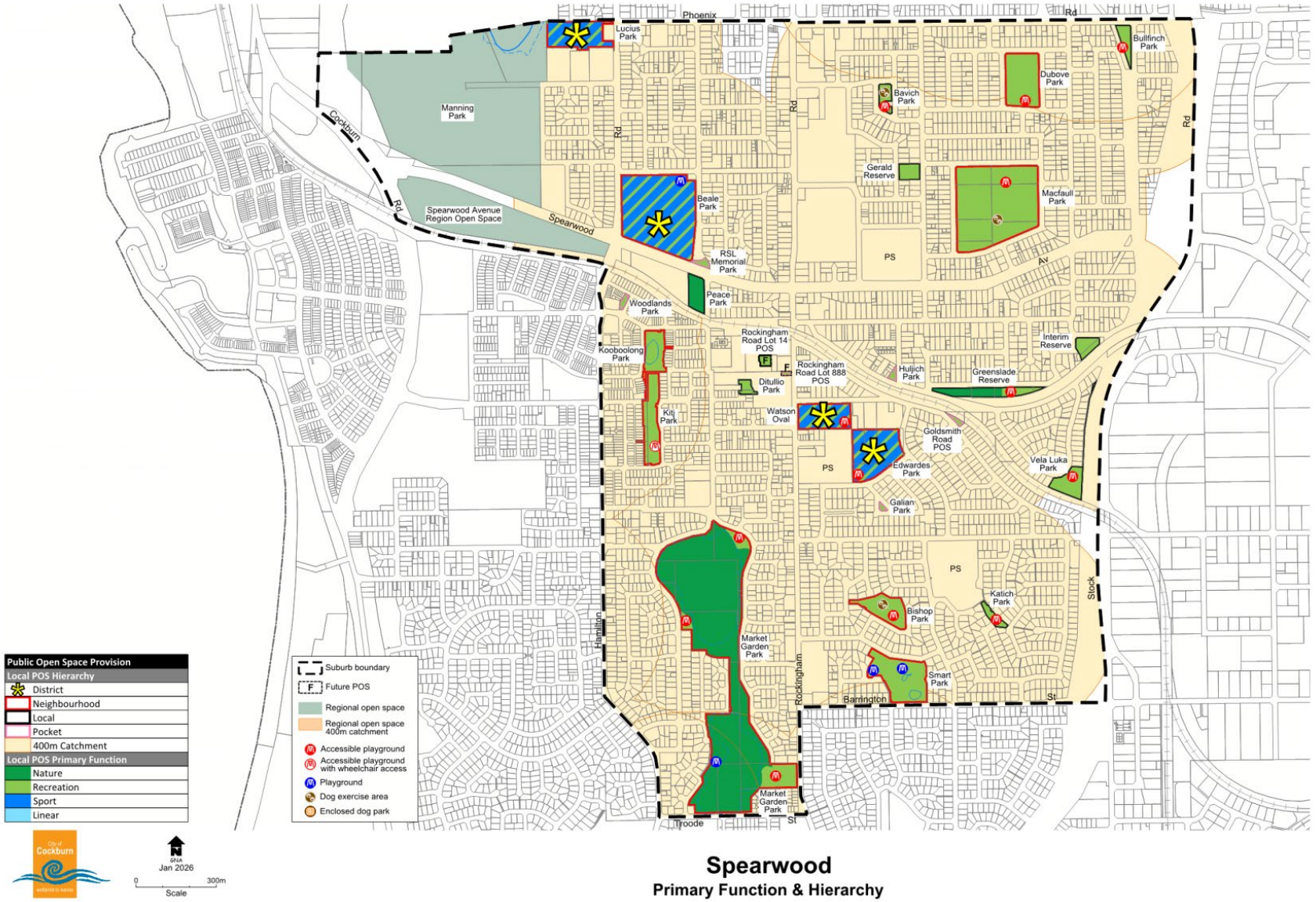
- Priority will be given to improving the diversity of parks to meet community needs with a focus on amenities for seniors and youth.
- Consideration of equitable access to POS, including recognition of community groups that may not currently benefit from existing park features.
- Potential to upgrade some of the Local and Neighbourhood parks to meet the community needs and offset the suburb's projected high population increase, including providing for youth and seniors.
- Consideration of connectivity and recreation outcomes, with potential to establish or enhance a linear path within the former BP Oil Pipeline corridor where feasible.
- Potential to improve access for residential areas located outside the 400m radius catchment.




| Suburb Area | | 609.4 ha |
|---|---|---|
| Regional Deductions | | |
| | Regional transport | 55.5 ha |
| | Regional open space | 42.4 ha |
| Local Deductions (exc. region reserve) | | |
| | Public purposes | 21.8 ha |
| | Dedicated drainage | 1.8 ha |
| | Non-residential zone | 25.7 ha |
| | Development zone with no structure plan | 1.2 ha |
| | Bush forever site | 22.1 ha |
| | Conservation category wetland | |
| | Natural waterbody | |
| | Man-made waterbody (50%) | 0.2 ha |
| | Local conservation reserve (50%) | 0.6 ha |
| | Local conservation reserve - future (50%) | |
| | Transmission corridor (50%) | |
| | Transmission corridor - future (50%) | |
| Total Deductions | | 171.3 ha |
| Gross Subdivisible Area (GSA) | | 438.1 ha |
| Public Open Space | | 41.7 ha |
| % of GSA | | 9.5% |

GNA
Jan 2026
0 300m
Scale

## Spearwood
### Gross POS Calculations




**Spearwood**
**Primary Function & Hierarchy**

# SUCCESS

## What will the community need?

### Housing and private open space

Success is characterised by a range of predominately low and medium density residential areas with limited infill potential in older established areas; and some structure planning and subdivision still to occur.

While older established lots have generous garden areas, newer medium density lots have limited outdoor living space.

### Population and households

The total population is projected to grow by around 34% by 2046. While there is currently a relatively strong cohort of young people (0–19 years), making up 27% of the population, this share is expected to decline slightly to 25%, despite an overall increase in numbers.

The most significant demographic change is the ageing population, with those aged 55 and over forecast to more than double, rising by approximately 119% from 17% to 28% of the total population. Meanwhile, the working-age group (20–54 years) will grow modestly by 12%, but its proportion will fall from 56% to 47%.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 13% POS, above the 10% benchmark.<br>• Currently above the 33.6m² of POS per capita with 35.8m² reducing significantly to 26.6m² by 2046.<br>• While current quantity of POS appears sufficient to meet community needs, projected population growth is expected to place increasing pressure on these areas, evidenced by a projected decline in POS provision per capita below the established benchmark. Additional POS may be delivered through the structure planning of the remaining development zones. |
| **Access** | • All households within the 400m radius catchment.<br>• 1 sporting Reserve complemented by Legacy Park in adjacent suburb for households in the Northern part of the suburb (although separated by Beeliar Drive as a significant barrier).<br>• Vegetation shades 5% of road reserves – lower than both the City's 8% and the Perth-Peel suburb average of 15%. |
| **Quality and function** | • Low proportion of sporting reserves, with the functionality of Success Reserve impacted by a range of constraints including its shape, environmental issues, drainage and the powerline corridor.<br>• High ratio of recreational reserves overall despite the presence of numerous man-made waterbodies (common for the era but no longer an accepted practice), with a particularly high concentration of local parks in the northern area.<br>• Good distribution of playgrounds, except for the north-east corner, with more than half being accessible, 1 fenced, and 1 providing wheelchair access.<br>• Dog parks well distributed across the suburb and including one fenced.<br>• Vegetation shades 36% of the Parks – higher than both the City's 26% and the Perth-Peel suburb average of 34%.<br>• A number of underutilised POS including Sciano Avenue Park, Michigan Park and Carnegie Park.<br>• Powerline corridor includes sections in private ownership offering potential to establish an ecological corridor. |

### Cash-in-lieu

$200,000 (Lot 559 Wentworth Parade), with minimal further to come as structure planning of the remaining development zones will prioritise land contribution over CIL.

## Outcomes

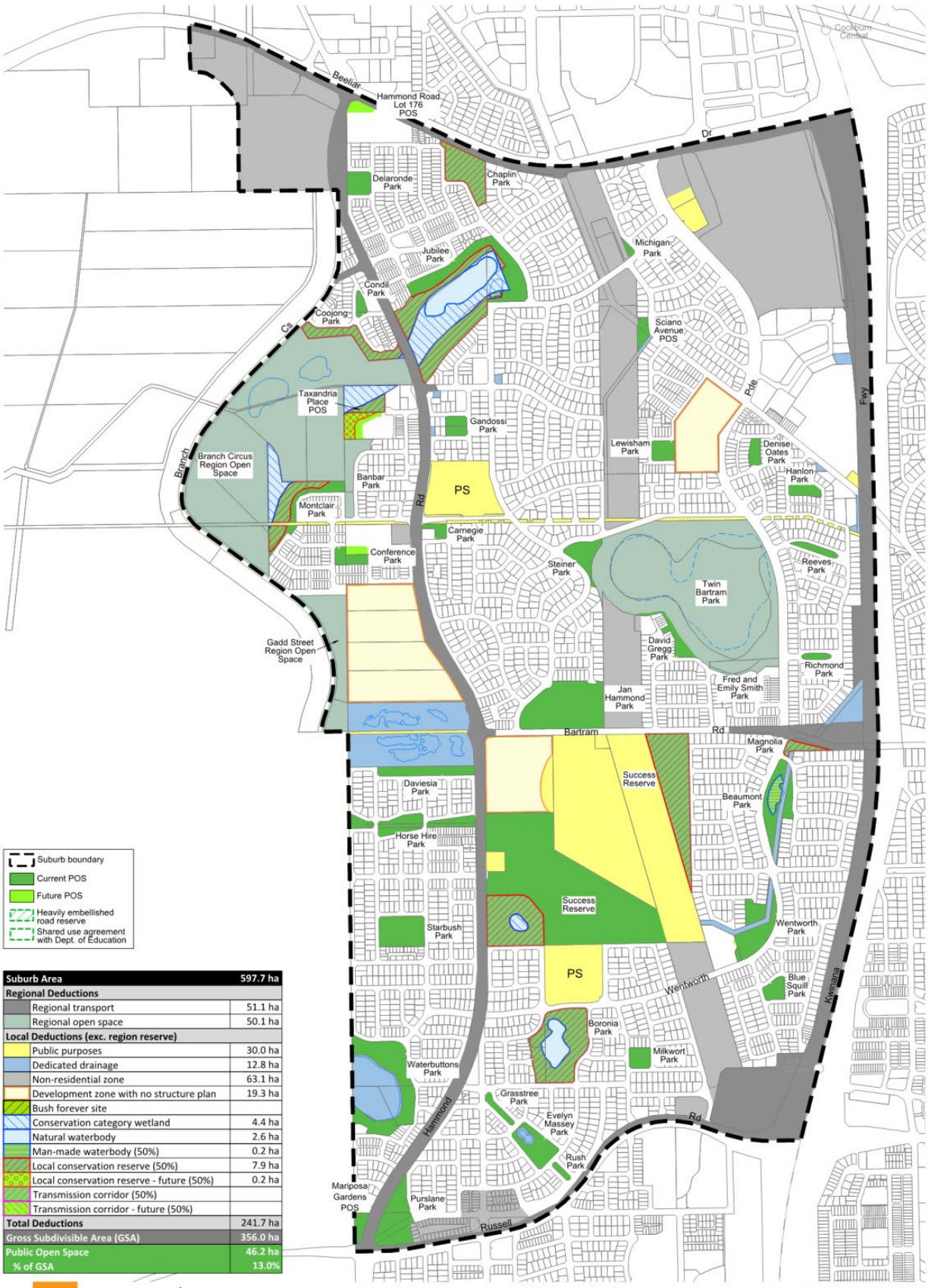
### Developer requirements

✓ As per Section 4 of the POS Strategy.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Success:

- Priority will be given to improving the diversity of parks with a focus on amenities for seniors, enhancing underutilised parks and addressing gaps in playground provision in the north-eastern part of the suburb.
- Potential to upgrade some of the Local and Neighbourhood parks to meet community needs and offset the high proportion of Local Parks, particularly in the Northern part of the suburb.
- Consider amenity enhancements at Carnegie Park, Sciano Avenue Park and Michigan Park in response to identified POS and playground gaps in the north-eastern area.
- Encourage private landowners within the powerline corridor to use the land as an environmental offset where possible, to establish an ecological corridor.
- Opportunity to support increased canopy in road reserves and parks, subject to confirmation of suitable locations through the Urban Forest Plan.

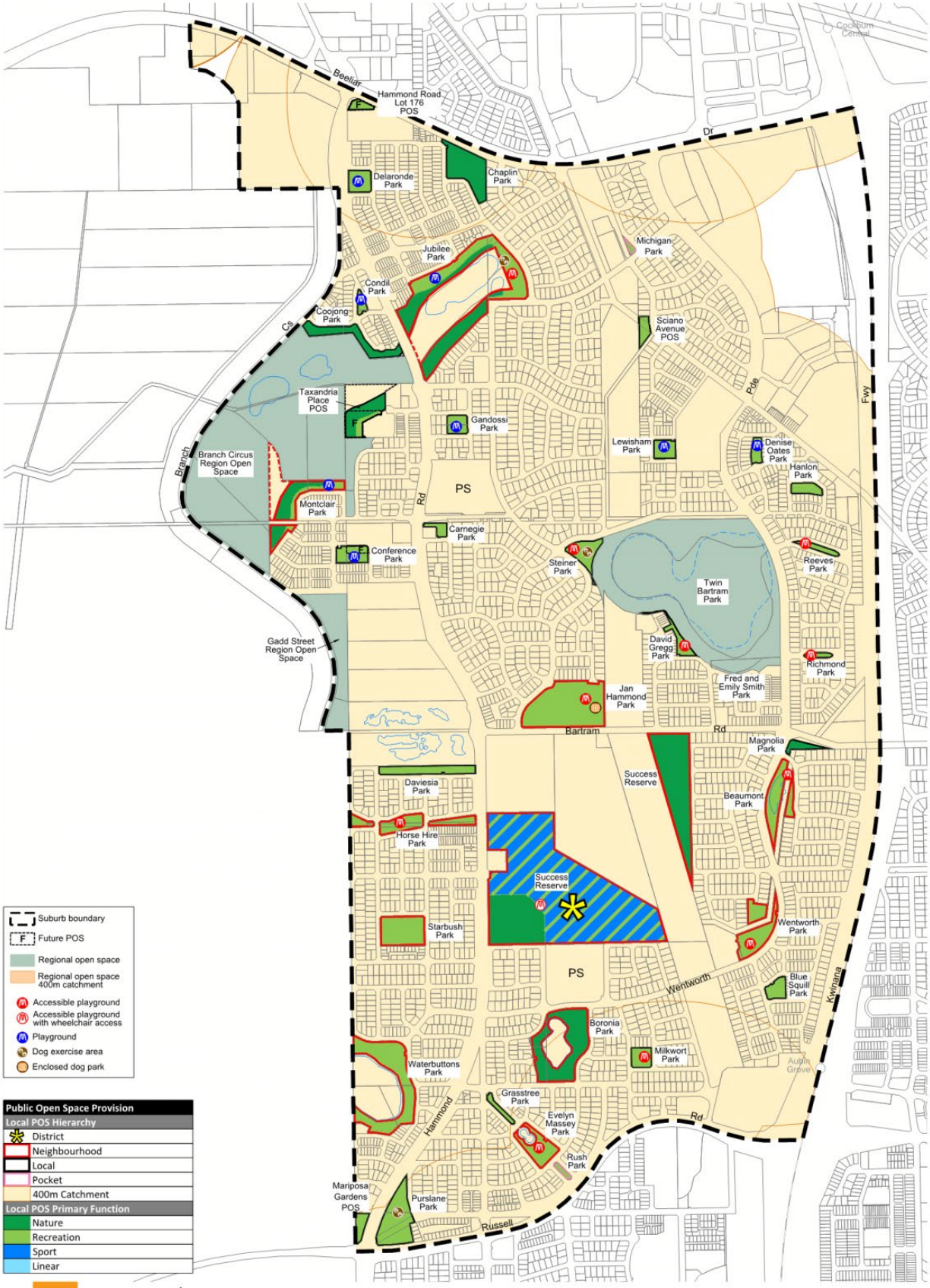



| Suburb Area | 597.7 ha |
|---|---|
| **Regional Deductions** | |
| Regional transport | 51.1 ha |
| Regional open space | 50.1 ha |
| **Local Deductions (exc. region reserve)** | |
| Public purposes | 30.0 ha |
| Dedicated drainage | 12.8 ha |
| Non-residential zone | 63.1 ha |
| Development zone with no structure plan | 19.3 ha |
| Bush forever site | |
| Conservation category wetland | 4.4 ha |
| Natural waterbody | 2.6 ha |
| Man-made waterbody (50%) | 0.2 ha |
| Local conservation reserve (50%) | 7.9 ha |
| Local conservation reserve - future (50%) | 0.2 ha |
| Transmission corridor (50%) | |
| Transmission corridor - future (50%) | |
| **Total Deductions** | 241.7 ha |
| **Gross Subdivisible Area (GSA)** | 356.0 ha |
| **Public Open Space** | 46.2 ha |
| **% of GSA** | 13.0% |

City of Cockburn

GHA
Jan 2026
0 250m
Scale

# Success
## Gross POS Calculations




## Success

### Primary Function & Hierarchy

# TREEBY

## What will the community need?

### Housing and private open space

Suburb comprises 'Rural Water Protection' zone (with portion within the Jandakot-North Treeby District Structure Plan area identified for potential rezoning to 'urban') and greenfield residential development mainly, low to medium density planned until 2039.

### Population and households

The total population is projected to almost double by 2046. While the young population (0–19 years) will grow significantly in number—up 87%—it will slightly reduce as a share of the total, from 29% to 28%. The working-age group (20–54 years) will also see strong growth of 74%, but its proportion will decline from 54% to 48%.

The most notable demographic shift is among older residents, with those aged 55 and over expected to increase by around 168%, rising from 17% to 24% of the population.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 14.4% POS, above the 10% benchmark.<br>• Currently above the 33.6m² of POS per capita with 37m², reducing significantly to 26.7m² by 2046.<br>• While current quantity of POS appears sufficient to meet community needs, projected population growth is expected to place increasing pressure on these areas although additional POS will also be provided through local structure planning within the proposed Jandakot- North Treeby District Structure Plan area. |
| **Access** | • All households in the Residential precinct are within the 400m radius catchment.<br>• No POS in the 'Rural Water Protection' zone.<br>• Existing oval at Treeby Reserve, along with the planned future oval to the east of Treeby (Fairway View POS), will provide a well-balanced distribution of sporting POS across the existing area.<br>• Expectation for provision of district-level sporting facilities, in recognition of significant potential additional residential development within the proposed Jandakot-North Treeby District Structure Plan area.<br>• Vegetation shades 2% of road reserves – lower than both the City's 8% and the Perth-Peel suburb average of 15%. |
| **Quality and function** | • Despite a higher proportion of linear POS compared to most suburbs, the area maintains a well-balanced POS network in terms of both hierarchy and function.<br>• Good distribution of diverse playgrounds and amenities over the suburb with almost half being accessible and a third providing wheelchair access, catering to a range of age groups, including a Senior's Exercise Park (Gavelia Park).<br>• A number of higher specification developer-funded playgrounds and infrastructure items – at the end of their lifecycle, like-for-like replacement may not be financially feasible or equitable where cost of those elements is significantly greater than typically spent for that type of POS – as surrounding infrastructure and accessibility improves reserves may devolve to their long-term intended function and typical level/range of amenities, considering community need.<br>• 1 central enclosed dog park.<br>• Vegetation shades 13% of the Parks – lower than both the City's 26% and the Perth-Peel suburb average of 34%. |

### Cash-in-lieu

No current CIL funds available with minimal to come as greenfield development will include land provision and embellishment by developers.

## Outcomes

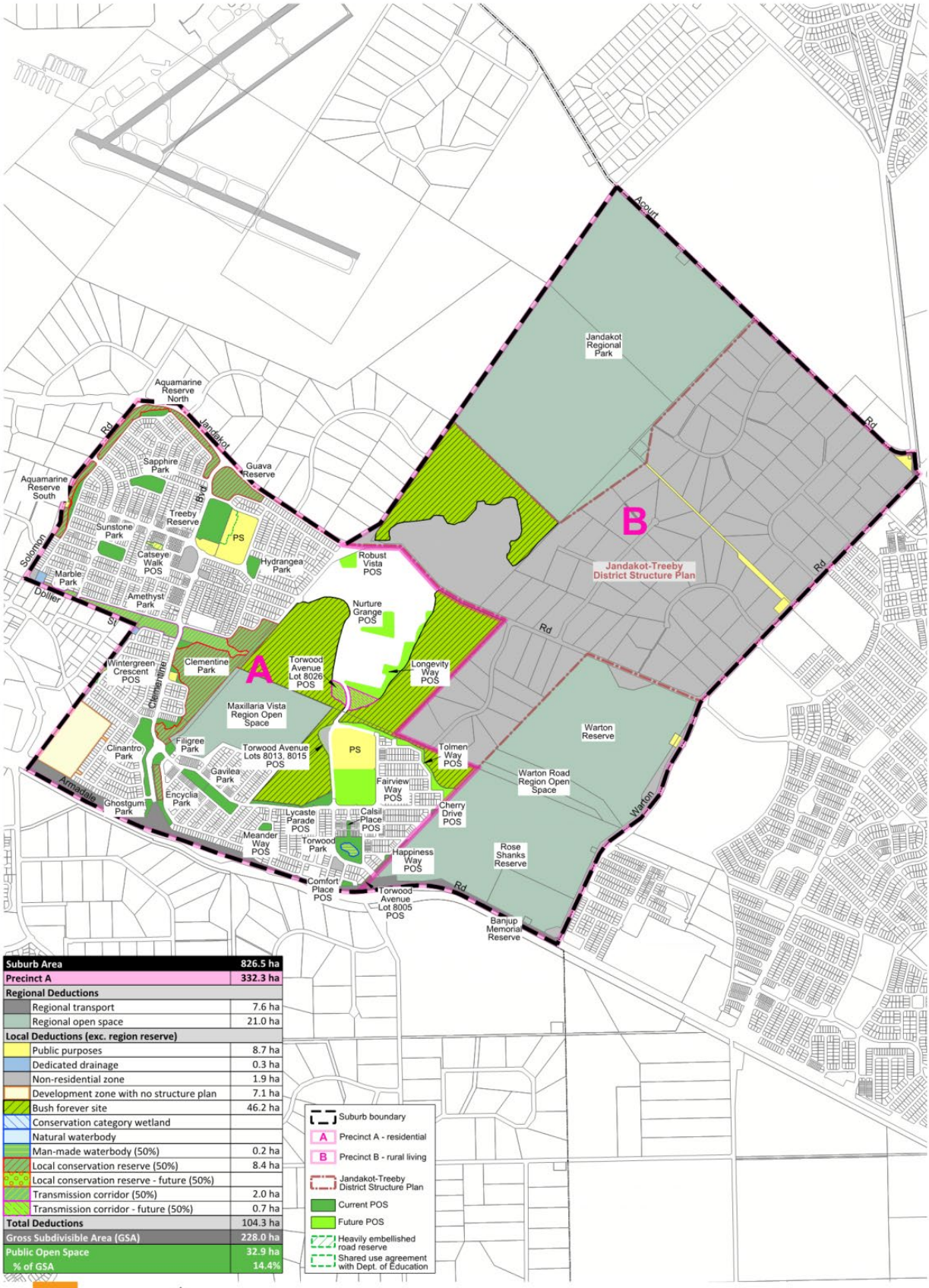
### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ City commissioned Otium Report identifies the need for 2 x 2 oval sites for District Playing Fields, plus a further 2 x Department of Education ovals (ideally one of each in Jandakot, and one of each in Treeby.
- ✓ Provision of POS must provide sufficient opportunities for active recreation and to meet community need along with protection of conservation values, with 10% POS being the minimum required provision.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Treeby:

- Priority will be given to advocating for larger POS and active playing and addressing gaps in community need.
- Ongoing advocacy for the State Government to acquire and develop land to facilitate delivery of sufficient sized local and district-level POS, to overcome the difficulties in delivery due to the fragmentation of land within the Urban Expansion area.
- Consider the district playing fields identified as being required in the 'City commissioned Otium Report' - 2 x 2 oval sites for District Playing Fields, plus 2 x Department of Education ovals (ideally one of each in Jandakot and Treeby).
- Opportunity to support increased canopy in road reserves and parks, subject to confirmation of suitable locations through the Urban Forest Plan.



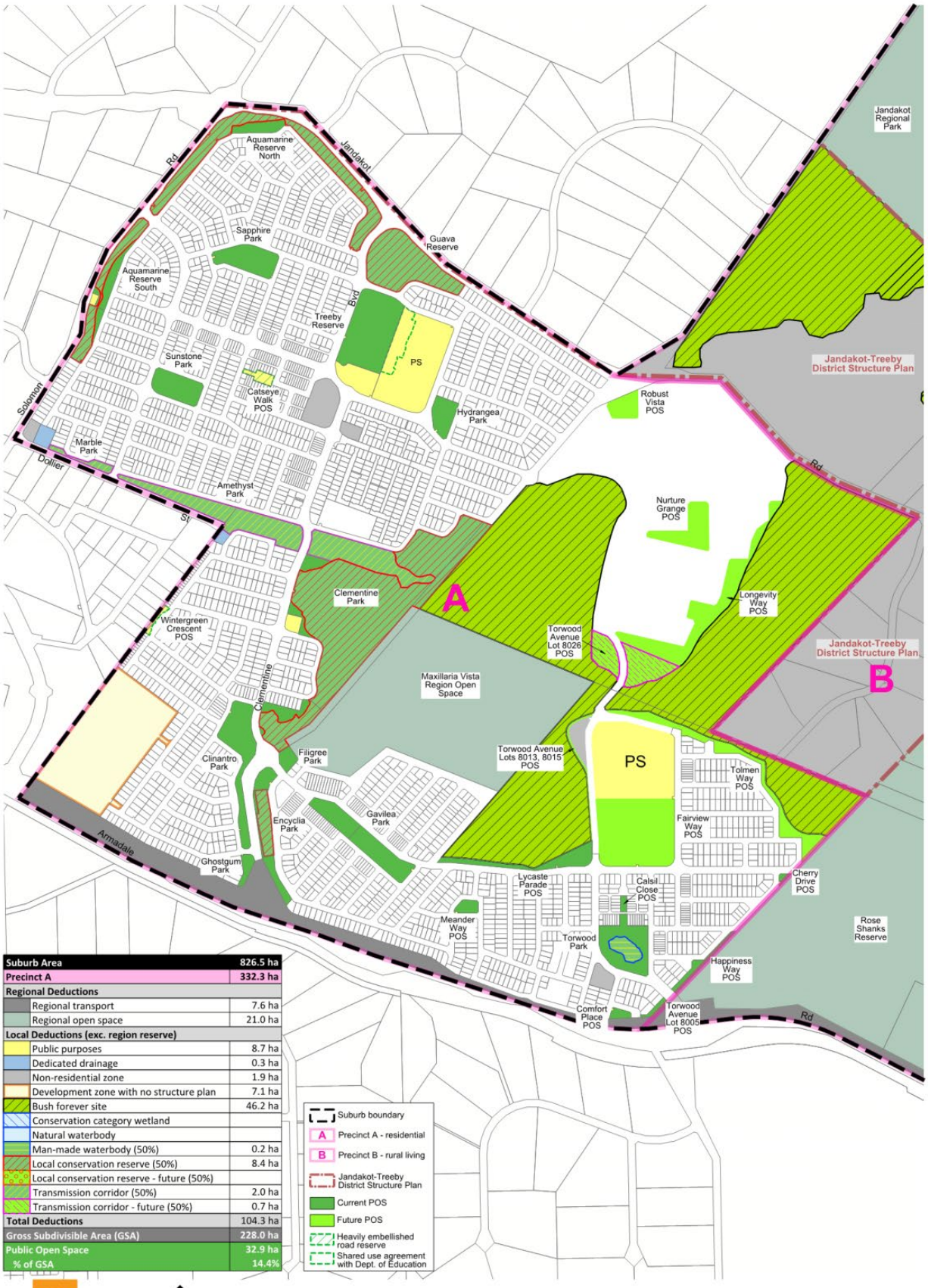

| | |
|---|---|
| **Suburb Area** | **826.5 ha** |
| **Precinct A** | **332.3 ha** |
| **Regional Deductions** | |
| Regional transport | 7.6 ha |
| Regional open space | 21.0 ha |
| **Local Deductions (exc. region reserve)** | |
| Public purposes | 8.7 ha |
| Dedicated drainage | 0.3 ha |
| Non-residential zone | 1.9 ha |
| Development zone with no structure plan | 7.1 ha |
| Bush forever site | 46.2 ha |
| Conservation category wetland | |
| Natural waterbody | |
| Man-made waterbody (50%) | 0.2 ha |
| Local conservation reserve (50%) | 8.4 ha |
| Local conservation reserve - future (50%) | |
| Transmission corridor (50%) | 2.0 ha |
| Transmission corridor - future (50%) | 0.7 ha |
| **Total Deductions** | 104.3 ha |
| **Gross Subdivisible Area (GSA)** | **228.0 ha** |
| **Public Open Space** | **32.9 ha** |
| **% of GSA** | **14.4%** |

City of Cockburn

GHA
Jan 2026

0 300m
Scale

# Treeby
## Gross POS Calculations




| Suburb Area | 826.5 ha |
|---|---|
| Precinct A | 332.3 ha |
| **Regional Deductions** | |
| Regional transport | 7.6 ha |
| Regional open space | 21.0 ha |
| **Local Deductions (exc. region reserve)** | |
| Public purposes | 8.7 ha |
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| Transmission corridor - future (50%) | 0.7 ha |
| **Total Deductions** | 104.3 ha |
| **Gross Subdivisible Area (GSA)** | 228.0 ha |
| **Public Open Space** | 32.9 ha |
| % of GSA | 14.4% |

Suburb boundary
A Precinct A - residential
B Precinct B - rural living
Jandakot-Treeby District Structure Plan
Current POS
Future POS
Heavily embellished road reserve
Shared use agreement with Dept. of Education

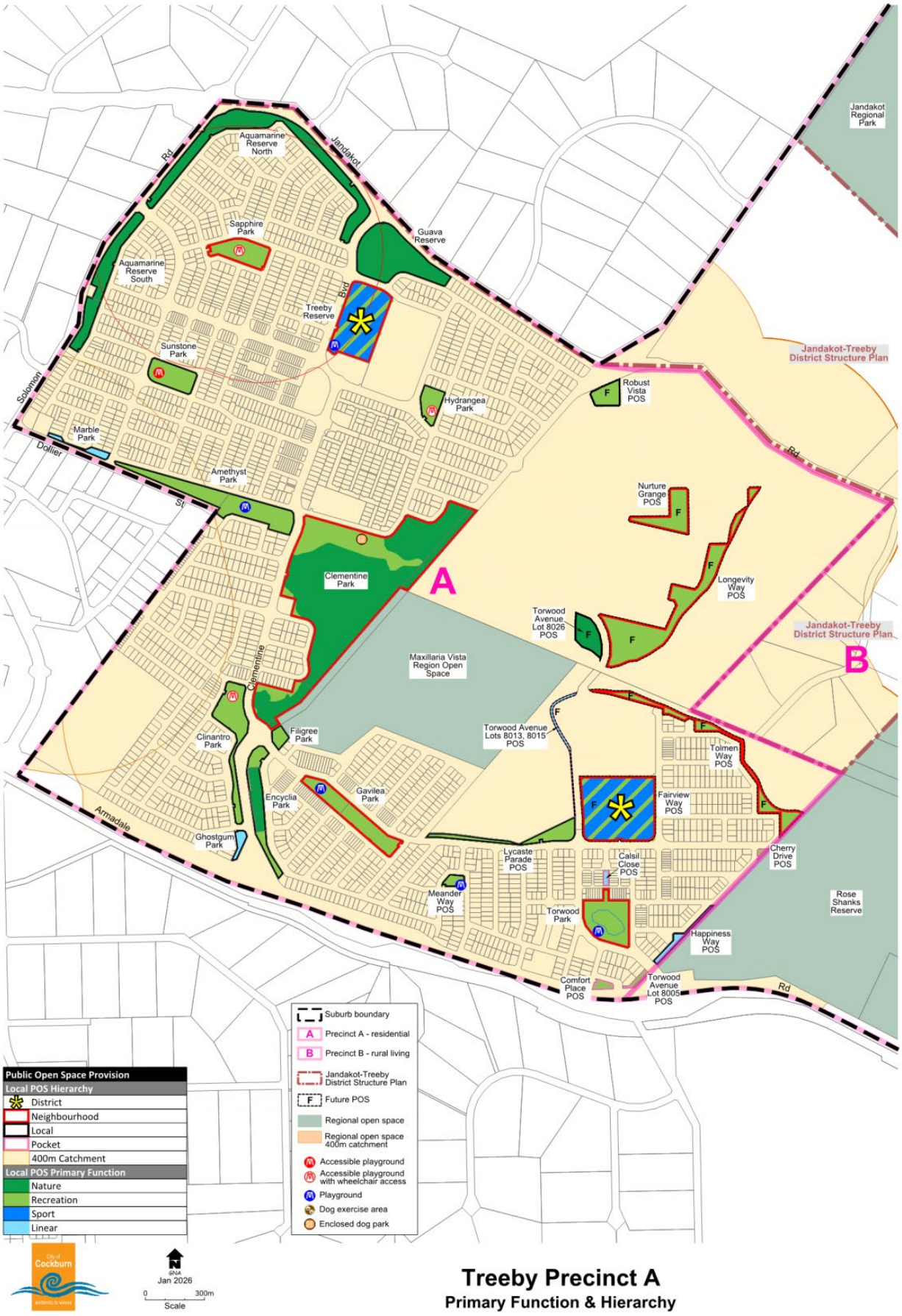
City of Cockburn

Jan 2026

0 300m

Scale

## Treeby Precinct A
### Gross POS Calculations




**Treeby Precinct A**
**Primary Function & Hierarchy**

# WATTLEUP

## What will the community need?

### Population, housing and private open space

Low population density expected to remain steady by 2046.

Suburb comprises mainly the Latitude 32 Industrial area, with Rural zoned properties in the south and east with no further subdivision potential.

Residents have large areas of private open space which support recreation by offering space, nature, and options for diverse outdoor activities.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 10% POS requirement not applicable; majority of the suburb is subject to the Hope Valley Wattleup Redevelopment area (Latitude 32 industrial area) and the remaining area is rural. |
| **Access** | • 400m radius catchment not applicable; being low density housing, residents would typically rely on vehicles to access services and amenities including POS.<br>• No sporting Reserve within the suburb; closest one is Frankland Reserve in Hammond Park.<br>• Proximity to Thomson Lake which is part of the Beeliar Regional Park and offers walking track and scenic views around the water body.<br>• 17% of road reserves shaded by vegetation which is largely over the City's average (12%). |
| **Quality and function** | • One Nature reserve including a playground.<br>• Future POS (Wattleup Swamp) will be predominately a nature reserve given this is a Conservation Category Wetland and Aboriginal Cultural Heritage site.<br>• No amenities for workers of Latitude 32 area, however potential for inclusion on perimeter of drainage reserves.<br>• No dog parks, however given large lot sizes, need is expected to be limited and catered for by dog parks in the nearby suburbs.<br>• Major Regional Ecological Linkage through the suburb - opportunity to establish an ecological corridor connecting western and eastern portions of Beeliar Regional Park.<br>• Rowley and Russell Roads identified as major ecological corridors, and Wattleup Road as a minor corridor, which may shift to Dalison Avenue. |

### Cash-in-lieu

No CIL currently available, and no additional contributions are anticipated.

## Outcomes

### Developer requirements

- ✓ As per Section 4 of the POS Strategy.
- ✓ Wattleup Swamp (Conservation Category Wetland) and a 50m buffer to be ceded free of cost upon any subdivision of the land.
- ✓ If there is urbanisation west of Planning Area G 'Wattleup Industrial Investigation Area' this should include extension of the linear POS along the southern interface with Harry Waring Marsupial Reserve.
- ✓ Consideration should be given to identified ecological corridors in all subdivision and development.
- ✓ All proposed reserves to consider whether they can contribute to the identified ecological corridors.

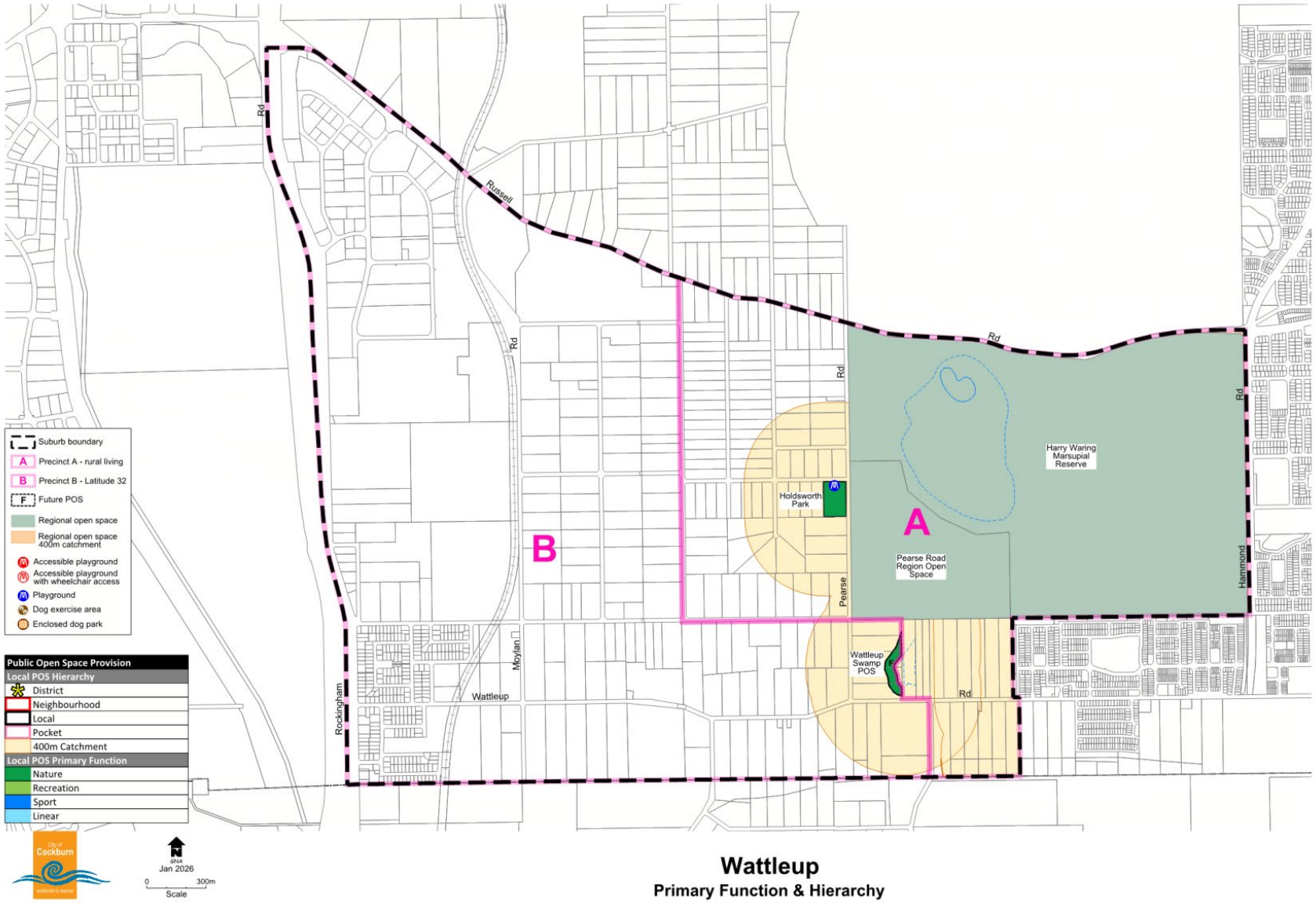
### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Wattleup:

- Demand for additional green spaces is relatively low due to the large rural lot sizes, the reliance on vehicles for local travel, the minimal population growth and proximity to Frankland Reserve and Thomson Lake; however, drainage reserves provide the potential opportunity for Latitude 32 worker amenities (such as seating).
- Priority will be given to enhancing conservation values of the area, considering ecological corridors during the planning process.
- Consider whether there are gaps in community need that may potentially be addressed through additional amenities at Holsworth Park.
- Consider the potential for worker amenities within existing and future reserves.




**Wattleup**
**Gross POS Calculations**




**Wattleup**
**Primary Function & Hierarchy**

# YANGEBUP

## What will the community need?

### Housing and private open space

Moderate level of infill is expected by 2046, primarily through subdivision of larger lots under the current zoning, dispersed throughout the area.

Most residential lots are over 500m², offering useable outdoor living spaces.

### Population and households

The overall population is projected to grow modestly by about 2% between 2024 and 2046. The share of young people (aged 0–19) will remain stable at around 26%, with only a slight increase in numbers.

The most notable demographic shift will be the ageing population: those aged 55 and over are expected to rise significantly by more than 50%, increasing their share from 25% to 37% of the total population. In contrast, the working-age group (20–54) will experience a substantial decline, both in size and proportion, falling from 49% to 37%.

## Assessment of public open space to meet community need

| Key measures | Outcome |
|---|---|
| **Amount** | • 8.3% POS, below the 10% threshold.<br>• Proposed removal of future Yardie Crescent POS is noted, given little demand for another pocket park, and cash-in-lieu alternatively being provided to enhance Spinnaker Park to meet community need.<br>• Below the 33.6m² of POS per capita with 30.5m² currently reducing to 30.4m² by 2046.<br>• While a moderate shortfall of POS (quantity and per capita), proximity to the Little Rush and Yangebup Regiona Reserve in the context of a minor increase of the population and limited infill means the existing quantity of POS should be sufficient to meet the need of the community. |
| **Access** | • Most households within the Residential precinct are within the 400m radius catchment, except for a small pocket on the northeastern edge of the suburb, however, these homes are within 400m of the Little Rush Lake Regional Reserve.<br>• While Yangebup has only one sporting reserve located in its eastern part, residents in the western area also benefit from access to Radonich Sporting Reserve in the neighbouring suburb of Beeliar.<br>• No POS available within the Industrial precinct.<br>• Vegetation shades 7% of road reserves – lower than both the City's 8% and the Perth-Peel suburb average of 15%. |
| **Quality and function** | • Good balance of POS in terms of function and hierarchy.<br>• Access to the natural environment is also available through Little Rush Lake and Yangebup Lake, both featuring walking tracks around the water bodies, with Little Rush Lake including custom-designed electric gates to provide access for people who use mobility aids.<br>• 14 playgrounds well-distributed with one fenced, two thirds being accessible but only one providing wheelchair access, complemented by one playground at Little Rush Regional Reserve.<br>• Strong focus on playgrounds and overall lack of fitness equipment and senior's exercise equipment.<br>• Cockburn Bowling and Recreation Club caters for a wide range of sports activities and contributes to the recreational opportunities in the area.<br>• Three dog parks well-distributed across Yangebup, though a gap exists in the western area beyond the railway line. Future enclosed dog park is proposed at Radonich District Reserve in Beeliar, which could serve residents in west Yangebup where dog park access is currently lacking.<br>• Vegetation shades 30% of the Parks – higher than the City's 26% but lower than the Perth-Peel suburb average of 34%.<br>• Opportunity for POS along Beeliar Drive to contribute to the Beeliar Drive/Armadale Road Ecological Corridor. |

### Cash-in-lieu

Substantial CIL balance ($591,220). Given the limited, small-scale infill development planned, only minimal future contributions are expected, except for the Tindal Avenue Structure Plan (subject to an amendment) where CIL is preferred to a pocket park.

## Outcomes

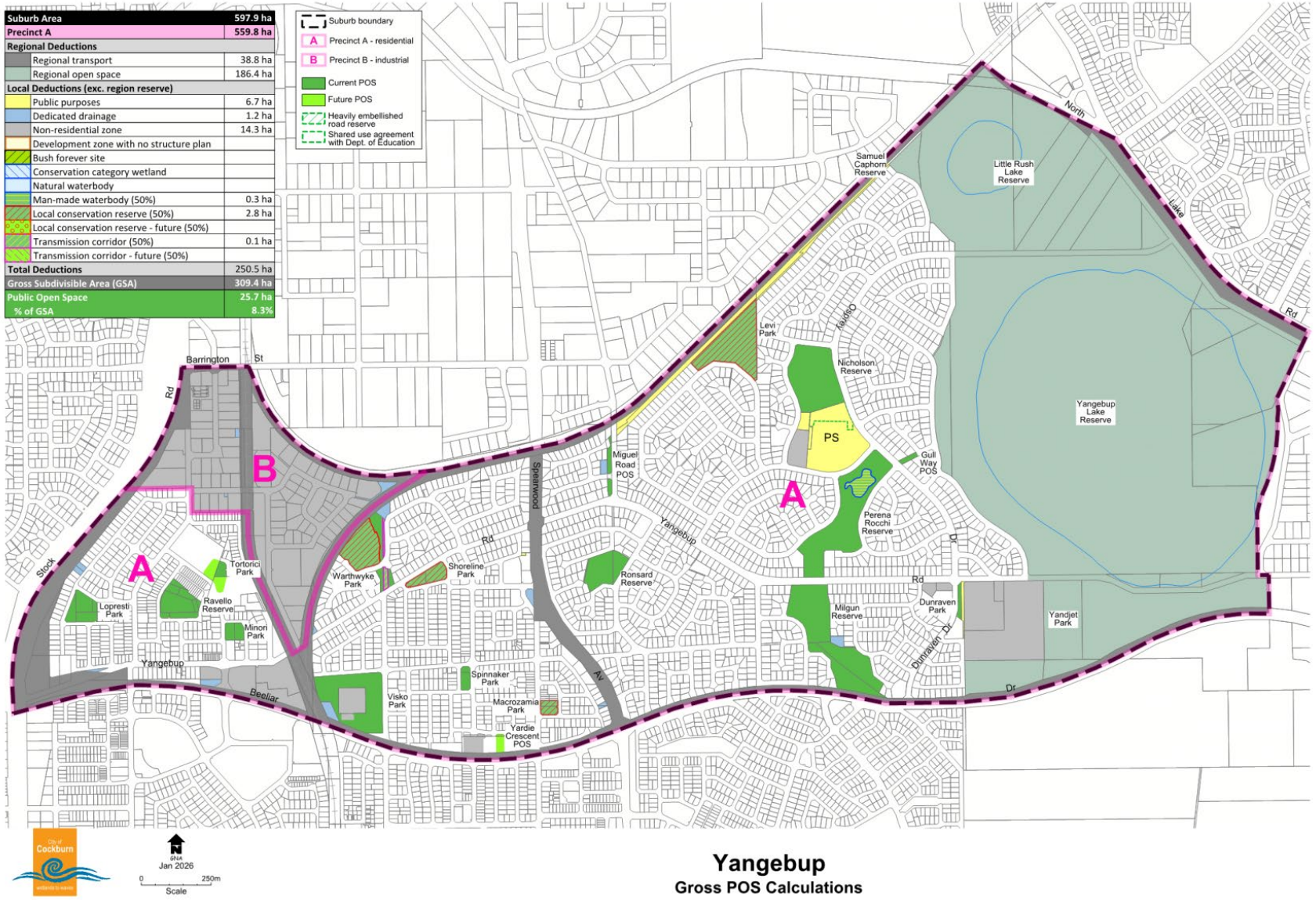
### Developer requirements

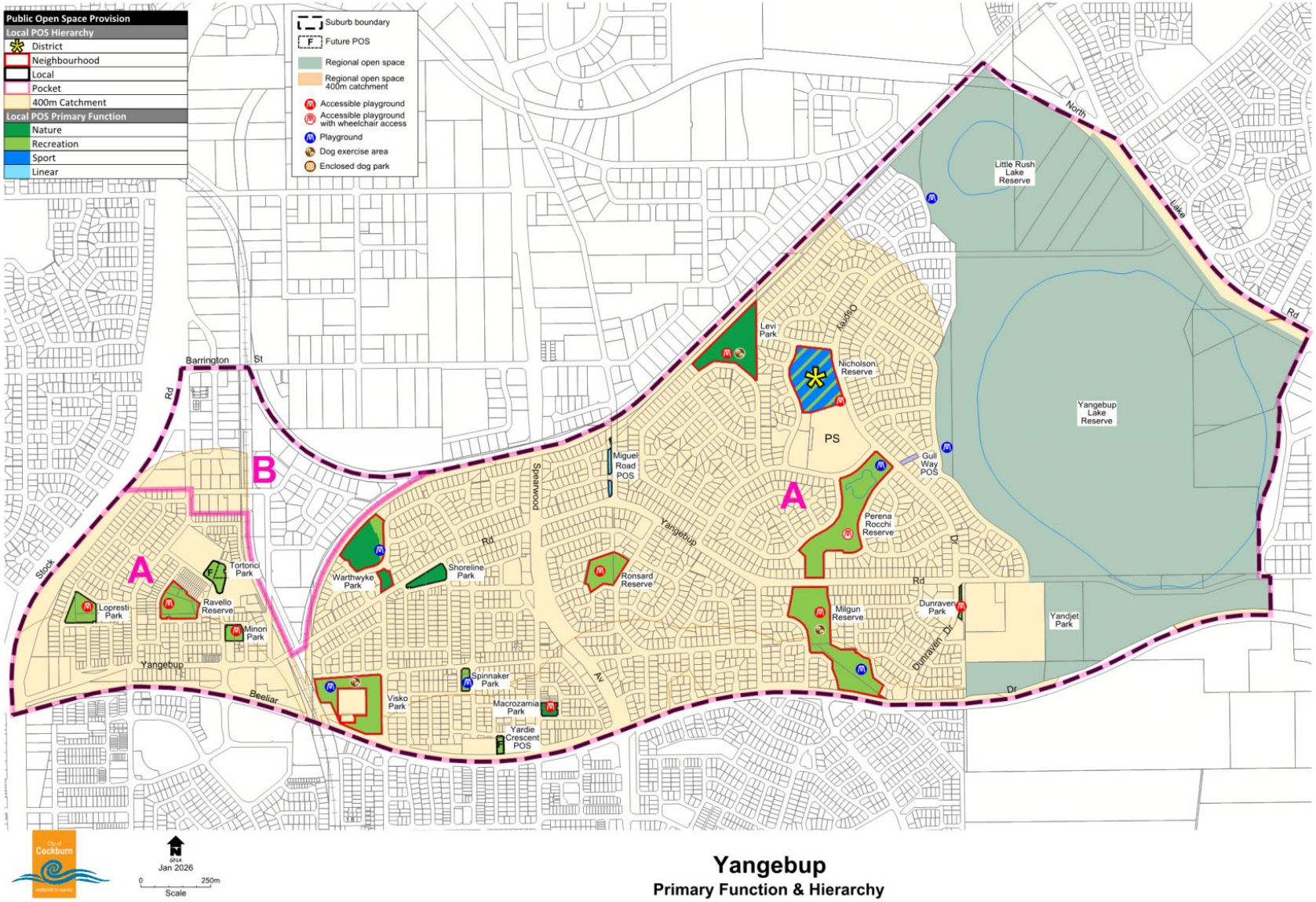
✓ As per Section 4 of the POS Strategy.

### Suburb specific priorities and considerations

The following will guide POS planning, POS design and expenditure of cash-in-lieu funds in Yangebup:

- Priority will be given to improving diversity of parks and addressing gaps to ensure the community's needs are met with a focus on adult and senior amenities.
- Identified potential gap in dog exercise areas in the Western part of the suburb.
- Potential to deliver wheelchair-accessible playground(s) to improve inclusive play opportunities.
- Priority to address equity of access, by identifying underserved community groups not currently benefiting from existing park features and guiding targeted improvements through future POS-enabled planning.

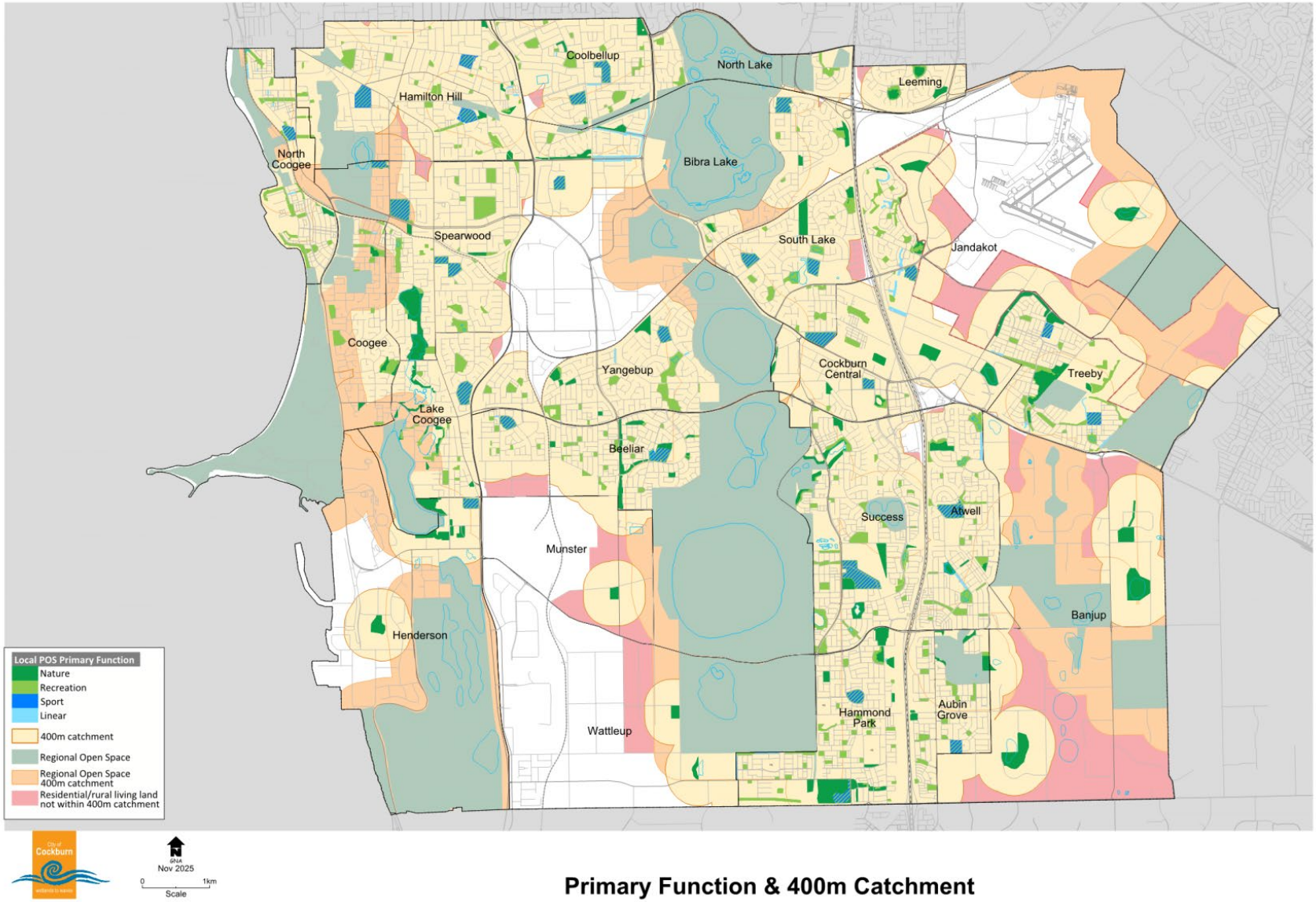

Suburb Area 597.9 ha
Precinct A 559.8 ha
Regional Deductions
Regional transport 38.8 ha
Regional open space 186.4 ha
Local Deductions (exc. region reserve)
Public purposes 6.7 ha
Dedicated drainage 1.2 ha
Non-residential zone 14.3 ha
Development zone with no structure plan
Bush forever site
Conservation category wetland
Natural waterbody
Man-made waterbody (50%) 0.3 ha
Local conservation reserve (50%) 2.8 ha
Local conservation reserve - future (50%)
Transmission corridor (50%) 0.1 ha
Transmission corridor - future (50%)
Total Deductions 250.5 ha
Gross Subdivisible Area (GSA) 309.4 ha
Public Open Space 25.7 ha
% of GSA 8.3%
Suburb boundary
Precinct A - residential
Precinct B - industrial
Current POS
Future POS
Heavily embellished road reserve
Shared use agreement with Dept. of Education
Barrington St
Rd
Stock
Beeliar
Yangebup
Rd
Sheerwood
Miguel Road POS
Levi Park
Nicholson Reserve
PS
Gull Way POS
Perena Rocchi Reserve
Ronsard Reserve
Milgun Reserve
Dunraven Park
Dunraven Dr
Yandjet Park
Samuel Caphorn Reserve
Little Rush Lake Reserve
North Lake Rd
Yangebup Lake Reserve
Tortorici Park
Warthwyke Park
Shoreline Park
Lopresti Park
Ravello Reserve
Minori Park
Spinnaker Park
Visko Park
Macrozamia Park
Yardie Crescent POS
A
B
City of Cockburn
GNA
Jan 2026
0 250m
Scale
Yangebup
Gross POS Calculations




**Yangebup**
**Primary Function & Hierarchy**

# APPENDIX 3

## Overall 400m Accessibility Map

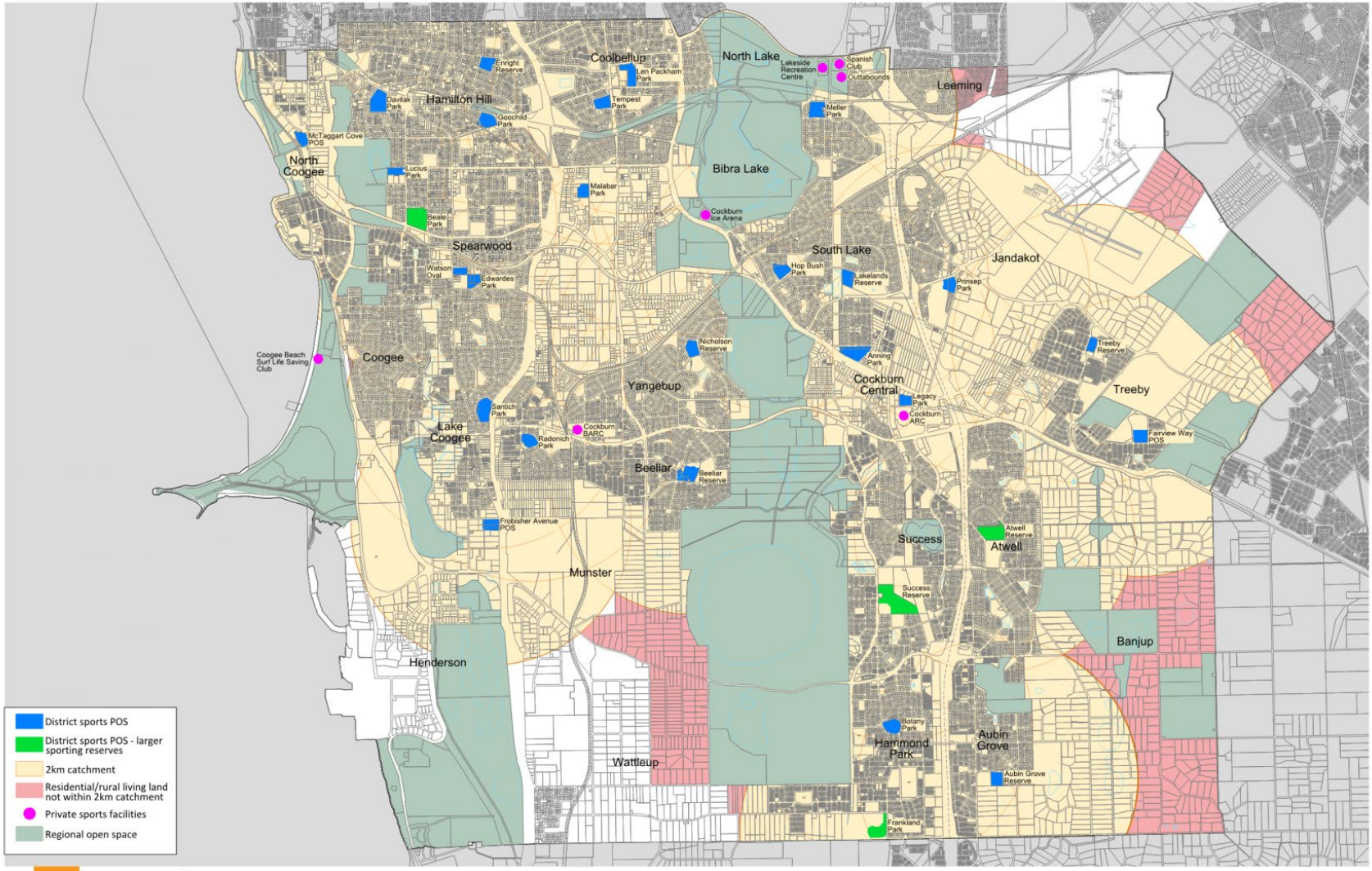



**Primary Function & 400m Catchment**

# APPENDIX 4

## 2km District Sporting Reserve Accessibility Map

City of Cockburn
wetlands to waves




**District Sports Public Open Space & 2km Catchment**

# APPENDIX 5

## Community Feedback Report

# Community Feedback Report

## Public Open Space Strategy

April 2025



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# Acknowledgement of Country

The Mayor, Councillors and staff of the City of Cockburn acknowledge the Whadjuk Nyungar people of Beeliar boodja as the traditional custodians of this land. We pay our respect to the Elders, past and present.

# Background

Public Open Space is the most visible asset the City is responsible for providing, managing, and maintaining and provides a key opportunity for communicating the City's vision and values. Public Open Space provides several different services, including opportunities for social and recreational pursuits, community development, improved amenity, green spaces, and ecological functions. The existing POSS was developed for the management of POSS from 2014-2024. The City undertook stakeholder and Community engagement to understand if the hierarchy of open space, and primary function of open space that has been identified by the city reflects the needs and views of the local community. The City will seek to understand if the community considers the current provision of open space sufficient and if there are elements of open space missing in a suburb what these are and how they can be provided for. Public Open Space is not confined to a traditional understanding, but includes roadside or streetscape areas, regional parks and foreshore reserves. The City sought feedback to support how it can strategically manage these assets for the community now and into the future.

The purpose of the engagement was to evaluate whether the community supports the classification of public open space and to help the City understand how the community and stakeholders value public open space. This understanding will aid in the development of the POSS to ensure it reflects community needs, enables responsible management, and enhances connectivity.

The City of Cockburn initiated the "Shaping Cockburn's Future!" project to engage residents in developing two key strategic documents: the Strategic Community Plan and the Public Open Space Strategy. This engagement report will focus on the outcomes of the engagement on the Public Open Space Strategy; a separate report will be created for the Strategic Community Plan Engagement. Recognising the community's vital role, the City aimed to collaboratively create a vibrant, connected, and inclusive environment for engagement; with a focus of us going to the community and meeting them where they are.

To gather diverse perspectives, the City organised various engagement activities throughout an eight-week period in February and March 2025.

Additionally, the City hosted several in-person events to facilitate direct interaction with residents. These events provided platforms for community members to share their thoughts on the City's future direction, ensuring that the Strategic Community Plan and Public Open Space Strategy reflected the community's needs and desires. The team attended the City-led reference groups and the combined Residents Group Network to facilitate, enable and encourage two-way conversations.

By integrating feedback from these engagements, the City of Cockburn demonstrated its commitment to collaborative planning, ensuring that future developments align with the community's vision.

This document summarises the consultation process and the feedback received.

## Process

Between Monday 3 February 2025 and Friday 28 March 2025, the City invited participants to provide feedback in the following ways:

- Online survey
- Hard copy feedback form (available on request)
- Phone call
- Email
- Attendance at reference group meetings
    - Aboriginal Reference Group
    - Children's Reference Group
    - Youth Advisory Committee
    - Age Friendly Reference Group
    - Disability Reference Group
    - Multi-Cultural Reference Group
- Workshop with the combined Residents Group Network
- Conversations at the following advertised pop-ups
    - Seniors Centre
    - Youth Centre
    - Thursday 8am – 9pm at Gateways Shopping City
    - Saturday 8am – 5pm at Gateways Shopping City
    - Full day at each of Success, Coolbellup and Spearwood Libraries
- Attendance at Coogee Live on Saturday morning

To raise awareness and encourage input, the City distributed the following communications about the project:

- Postcards delivered to approximately 12,500 residential letterboxes in Banjup, Treeby, Cockburn Central and North Lake
- Advertisement in Cockburn Soundings February 2025 edition
- E-newsletter to all Comment on Cockburn subscribers (approximately 10,500 email addresses)
- Two social media ads. The first reached 5,515 accounts and the second reached 4,980 accounts.
- Social media video post highlighting some great services the City offers and encouraging feedback on these and others. The video was an organic post which had a reach of 2,855 accounts.
- An Instagram story was made on the City's Instagram page to advertise the presence of the engagement stand at Cockburn Gateway Shopping City which reached 775 accounts.
- Staff email signatures were branded for the project and included a hyperlink to the engagement page. This was live for two weeks in March.
- 34 signs put up around the City, predominantly in parks and areas of open space

- Project page on the City's Comment on Cockburn website.

During the comment period, the project page on the Comment on Cockburn website received 1,478 visits, 124 people provided feedback, and over 550 in person conversations were had.

# Response Demographics – Comment on Cockburn

The Shaping Cockburn's Future Engagement Page for the Strategic Community Plan was live from Monday 3 February to Friday 28 March 2025. In this time the page received 1,873 visits from 1,500 visitors who provided 109 responses to the online survey. There was additional feedback provided to an online map which was on the page for the purpose of the Public Open Space project engagement.

Figure 1 identifies the demographic breakdown of those who provided feedback online – either the survey or map. At the commencement of the survey, people were asked to identify their relationship to the City of Cockburn, respondents were able to select more than one answer if applicable. The most common connection to Cockburn by respondents was living in the City. Figure two shows the results of this question.

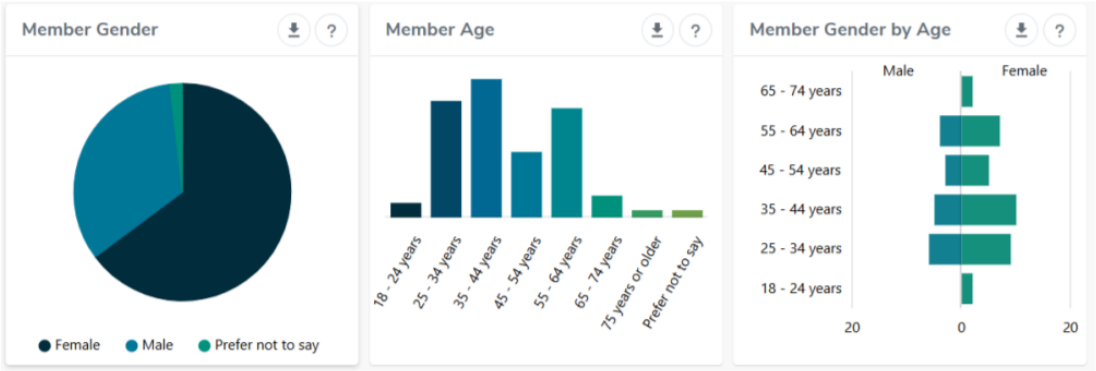



*Figure 1: Demographic Breakdown of those who provided feedback online.*

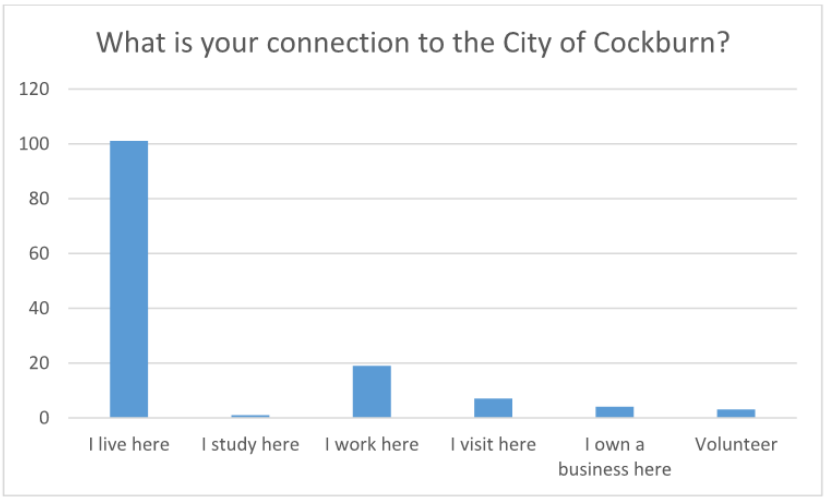



*Figure 2: Results of question regarding respondents' connection to the City of Cockburn*

# Feedback Summary – Survey

An online survey was hosted on Comment on Cockburn throughout the engagement period, with a printed version also made available at pop-ups and events to ensure accessibility for all community members. A total of 109 responses were received across both formats. The survey included questions relating to both the Strategic Community Plan (SCP) and the Public Open Space Strategy (POSS). This mixed-methods approach enabled the City to capture a broad cross-section of the community, including a range of ages, suburbs, and usage patterns. The following section presents a thematic analysis of responses specifically related to public open space, highlighting what the community values, what challenges they face, and what improvements they would like to see in the future.

## Are you generally happy with the quantity and quality of open space in your area?

80 people answered that they are happy with the quantity and quality of open space in their area.
21 people answered that they are not happy. Those who said they were not happy were asked to explain why; the key themes are summarised below:

**Natural Environment and Habitat Protection**

- Strong desire for more natural bushland and habitat to support native birds and animals.
- Calls for bush regeneration, revegetation, and protection of wildlife.
- Concern that open spaces are dominated by sports ovals rather than well-treed parklands or rehabilitated bushland.

**Park Quality and Maintenance**

- Many parks are poorly maintained – issues with weeds, rubbish, unkept grass, and dead vegetation.
- Newer suburbs like Treeby are seen to have lower quality parks compared to older suburbs.
- Lack of shaded areas, seating, and clean, usable spaces.

**Access and Amenities**

- Some parks are inaccessible, especially for people with mobility needs.
- Parks often lack footpaths, BBQ facilities, enclosed play areas, and basic amenities (e.g. bins, toilets).
- Undeveloped parks are seen as unattractive, particularly those under powerlines or waiting for future development.
- Residents report driving outside of Cockburn to find better park experiences.

**Play and Recreation Facilities**

- Requests for diverse recreational options: skate parks, pump tracks, tennis courts, nature play, and facilities for different age groups.
- Some areas only have access to one sport (e.g., rugby) or limited facilities at school grounds.

**Urban Greening and Streetscape**

- Desire for more trees, greener streets, and better-maintained verges, especially in new developments and around transit hubs like Aubin Grove Station.
- Frustration that re-wilding efforts are being blocked or reversed.

## Open space is typically divided based on its purpose. Let us know if you think any of the below are lacking in your suburb.

Of the 109 responses to the survey:

- 18 people identified that a place for organised sport is lacking in their suburb.
- 39 people idnetified that a place to spend time in nature is lacking in their suburb.
- 29 people identified that a place for recreation – playgrounds and casual sport or exercise is lacking in their suburb.

People were able to select up to three answers.
47 people did not select that any of the options are lacking in their suburb.

## Is there a local park within walking distance of where you live?

93 people said that there is a local park within walking distance of where they live. Eight people said there is not one within walking distance of where they live.

## If you participate in organised sport, let us know which reserves or centres you use.

| Venue/Location | Mentions |
|---|---|
| Cockburn ARC | 11 |
| Beeliar Oval | 7 |
| Treeby (general use or gym) | 5 |
| Harmony Oval/Reserve | 3 |
| Atwell Reserve/Oval | 3 |
| Wally Hagan | 2 |
| Tempest Park | 2 |
| Anning Park | 2 |
| Aubin Grove (suburb/community centre) | 2 |
| Bibra Lake | 2 |
| **The following had only one mention:** | |
| Goodlife Gym Cockburn Central | Fremantle Indoor Beach Volleyball |
| Fremantle Hockey Club | Success Netball Courts |
| Bluegum Tennis Centre | Treeby Community Centre |
| Manning Ridge | Treeby Primary Oval/Rugby Ground |
| North Lake | Sampson Recreation Centre |
| CY O'Connor Beach | Kardinya (Tennis) |
| Hamilton Hill | Armadale |
| Samson Park | BARC |
| Leighton Beach | Goodchild Park |
| Coogee Community Hall | Jan Hammon Park |
| Mosman Park | Manning Lake |

## We've asked a lot about your local park, but do you ever drive more than ten minutes to get to a park?

67 people identified that they drive more than ten minutes to get to a park.
34 people identified they do not.

Those that indicated they drive more than 10 minutes to a park were asked to identify which ones they drive to; a summary of answers is below:

Most frequently mentioned destinations

- Bibra Lake: The most frequently mentioned location. Loved for walking, birdwatching, family play, playgrounds, dog walking, wildlife, BBQs, and good facilities (toilets, coffee, seating).
- Coogee Beach: Valued for beauty, kid-friendly paddling, dog access, and pathways along the coast. Drawbacks include parking issues.
- Woodman Point: Popular for dog walking, BBQs, and natural beauty.
- Manning Park: Praised for its bush tracks, natural landscape, and peaceful setting.
- CY O'Connor Beach: Dog-friendly and great for walking and beach access.
- South Beach & North Fremantle: Enjoyed for running and shared paths.

Other Well-Loved Parks & Areas (outside Cockburn)

- Kings Park, Hyde Park, Shelley Foreshore, Point Walter, Deep Water Point: Mentioned for facilities, beauty, picnic spots, and playgrounds.
- Kwinana Adventure Playground & Rockingham Foreshore: Known for family facilities and variety.
- Samson Park: Praised for being multi-use, especially for dogs and bush walking.

As part of the answers to this questions, some respondents advised why they travel more than ten minutes to these places; a summary of this information is below:

Common Issues/Concerns

- Lack of toilets, shade, and seating in many local parks.
- Inaccessible local parks, particularly in rural and newer suburbs (e.g., Treeby).
- Need to drive to quality destinations, sometimes outside the City of Cockburn.
- Concerns about unsafe or under-equipped playgrounds, including sharp rocks and no toddler-friendly features.
- No fenced, shaded toddler play areas in some suburbs.
- Parking difficulties at popular locations.
- Lack of off-leash dog areas close to home.
- Inadequate public transport and walking/bike access to parks.

Desired Features

- More BBQ and picnic facilities, toilets, and shaded areas.
- Better dog-friendly infrastructure, including fenced off-leash areas.
- Natural bushland, wildlife viewing opportunities, and peaceful surroundings.
- Enclosed, shaded playgrounds for toddlers.
- Enhanced activation of local spaces so people don't need to travel far.

The survey asked respondents what kind of outdoor space is available where they live:

| Type of outdoor space | Number of respondents |
|---|---|
| Balcony | 5 |
| Courtyard | 12 |
| Small yard | 46 |
| Large yard | 34 |
| Farm/ lifestyle block | 5 |

# Feedback Summary – Online map

On the Comment on Cockburn page visitors were asked to drop a pin on the map for parks within the City of Cockburn they visit at least monthly. They could choose from two types of pins:

**My top park**
Use this marker to show us the open space you utilise most regularly

**I love this park**
I visit this park at least monthly

In total, 96 pins were placed by 52 people. There were 17 pins dropped in Bibra Lake and 17 pins dropped in Atwell. Other suburbs with more than five pins were Spearwood, North Coogee, Success and Hamilton Hill. People did not have to be registered to Comment on Cockburn to place a pin; hoever only one contributor was not registered and 51 were members of the platform.

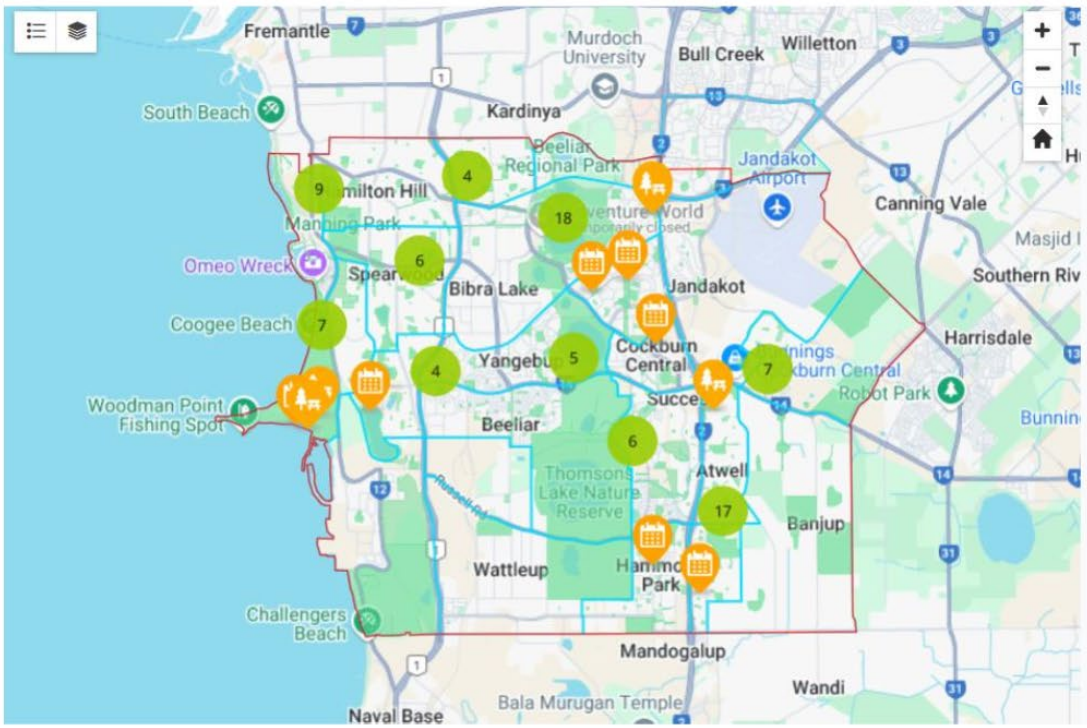



*Figure 3 - Locations of pins placed in Comment on Cockburn Mapping Exercise*

Of the 51 members who contributed 70% were female and 30% were male. The majority of respondents were aged between 25 and 44 years.

Of the 96 pins, 45.8% of them were categorised ‘my top park’ and 54.2% of them were categorised ‘I love this park’.

50% of all pins identified that the park identified was visited by the respondent 3 times per week or more.

72.3% of all pins identified that the parking is accessed by walking. Car was the next most frequent mode of travel for accessing the park, followed by bike.

50% of all pins identified that the identifed park was less than five minutes from the respondents property. 90% of the pins identnifed parks htat could be accessed in 15 minutes or less.

55% of pins identified that the amount of time spent at the park is between 30 and 60 minutes.

The social map data is analysed by suburb to reflect the format of the POSS.

**Each pin that was dropped triggered a survey for people to complete the questions included in the survey were:**

- **How often do you visit? (multichoice and compulsory)**
- **Why do you visit this park? (open text and optional)**
- **Is this open space missing anything? (open text and optional)**
- **Do you ever have safety concerns around this park? (open text and optional)**
- **How do you access this park? (multichoice and optional)**
- **How long does it take you to get here? (multichoice and optional)**
- **What do you love, or not love, about this park? (open text and optional)**
- **How long do you spend here on average? (sliding scale and optional)**

## Atwell

There were 17 pins placed in Atwell. Four were placed within Harmony Park in the south of Atwell. Pins were also placed in:

- Congenial Park
- Kinship Park
- Goodwill Park (3)
- Chorus Park Playground (2)
- Tranquil Park
- Eco Park
- Tapper Park (2)
- Open space north of Hawkesbury Retreat
- Oval outside the Harvest Lakes Community Centre

**Visit Frequency & Access:**

12 of the pins identified that they visit the open spaces at least three times per week. The remaining pins identified a mis of visitation between fortnightly, monthly and a couple of times per year. All open spaces are accessed by walking, eight were also identified as accessed on bicycle. Ten of the pins show that it takes less than five minutes for the respondent to access the park. Six of the pins show that it takes between five and 15 minutes for the respondent to access.

**Activities & Features:**

These parks are highly valued for their natural beauty, peaceful atmosphere, and diverse recreational opportunities. Visitors enjoy walking paths, boardwalks, waterbodies with bridges, and native wildlife such as waterfowl and cockatoos. The parks offer a mix of well-maintained open spaces, exercise-friendly paths, and varied playground equipment that appeals to children and families. They are popular for dog walking, socialising with neighbours, interval training, and connecting with nature. Suggestions for improvement include replacing sand with rubber flooring in play areas and light maintenance of natural features to enhance usability while preserving the environment.

**Suggestions for Improvement:**

Across these open spaces, community members suggest several enhancements to improve comfort, safety, and usability. Key recommendations include more tree planting along boundaries for shade and cooling, especially in summer, and improved maintenance of vegetation to reduce fire hazards. Additional infrastructure such as toilets, BBQ facilities, and better lighting—particularly around ovals and playgrounds—is also requested. Other suggestions include replacing degraded soft fall with rubber matting, adding sun shelters over play areas, a dog water bowl at fountains, and upgrades to basketball areas. Regular lake maintenance was also noted as a priority.

**Safety:**
Most visitors reported no safety concerns at these parks. However, a few noted issues including limited lighting at night, occasional antisocial behaviour due to the enclosed layout of some spaces, and swooping magpies in spring that make the park—and even the surrounding paths—difficult to use during that season.

**Average Time Spent:**
There is significant variety in how long people spend in these open spaces with the range being from 5 minutes to 100 minutes. The majority of visits last between 20 minutes and one hour.

## Aubin Grove

There were three pins placed in Aubin Grove. Two were for the Banksia Eucalypt Woodland Park and one at Radiata Park.

**Visit Frequency & Access:**
Respondents visit the parks monthly or fortnightly. Access was varied across it on foot, bicycle and private car and live within 15 minutes of the park.

**Activities & Features:**
Visitors come to enjoy nature, exercise, and use facilities like the pump track and ninja course. The park is valued for its peacefulness, old-growth trees, wildlife, and activities for older children.

**Suggestions for Improvement:**
Suggestions included installing toilets to extend visits and CCTV at entrances/exits to improve safety, particularly for women.

**Safety:**
Two respondents expressed safety concerns due to the park's seclusion, especially at night or for women walking alone.

**Average Time Spent:**
Time spent in the park ranges from 35 to 75 minutes.

## Beeliar

**Visit Frequency & Access:**
Most respondents visit the park at least weekly, with two visiting 3+ times per week. Walking is the most common mode of access, and most people live within five minutes of the pinned parks with one person living between five and 15 minutes away.

**Activities & Features:**
People visit the park for walking, bushwalking, sports, social gatherings, playground use,

and cycling. There is appreciation for open space, bushland, and recreational facilities like the BMX pump track and swings.

**Suggestions for Improvement:**
Suggestions included attractions for teenagers specifically a better basketball court and BMX pump track, improved water fountains, and more benches for relaxing in nature.

**Safety:**
Most feel safe, although one person mentioned waste and hazardous items occasionally being present.

**Average Time Spent:**
Time spent at the park ranges from 30 to 100 minutes, averaging about 65 minutes.

## Bibra Lake

Of the 17 pins located in Bibra Lake, 15 were placed at the Bibra Lake Reserve. Two were placed at Ramsay Park in the suburbs west.

**Visit Frequency and Access:**
Respondents identified a range of visit frequency with eight pins indicating visitation multiple times a week. Access to parks in Bibra Lake varies from other suburbs where the most common method for access is car. Walking and biking are significantly less common. The length of time spent to access the parks is also varied with one person travelling for longer than 30 minutes and nine travelling between five minutes and 30 minutes.

**Activities and features:**
People visit the park for a wide variety of activities, including exercise, dog walking, running, cycling, bushwalking, parkrun, and enjoying the natural environment. It's also a popular destination for families, with visitors highlighting the quality of the playground, water play, and enclosed facilities for young children. The park is loved for its native bushland, diverse wildlife, and tranquil walking trails. Features such as basketball and netball courts, shaded paths, benches near the lake, and scenic views of waterbirds add to its appeal. While many appreciate the park's natural beauty and amenities, some noted areas for improvement, including wider paths for cyclists and concerns about the lake drying up.

**Suggestions for improvement:**
Suggestions for improvement include adding more accessible play equipment, expanding the water play area, and improving amenities such as drink fountains, bins, and access to drinking water. Respondents also suggested installing a café, planting more trees for shade and habitat on the eastern side, and replacing the poorly designed dog water bowl. One person recommended switching night lights to red lighting to better support local wildlife. Some respondents felt that nothing was missing from the space.

**Safety:**
Most respondents reported feeling safe in the park, with several stating they have never had any concerns. However, a few noted minor issues, such as a damaged play feature (the turtle) roped off with insufficient fencing, occasional odd behaviour in certain areas, and reports of a suspicious individual, though no direct incidents were mentioned. One-person highlighted safety concerns related to poorly maintained bike paths and overgrown trees. Overall, while safety is generally not a major concern, some maintenance and monitoring improvements could help address minor risks.

**Average time Spent:**
Time spent at Bibra Lakes parks is typically longer than some other suburbs. The average time across the pins is one hour, however some are spending up to 100 minutes there.

## Cockburn Central

Only one pin was placed in Cockburn Central, and it was located at Mojo Park.

**Visit Frequency and Access:**
The singular responder visits the park fortnightly and accesses the park by walking between five and 15 minutes.

**Activities and features:**
This park is appreciated for its design and greenery. Additionally, the shade is valued, the mix of activities available and the mix of vegetation.

**Suggestions for improvement:**
It is suggested that the park should include lighting.

**Safety:**
The person indicated they do not feel safe at night without lights, however the justification of lack of safety was an inability to see spiders and cobwebs.

**Average time Spent:**
The person spends about 10 minutes at the park per visit.

## Coogee

Seven pins were placed within Coogee, and all were located east of Cockburn Road near to the coast.

**Visit Frequency and Access:**
The responses indicated an even spread of visitation with some visiting more than three times per week, some weekly, fortnightly, monthly and others just a couple of times a year. Visitors predominantly cycle or drive to the coastal parks. No one indicated that they

accessed the parks in less than five minutes. Between five and 15 minutes was the most common response with two people travelling more than 30 minutes

**Activities and features:**
People visit this coastal park for a variety of activities including walking, swimming, cycling, roller skating, exercising, enjoying nature, and socialising at nearby cafés. It's popular for dog walking, beach visits, and coastal trails. The park is loved for its long, clean beach, open space, and features like the jetty, the Omeo shipwreck, basketball court, picnic areas, shark net, and scenic dunes. Visitors also appreciate the vibrant atmosphere with families, pelicans, and kite surfers, though one person mentioned parking as an area for improvement.
**Suggestions for improvement:**
Most respondents felt the open space had everything they needed, with some expressing appreciation for Coogee Beach being dog-free. A few minor suggestions included adding a toilet in the area (though not considered essential), improving parking, and ensuring more regular rubbish clean-up.

**Safety:**
While most visitors reported feeling safe at the park, a few raised concerns. These included theft from the beach, the presence of squatters in nearby bush areas, and feeling unsafe when walking alone. Additional concerns included unsafe rubbish dumping in car parks, such as needles, and ongoing parking issues. Addressing these issues could help improve the overall sense of safety and comfort for all users.

**Average time Spent:**
The average time people spend at parks pinned in Coogee is 60 minutes.

## Coolbellup

Four pins were placed within Coolbellup and all four were at different parks – Jarvis Park, Tempest Park, Perdita Reserve and Rinaldo Park.

**Visit Frequency and Access:**
All four pins indicated visitation at least weekly. Walking is the predominant method for accessing the parks however one person indicated they either walk or drive. Three pins indicated the time spent to access the parks is less than five minutes. One pin indicated time spent to access the park is between five and 15 minutes.

**Activities and features:**
People visit primarily for dog walking and enjoying a peaceful, green environment. The parks are appreciated for their shady, quiet atmosphere and natural beauty, particularly large and impressive grass trees. Visitors value how well maintained and lush the parks are, and one person noted the positive impact of recent lighting upgrades. Some suggested improvements included preventing cars from parking on the grass and adding toilets to make it more suitable for social gatherings like barbecues.

**Suggestions for improvement:**
The open spaces could be improved by extending paths to align with pram ramps on adjacent street footpaths, enhancing accessibility for people using walkers and wheelchairs. Additionally, fencing around the parks and providing more bins would help improve safety and cleanliness across the areas.

**Safety:**
There are safety issues with people parking on the grass, which is risky for children and off-leash dogs; adding bollards or increasing ranger enforcement on weekends could help. Additionally, the presence of aggressive, unneutered dogs raises concerns.

**Average time Spent:**
Time spent at these parks is less than those in the coastal areas and ranges from five minutes to 55 minutes. The average time spent is 25 minutes.

## Hamilton Hill

Six pins were placed within Hamilton Hill, three of which were at Manning Park, two at or near Dixon Reserve and one in Southwell Park.

**Visit Frequency and Access:**
There was a mix of visitation frequency reported in Hamilton Hill with three visiting weekly, one fortnightly, one monthly and one a couple of times per year. Four responses indicate they only walk to access the parks. One response accesses the park by any of walk, cycle or ride and one is car access only. No pins indicated that more than 15 minutes is spent to access the parks.

**Activities and features:**
These parks are valued for a variety of features and activities across different locations. They offer playgrounds for children, walking paths and trails that provide nature-rich experiences with opportunities to see waterbirds, turtles, and seasonal changes. Visitors use the spaces for exercise, walking dogs, social gatherings, and enjoying peaceful, tranquil environments. Highlights include beautiful trees, lakes with lookouts, and diverse wildlife, making these parks popular spots for recreation and relaxation.

**Suggestions for improvement:**
The open spaces could be improved by adding walking tracks and native planting, as well as installing adult exercise equipment. Increased signage and better enforcement of dog-on-lead rules would help protect wildlife and create a safer, more enjoyable environment. Some respondents feel no improvements are needed.

**Safety:**
Safety concerns across these parks include broken playground gates needing proper fencing, high levels of drunk activity and anti-social behaviour, and people not keeping

dogs on leads, which creates unsafe conditions for others. Some respondents reported no safety concerns, while others avoid visiting the parks in the evening.

**Average time Spent:**
The average time spent at these parks is 45 minutes. Four people identified they spend 60 minutes when visiting.

## Hammond Park

Only one pin was placed in Hammond Park, and it was located at Botany Park.

**Visit Frequency and Access:**
The singular responder visits the park monthly and accesses the park by car. They spend between 15 and 30 minutes to get to the park.

**Activities and features:**
This park was identified as possibly the best playground in the City as it is great for all ages and includes supplementary facilities such as a barbeque and toilets.

**Suggestions for improvement:**
No suggestions for improvement were provided.

**Safety:**
No safety concerns were identified.

**Average time Spent:**
The persons spends about 85 minutes at the park per visit.

## Lake Coogee

Only one pin was placed in Lake Coogee (suburb), and it was located at Lake Coogee (lake).

**Visit Frequency and Access:**
The singular responder visits the park a couple of times per year and access the park by walking for between 15 and 30 minutes. They spend approximately 70 minutes per visit.

No other information was provided about this open space.

## North Coogee

Seven pins were placed in North Coogee. One was located at Perlinte Park, one at Coromandel Park, one at Chelydra Park, three along the coast in CY O'Connor Reserve and one in Barrow Park.

**Visit Frequency and Access:**
All pins indicated visitation of at least monthly with four visiting weekly or more and three visiting fortnightly or monthly. There is a mix of access to these open spaces with four walking and three using car to access. For two respondents they access the pinned park within five minutes. The remaining five respondents take between five minutes and 30 minutes.

**Activities and features:**
People come for walking, running, using sport equipment, enjoying the beach, and walking their dogs along the coast. Loved features include grassed areas, toilets, playgrounds, benches, drinking fountains, and scenic views—especially the steps down to the water near the Omeo shipwreck. The natural beauty, well-maintained lawns, and nearby townhouses with attractive gardens add to the appeal, though some concerns were raised about uncontrolled off-lead dogs.

**Suggestions for improvement:**
Suggestions for improvement across these parks include adding cafés nearby, more playground equipment suitable for older children, and better signage to remind dog owners to keep dogs on leads. Respondents also suggested reintroducing bins closer to the sand and enforcing fines to encourage responsible pet ownership. Some noted that while bathrooms and change rooms are needed, they are already under construction, and a few felt that nothing is missing.

**Safety:**
Safety concerns across these parks include the presence of homeless individuals sleeping in BBQ areas, which some feel makes the space untidy and unpleasant to use, as well as issues with off-lead dogs creating unsafe conditions. However, not all respondents reported concerns.

**Average time Spent:**
The average time spent at these parks ranges from 10 minutes to 45 with the average being approximately 30 minutes.

## North Lake

Two pins were placed in North Lake (noting only the City of Cockburn portion of North Lake could have pins placed). One was placed at Bassett reserve Nature Playground and one at Beeliar Regional Park.

**Visit Frequency and Access:**
Both pins indicated visitation to the open spaces occurs weekly. Access is via walking or cycling and typically takes between five and 15 minutes.

**Activities and features:**

These parks are appreciated for their peaceful, natural settings, offering spaces to enjoy nature, reflect, and observe local wildlife. They are also used for convenience, especially by families with children living nearby. People value the quieter, more local feel compared to larger regional parks, with opportunities to encounter familiar faces. While the natural wetland setting, such as at North Lake, is loved, concerns were raised about environmental degradation and the presence of invasive weed species like arum lily.

**Suggestions for improvement:**
Improvements across these open spaces could include further rehabilitation of degraded wetland areas to enhance their natural value. Better path connections are also needed—particularly between playgrounds and main routes like Progress Drive—to improve accessibility for pram users. A more direct and user-friendly path would make access easier and safer for all visitors.

**Safety:**
Some safety concerns were raised across these parks, including feeling uneasy visiting alone due to the presence of unfamiliar or suspicious individuals and aggressive dogs. Additionally, finding rubbish in playground sand was noted as a concern affecting the cleanliness and safety of play areas.

**Average time Spent:**
**The time spent at these open spaces was indicated as either 30 or 40 minutes.**

## South Lake

Three pins were placed in South Lake. One was placed at Hop Bush Park, one in Apara Reserve and one in the South Lake Dog Park.

**Visit Frequency and Access:**
All three pins indicate that these spaces are visited at least once a week, with all visitors arriving on foot within five minutes or less.

**Activities and features:**
These parks are popular for dog walking, especially due to the availability of off-lead areas. Visitors enjoy the opportunity to connect and share time with other dog owners. However, concerns were raised about maintenance, including excessive dog waste from owners not cleaning up, bindies in the top half of the park, and uneven watering—only the bottom section of the park appears to be maintained.

**Suggestions for improvement:**
Suggestions for improvement include adding more trees, lighting, and shade to enhance comfort and usability of the open spaces.

**Safety:**

Safety concerns for this park include poor lighting making it very dark at night, as well as exposure to sunburn and skin cancer due to limited shade.

**Average time Spent:**
Visits to these parks are between 30 and 45 minutes long.

## Spearwood

There were eight pins placed in Spearwood. Five were placed at Macfaull Park, one in the open space north of Wastonia Park, one in the Market Garden Swamp and one in Smart Park.

**Visit Frequency and Access:**
The majority of pins indicated visitation three or more times per week. Others indicated weekly visits, and one indicated monthly. There was a mix of walking, cycling and driving to access the open spaces. The majority of journeys are less than five minutes to access the spaces with three taking between five and 15 minutes.

**Activities and features:**
These parks are well-loved for a variety of activities including dog walking and exercise, enjoying nature and birdlife, children's play areas, and social interactions. Highlights include an excellent disc golf course and well-maintained grounds. Visitors appreciate the shaded playground areas, open spaces for dogs to play off-lead, and scenic walks around water features. Some suggestions include pruning low-hanging branches in play areas for safety, adding more disc golf courses around Cockburn, installing safety fencing around parks, and creating more play spaces suitable for younger children.

**Suggestions for improvement:**
Suggestions for improvement across these open spaces include enhancing biodiversity by adding features such as bird boxes and water sources for wildlife. Toilets are needed but are already planned for installation soon. Maintenance could be improved, especially around seating areas where leaf and branch piles may pose safety concerns, and in new garden and lawn areas that require mowing and weeding. Additional features like exercise equipment, playful path markings such as hopscotch, and dedicated areas for younger children would also enrich the park experience.

**Safety:**
Safety concerns at these parks mainly relate to uncontrolled, aggressive dogs off-lead and irresponsible dog owners, which can create uneasy experiences for others. There are also issues with anti-social behaviour, particularly involving young children on electric scooters. Insufficient lighting, especially during early winter evenings, adds to feelings of insecurity despite the parks being frequently used by residents. Some visitors noted that overall, the parks are usually safe.

**Average time Spent:**
The amount of time spent at these parks ranges from 20 minutes to 60 minutes with respondents spending on average 40 minutes in these spaces.

## Success

There were six pins placed in Success. One was placed in the power line corridor near to Manitoba Place, one was placed in Thomsons Lake Nature reserve near to Montclair Crescent. Two pins were placed near to Grasstree Lane (one north and one south) in areas without official open space naming. One pin was placed in Jan Hammond Dog Park and one in Blue Sqill Park.

**Visit Frequency and Access:**
Visitation to all pins is at least weekly, with four of the pins being more than three times a week. All the spaces are accessed on foot with one person indicating they also ride and drive to the space. All spaces are accessed in less than five minutes.

**Activities and features:**
These parks are appreciated for their beautiful views, proximity to homes, and child-friendly facilities such as playgrounds, swings, balance beams, and adult gym equipment. Visitors enjoy the spacious lawns and recreational options including basketball hoops and walking paths. While the new trees have been well received, some maintenance is needed, such as cleaning and replanting near the coastal drain. There is also a desire for more playground equipment and improvements to playground surfaces, like replacing sand. Overall, convenience and natural beauty are key reasons people visit.

**Suggestions for improvement:**
Suggestions for improvement across these open spaces include adding dedicated motorbike tracks and fencing along the freeway side to prevent off-roading that damages soil. Visitors would also like larger playgrounds, more shade from established trees, and additional drinking fountains—especially one located outside the dog exercise area for those who prefer to avoid close contact with dogs.

**Safety:**
Safety concerns at these parks include the presence of rubbish, including needles and cigarette butts found in playground sand, which pose health risks. Additionally, an unprotected retaining wall next to a footpath raises worries about children falling, especially when cycling. Dog waste left by some visitors is also an ongoing issue. However, some respondents reported no safety concerns.

**Average time Spent:**
There is limited variety in the amount of time spent in these open spaces with the time ranging from 15 minutes to 35 minutes.

## Treeby

There were five pins placed in Treeby. All five pins were placed in different areas of open space. One was placed at Lake Treeby, one at Sunstone Park, one at Treeby Reserve, one at Cayella Dog Park and one at Cayella Grandis Playground.

**Visit Frequency and Access:**
Three of the pins indicated visitation more than three times a week, one weekly and one monthly. All open spaces are accessed via walking in less than 15 minutes.

**Activities and features:**
These parks are popular for their proximity to homes, nearby ovals and shops, and dog-friendly areas. They serve as convenient spots for families to take their children for play and recreation. However, there are concerns about safety due to the absence of railings near main roads and inadequate lighting for evening play. Visitors also noted a lack of toilets despite BBQ facilities, insufficient shade over play equipment like trampolines and swings, and the need for a dedicated play area suitable for younger or less confident children.

**Suggestions for improvement:**
Suggestions for improvement include adding a dedicated smaller play area and more play equipment specifically designed for younger children. Additional shade around play areas and the installation of toilets are also needed. Some feel the park overall needs to be larger to better accommodate these features.

**Safety:**
Safety concerns for these parks focus on play equipment being unsuitable for younger or less confident children, such as high structures and challenging climbing nets. The lack of railings near roads raises additional safety risks. Insufficient shade around play areas and concerns about hot metal slides causing burns were also mentioned. Some respondents reported no safety concerns.

**Average time Spent:**
The amount of time spent in these spaces is either 30 or 40 minutes.

## Yangebup

Four pins were placed in Yangebup. Two were placed near to Yangebup Lake, one in Milgun Reserve and one in Ravello Reserve.

**Visit Frequency and Access:**
Two pins indicated visitation at least three times per week and one fortnightly. One indicated they visit in cooler weather approximately once per week. The spaces are accessed via walking or car and all journeys take less than 15 minutes with half taking less than five.

**Activities and features:**
These parks are valued for dog walking—both on-lead and off-lead—and for their peaceful, well-maintained natural bushland. Visitors appreciate the open space for dogs to run, plentiful shady areas, and the presence of active community groups. The quieter, more natural setting is preferred over more developed areas like Bibra Lake. However, some users avoid visiting during snake season due to safety concerns.

**Suggestions for improvement:**
Suggestions for improvement include adding a fence along the Beeliar Drive side for increased safety, installing toilets, improving lighting, and providing shelter or rain cover to enhance year-round usability.

**Safety:**
One respondent noted that they only feel safety concerns when visiting the park at night, which they consider typical of most places. Overall, no specific safety issues were raised.

**Average time Spent:**
There is a wide range of time spent at these spaces from 25 to 90 minutes. The average visit is approximately 70 minutes.

# Reference Groups and Workshops

1. Aboriginal Reference Group (ARG)
2. Disability Refernece Group (DRG)
3. Age Friendly Reference Group (AFRG)
4. Children's Reference Group (CRG)
5. Youth Advisory Committee (YAC)
6. MultiCultural Reference Group (MRG)
7. Combined Residents Group Netowrk (RGN)
8. Senior's Centre Pop Up
9. Youth Centre Pop Up
10. Library Pop Ups
11. Cockburn Gateway Shopping City Pop Ups
12. Group Submission – Bibra Lake Residents Group

# Aboriginal Reference Group

The City of Cockburn's Engagement Team met with the Aboriginal Reference Group (ARG) on Monday, 17 March 2025, to present and gather feedback on the Strategic Community Plan (SCP) and Public Open Space Strategy (POSS). There were nine members in attendance. The session provided an overview of both projects, outlined the broader community engagement process, and highlighted opportunities for ongoing participation. A key focus of the POSS discussion was to explore how open spaces across Cockburn could better support and reflect the needs of First Nations people. We sought guidance on key open space areas to celebrate First Nations Culture and guidance on how this can be done.

**Cultural Recognition and Expression**

- Strong support for dual naming, with a preference for Aboriginal names to be more prominent than Western names.
- Clear desire for more visible and meaningful representation of Indigenous culture in public spaces through elements such as storytelling, interpretive walk trails, and yarning circles.
- Suggested features include push-button audio elements to share Noongar welcomes, Dreaming stories, and information about native flora and fauna.

**Signage and Youth Involvement**

- Support for incorporating Aboriginal artwork into park signage, ideally created with youth involvement to foster ownership and cultural learning.
- Preference for brighter, more vibrant signage to replace existing brown park signs, making cultural stories more engaging and accessible.

**Design Features and Infrastructure**

- Recommended the use of local natural materials and circular forms when designing yarning circles to reflect cultural principles and support inclusive learning environments.
- Identified a lack of seating and communal tables in public spaces, limiting opportunities for cultural sharing and group use.
- Interest in improved public Wi-Fi to support learning, events, and storytelling in park settings.

**Key Locations and Missed Opportunities**

- Bibra Lake and Manning Park highlighted as well-used and culturally significant open spaces.
- Disappointment expressed about the removal of an Aboriginal installation at Port Coogee, with a desire to see more permanent cultural features retained and celebrated.

**Future Planning and the Aboriginal Cultural and Visitors Centre (ACVC)**

- The ACVC is seen as a major opportunity to provide a cultural hub, but there is uncertainty about where to focus efforts in the interim.
- Suggestions included providing transport options (e.g. a bus service for children) to improve access to the centre once operational.
- Emphasis placed on keeping future investment simple, natural, and culturally respectful.

**Examples of Best Practice**

- Positive references made to successful yarning spaces at Midland and Murdoch, which are viewed as strong models for school and community use.

# Disability Reference Group

The City of Cockburn's Engagement Team met with the Disability Reference Group (DRG) on 12 February 2025, to present and gather feedback on the Strategic Community Plan (SCP) and Public Open Space Strategy (POSS). There were four members attending in person and two joined online. The session provided an overview of both projects, outlined the broader community engagement process, and highlighted opportunities for ongoing participation. A key focus of the POSS discussion was to explore if the group is happy with the quality and quantity of open space in their neighbourhood and also if there are parks that they travel to because of the accessible features. The conversation also included a general discussion about open spaces within the City and their suitability for use.

**Access and Mobility**

- Raised concerns about the availability of parking, especially the need for more ACROD-sized bays at reserves.
- Emphasised the need for concrete paths in some nature reserves, rather than limestone tracks, to improve wheelchair and mobility aid access.
- Highlighted the importance of considering surfaces and colours in both park design and event planning to ensure safe and inclusive mobility.
- Manning Park was noted as a highly used and valued location by disability service providers due to its natural setting, accessible parking and toilets, integrated path network, and regular seating and informal rest spots.

**Inclusive Facilities and Design**

- Called for more universal changing facilities and inclusive play elements across parks.
- Requested that some reserves—not just playgrounds—be fenced to reduce the risk of individuals with disabilities running off or becoming lost.
- Noted the recent addition of beach matting as an excellent initiative that has improved universal access to the coast.
- McFaull Park (Spearwood) and Yandi Park (Cockburn Central) were identified as well-used spaces due to their quiet atmosphere, size, and unique or more accessible play features.

**Communication and Wayfinding**

- Strong support for greater consistency and use of Communication Boards in City reserves to support non-verbal users and promote inclusive communication.
- Emphasised the benefits of virtual tours or social stories that can help people prepare for visiting a space and reduce anxiety by creating familiarity ("know before you go").

**Event and Program Accessibility**

- Identified a need for a wider range of smaller-scale events and/or facilities that better cater to people with sensory concerns (e.g. lighting, noise, crowd size).
- Encouraged the City to improve how it promotes existing accessible assets and programs, with a focus on inclusive messaging and clear invitations to participate.

**Popular and Valued Locations**

- In addition to Manning Park, Woodman Point Jetty was recognised for its suitability for disability-inclusive fishing and outdoor programs.

# Age Friendly Reference Group

The City of Cockburn's Engagement Team met with the Age Friendly Reference Group (AFRG) on 13 February 2025, to present and gather feedback on the Strategic Community Plan (SCP) and Public Open Space Strategy (POSS). There were nine members in attendance. The session provided an overview of both projects, outlined the broader community engagement process, and highlighted opportunities for ongoing participation. A key focus of the POSS discussion was to explore if the group is happy with the quality and quantity of open space in their neighbourhood and also if there are parks that they travel to because of the accessible features. The conversation also included a general discussion about open spaces within the City and their suitability for use.

**Access to Public Open Space**

- Recognised increasing pressure on public open space due to diminishing residential lot sizes, particularly in newer developments.
- Concern that some suburbs, such as Lake Coogee (south of Mayor Road), may be underprovided for in terms of accessible open space.
- Concerns about shared-use arrangements with schools reducing the availability of parkland for community use.

**Connectivity and Transport**

- Frustration with the lack of east–west public transport routes, limiting access to parks and community spaces.
- Concerns about footpath connectivity and legibility in older or incomplete suburbs—especially where multiple or unnecessary road crossings are required.
- Support for wider paths that accommodate mobility aids, scooters, and double prams, improving access for older adults and people with diverse mobility needs.

**Amenity and Accessibility**

- A need for increased parking at reserves, especially spaces designed for families with prams or older people who do not have ACROD permits.
- Emphasis on the impact of surface materials on mobility and the importance of including more seating or informal resting spots along walkways and within parks.
- Desire for dementia-friendly signage in public spaces to support safe and independent access.

**Community and Social Connection**

- A strong desire for more community-building activities and events, including better promotion of programs like the Resident Group grants.
- Suggestions to rotate events across a wider variety of parks and reserves to activate more spaces and encourage local participation.
- Lament that modern urban design and density are reducing opportunities for spontaneous social interaction and disconnecting people from natural and rural environments.

**Park Features and Play Spaces**

- General preference for nature-based play elements over conventional plastic playgrounds, seen as more engaging and suitable for intergenerational use.
- Desire for more inclusive, age-appropriate recreational features that meet the needs of both older adults and young families.

## Children's Reference Group

The City of Cockburn's Engagement Team made a brief attendance at the Children's Reference Group (CRG) on 24 February 2025, to discuss with the group the engagement that the City was undertaking. There were six members of the group in attendance. The conversation was light to reflect age of participants. It provided an overview of both projects, outlined the broader community engagement process, and highlighted opportunities for ongoing participation. A key focus of the POSS discussion was explain what public open space is, how different people use it and to understand what sorts of things the group appreciate about the open space they use.

The group advised they love places to play – both playgrounds and open spaces. They like areas that aren't full of toddlers and younger children. They like open spaces to be activated with events – big and small and things to do.

# Youth Advisory Committee

The City of Cockburn's Engagement Team met with the Youth Advisory Committee (YAC) on 5 February 2025, to present and gather feedback on the Strategic Community Plan (SCP) and Public Open Space Strategy (POSS). The session provided an overview of both projects, outlined the broader community engagement process, and highlighted opportunities for ongoing participation. A key focus of the POSS discussion was to explore what sorts of places young people feel safe in, where do young people like to spend their time and what makes these spaces attractive. If spaces were identified as feeling unsafe the group was encouraged to identify ways of making these places feel safer. The conversation also included a general discussion about open spaces within the City and their suitability for use.

**Safety in Public Spaces**

- Youth expressed consistent concerns about personal safety in parks and when walking or cycling, particularly in poorly lit or unfamiliar areas.
- Specific concern was raised about the route between Cockburn Central Train Station and the Youth Advisory Centre, due to busy roads and lack of shade.
- Anti-social behaviour near train stations and after school hours at McDonald's or on buses contributes to a perception of risk.

**What Makes a Place Feel Safe:**

- Well-lit, open, and populated areas
- Contextual background noise (e.g. traffic, people)
- Visible signage, CCTV, and presence of police or security
- Familiarity and having supportive people nearby

**What Makes a Place Feel Unsafe:**

- Poor lighting, secluded areas, and lack of CCTV
- Aggressive or antisocial behaviour (large school groups)
- Safety conflicts between vehicles and pedestrians
- Areas with unaddressed maintenance issues (e.g. roadworks)
- Fear of the unknown (e.g. suspicious individuals)

**Ideas to Improve Safety:**

- Increase lighting and surveillance (CCTV)
- Improve openness and visibility in park design
- Provide more shade and shelter
- Address missing footpath connections and unsafe crossings
- Improve awareness of services like CoSafe
- Host more community events to activate and populate spaces

**Transport and Access**

- Strong demand for improved public transport, especially east–west bus connections across the City.
- Frustration with current pedestrian and cycling links to key destinations.
- Suggestions included better signage, safer crossings, and more shaded pathways.

**Social Spaces and Events**

- Parks play a growing role in social connection, especially as private backyard space shrinks.

- Young people want more dedicated teen and young adult facilities, informal sports spaces, and casual meeting spots.
- High value placed on low-cost or free community events and small-scale neighbourhood gatherings.

**Ideas for Making Cockburn More Exciting for Young People:**
**Events & Culture:**

- Youth-focused festivals, local markets (especially at Coogee), outdoor cinemas, small-scale events (e.g. trivia, food sharing)
- More community sports tournaments and socially focused events like triathlons
- Quiet shared spaces, art galleries, murals, and creative workshops

**Facilities & Spaces:**

- Rage cages, escape rooms, and activity venues like bowling or Timezone
- Affordable cinema options
- Other sports opportunities such as more hockey fields
- Expanded youth-friendly beach facilities
- Enhanced hiking trails, tree planting, and shaded "cool" parks
- Coogee Marina redevelopment (similar to Hillarys)
- Wine bars and more vibrant nightlife offerings
- Speed up the redevelopment of Cockburn Gateways
- Greater activation of the coast with facilities or activities
- More community arts visible – include more murals in spaces

**General Feedback**

- High praise for the Youth Centre and City's current youth services.
- Strong desire to be actively involved in shaping more vibrant, safe, and inclusive spaces for young people across the City.

# Multi-Cultural Reference Group

The City of Cockburn's Engagement Team met with the Multi-Cultural Reference Group on 26 February 2025, to present and gather feedback on the Strategic Community Plan (SCP) and Public Open Space Strategy (POSS). The session provided an overview of both projects, outlined the broader community engagement process, and highlighted opportunities for ongoing participation. A key focus of the POSS discussion was to explore feelings towards the quality and quantity of open space in the City, are their parks that the group travel to because of features and is there anything that stops or prevents members of the group and the communities they represent using particular areas of open space. The conversation also included a general discussion about open spaces within the City and their suitability for use.

**Amenities and Infrastructure**

- Strong support for additional toilets, lighting, and CCTV in parks and public spaces to improve comfort and safety.
- Interest in more informal recreation opportunities, such as Bocce courts, to support casual and intergenerational use.
- Desire for improved turf and maintenance standards across all parks, not just formal sporting fields—Beeliar was noted as lacking quality alternative green spaces.
- Support for solar-powered park benches with phone charging outlets and free public Wi-Fi, particularly in areas frequented by young adults and teens.

**Inclusivity and Community Connection**

- Encouraged the inclusion of multilingual signage and culturally inclusive public art to welcome residents from diverse backgrounds and improve wayfinding.
- Suggested distance signs to major global cities as a creative feature to connect with migrants—potentially more suitable for civic squares than parks.
- Expressed concern that resident groups and events funded through Council grants may not always be inclusive of minority groups.
- Strong desire for events and activities that bring together people from different cultural backgrounds to promote social cohesion.

**Youth and Intergenerational Needs**

- A clear need for more park features designed for older children and young adults, including informal gathering spaces and recreational elements.
- Called for a wider diversity of experiences in parks, such as interactive educational features celebrating natural environments and cultural heritage.
- Highlighted Lake Treeby Park as a strong example of a diverse and inclusive park design.

**Equity and Access**

- Advocacy for the development and acceptance of pocket parks, especially in suburbs with low levels of public open space (e.g., Hamilton Hill, which has around 6% POS).
- Emphasis on ensuring equity of investment and maintenance across suburbs and open space types.

# Combined Residents Group Network

The City of Cockburn's Engagement Team met with the Combined Residents Group Network on 13 March 2025, to present and gather feedback on the Strategic Community Plan (SCP) and Public Open Space Strategy (POSS). The session provided an overview of both projects, outlined the broader community engagement process, and highlighted opportunities for ongoing participation. The session was interactive, and members of the group moved around stations set up around the room. There was a dedicated POSS station which discussed the level of happiness for the quality and quantity of open space in the attendee's local area. Participants were encouraged to use coloured stickers to convey their thoughts. Green dots represent area of open space that are considered great and red dots are areas that need improvement or where more open space is needed. The conversation also included a general discussion about open spaces within the City and their suitability for use.




*Figure 4- Mapping activity conducted with RGN on Open Space.*

**What's Working Well**

- Parks across Cockburn are generally seen as well-maintained, safe, and offering a good mix of open space types—particularly in suburbs like Treeby and Coolbellup.
- Many parks provide adequate shelter, such as shade over playgrounds.
- South Lake's multipurpose areas and Bibra Lake's variety of facilities were praised.
- Banjup was noted for its large open spaces and proximity to a skate park.

- In Atwell, newer parks within the Landcorp estate are highly accessible and well-used; there was also appreciation for retaining the Old Farm Drive corridor as open space.
- Cockburn was recognised for its abundance of large regional reserves, which are a valuable asset to the community.

**Facilities and Infrastructure**

- A strong call for more toilets at reserves, including exploration of composting options.
- Suggestions to upgrade Aubin Grove Oval and its associated building, which is considered inadequate.
- Noted need for more BBQ facilities, community gardens, and improved meeting spaces—both indoor and outdoor.
- More seating and paths requested in nature reserves, particularly in areas like the Banksia woodlands.
- Support for better walking and cycling infrastructure across suburbs.
- Tree replacement should be a high priority when trees are removed or die, and the City should aim to increase urban tree canopy to at least 20%.
- Additional shade is needed—not only over playgrounds but throughout open spaces.
- Some reserves lack adequate parking, which limits accessibility.
- Rubbish removal needs to be more frequent and should extend to road reserves.

**Inclusion and Age Diversity**

- Current park designs were seen as too focused on organised sport, with a desire for spaces that cater to a broader range of age groups and interests.
- Residents expressed a preference for nature play elements and natural features in park design.
- Banjup was identified as having limited playground access (only one at the hall with restricted availability) and a lack of walking trails.

**Creative and Social Opportunities**

- Suggested the creation of dedicated spaces for public and graphic arts (e.g. “blank canvas” walls) to foster creative expression.
- Requests for more community activation features such as pump tracks, community events, and outdoor social areas.
- The installation of bee hives and community gardens was raised as a way to increase connection with nature and sustainability.
- Concern that there is currently no community centre in South Lake—highlighting a gap in social infrastructure.

**Environmental Values and Natural Assets**

- Desire for improved communication around the purpose of conservation areas—signage should explain the use and value of nature reserves.
- Suggestions to enhance powerline corridors for better amenity and safety.
- Recommendation for a connected nature corridor between wetlands and the coast.
- Residents expressed frustration over limited maintenance in some areas, such as visibility in drainage areas (e.g. Radonich Reserve, Beeliar), and falling branches.

**Safety and Amenity**

- Safety at night—especially during dawn and dusk—was a concern for many reserves, with suggestions for improved lighting and the addition of CCTV.

- Request for a dedicated dirt bike area and trail network to prevent informal and unsafe use of shared public spaces.
- Calls for general improvement in open space maintenance across the city.

# Senior's Centre Pop Up

A community pop-up was held at the Cockburn Seniors Centre on 5 February 2025. While it was advertised on Comment on Cockburn, the primary purpose was to engage directly with members and visitors at the Centre who may not typically access digital engagement channels. This was particularly important for ensuring the views of non-digital users were captured and to ensure that the engagement response had an appropriate level of age-diversity of responses. During the session, the engagement team spoke with 48 individuals. Conversations ranged from brief interactions to in-depth discussions covering a variety of topics related to the Strategic Community Plan (SCP) and public open space (POS).

**What do people love about open spaces in Cockburn?**
Community members consistently praised the variety, maintenance, and accessibility of parks and open spaces throughout the City. Bibra Lake, Manning Park, Coogee Beach, Santich Park, and Beeliar Lake were frequently mentioned for their recreational value, scenic beauty, and family-friendly amenities.
Other common highlights included:

- The availability of off-leash areas for dogs
- Proximity of parks and beaches, allowing for diverse recreation
- Well-maintained lawns and clean, rule-abiding environments
- Activation of space through markets (e.g., Nicholson Park) and community programming like free yoga (though timing may not suit everyone)

**Access and usability challenges**
While many found parks easy to access, several barriers were identified:

- Safety concerns, particularly due to poor lighting, dense tree cover, or anti-social behaviour
- Lack of parking, or challenges for seniors walking between car parks and beach access points
- Insufficient or poorly maintained paths, especially at Bibra Lake, where narrow paths were flagged as a fall hazard
- Need for more seating and shaded areas, especially for older visitors
- Toilets were frequently mentioned, with requests for more, upgraded, or better-maintained facilities

**Ideas for future open space planning and improvement**
The community shared strong and practical ideas for improving both existing parks and planning future spaces:

- Do not reduce existing open space for housing or commercial development
- Enhance and protect the urban tree canopy and bushland
- Increase the number of trees and shaded areas, and maintain verge plantings
- Add more playground equipment (especially swings) and features for teens and seniors, such as:
  - Shaded social spots and seating
  - Coffee vans or cafés
  - Accessible gathering spaces
- More community gardens
- More shelters/gazebos, especially in parks with only one
- Add changing facilities near beach showers (e.g., Omeo Beach)
- Improve anti-social behaviour management at spots like Nicholson Park BMX track
- Maintain a diversity of open space types, from large parks like Manning to pocket parks in lower POS suburbs

# Youth Centre Pop Up

A community pop-up was held at the Cockburn Youth Centre on 21 February 2025. While the session was advertised on **Comment on Cockburn**, the primary aim was to engage directly with young people who may not typically access digital engagement channels or follow local government communications, and therefore may be unaware of opportunities to contribute to projects like this. Young people are often underrepresented in community engagement processes, as seen in the 2024 Liveability Study, so a key objective was to actively listen to their perspectives on the City. During the session, the engagement team spoke with 27 individuals, with conversations ranging from brief chats to in-depth discussions covering a variety of topics related to the SCP and POSS.

**Spaces for Sport and Play**

- Strong demand for more basketball courts and facilities – both indoor and outdoor – to support recreational play.
- Requests for additional volleyball facilities, including indoor and beach volleyball.
- Concerns raised about the condition of existing skateparks – particularly Atwell, which was described as poorly maintained with drainage issues.
- General desire for improved sports grounds, with a specific call for better football facilities.

**Social Connection and Cultural Inclusion**

- Young people expressed a desire for more spaces to connect, socialise, and meet others, including places that feel like "family".
- Emphasis on celebrating cultural diversity, with several participants noting that while some cultural activities exist, there is a need for more regular and visible celebrations of culture to foster connection and inclusion.

**Events and Amenities**

- Interest in community events that include food trucks and large outdoor games, which were seen as fun and inclusive.
- Positive feedback about existing fenced parks, though concerns were raised about tree maintenance in areas where falling debris affects usability.

**Health and Safety**

- Some young people expressed concern about vaping and smoking in public spaces, suggesting it detracts from their experience of parks and social areas.

# Library Pop Ups

The engagement team spent a day at each of the three City of Cockburn libraries.

- Coolbellup Library 26 February 2025
- Spearwood Library 12 March 2025
- Success Library on 20 March 2025

The sessions were all advertised on Comment on Cockburn to enable people to come and chat with the team, however the goal was also to speak to people who were using the City library services that may not otherwise engage with City projects – this includes people who do not use technology. The 2024 Liveability Study was a digital only piece of research and as such did not cater to people who may not use digital platforms. During the sessions, the engagement team spoke with 37 individuals, with conversations ranging from brief chats to in-depth discussions covering a variety of topics related to the SCP and POSS.

**Satisfaction with Open Space**

- Many participants expressed high satisfaction with the quantity and quality of open spaces in their area, particularly in suburbs like Coolbellup, Spearwood, and Bibra Lake.
- Parks were described as well-kept, diverse, safe for dog walking, and responsive to community issues.
- Coolbellup was frequently mentioned positively: “Love Coolbellup,” “plenty of parks,” and “It’s a bloody good shire.”
- Some newer suburbs were perceived to need more open space, particularly larger spaces with room for significant tree planting.

**Desired Improvements and Additions**

- Participants requested more off-leash dog parks, especially around Yangebup and Manning Park, and stronger enforcement of dog rules (e.g., fines, cameras to address dog poo issues).
- Suggested features for parks included:
  - Mountain bike and BMX tracks
  - Flying foxes
  - Bookable community spaces for gatherings
  - Surfaces other than sand in playgrounds
  - Water fountains for people and pets
  - Lookouts on higher ground to enjoy views (e.g. Beeliar Park)
  - More shade and tree planting in new areas
- Community members requested coffee shops or café strips at key open spaces to enhance activation, with South Fremantle cited as an inspiration.
- Calls for more beautification of some areas like Spearwood, and the development of more water access infrastructure (e.g. bores at Manning Park).

**Natural Areas and Environmental Protection**

- Participants were passionate about the preservation and proper care of natural areas:
  - Strong opposition to development near wetlands and sacred Indigenous grounds (e.g. near Wally Hagan).
  - Support for protecting bush corridors, native vegetation, and treescapes.
  - Comments reflected deep local knowledge and connection: “Been here since 1966 – seen a lot of change.”

- Concerns raised about Cockburn Cement emissions, tree loss, and the need for more weed control across natural areas.

**Signage, Access, and Community Connection**

- Residents want clearer signage that communicates the purpose and permitted uses of different reserves (e.g. conservation areas).
- Several people expressed appreciation for community connection in their neighbourhoods, with parks and libraries contributing to this.
- There is demand for a greater range of community-focused infrastructure, such as:
  - Community gardens
  - Activation events
  - Meeting and gathering spaces
- Safety at night, particularly at dusk and dawn, was a concern in some areas.

**Place-Specific Feedback**

- **Manning Park**:
  - Concerns about off-leash dogs in on-lead areas.
  - Requests for better water management (e.g. bore) and additional features like a central island and walkway.
- **Coogee Beach Master Plan**:
  - Perceived as underutilised and overly focused on paths and bushes—calls for more activation (e.g. café strip, ocean wall, Italy-style foreshore).
- **Coolbellup**:
  - Praise for green spaces and native treescape.
  - Dog poo cited as an issue needing enforcement.
- **Hamilton Hill**:
  - Seen as lacking sufficient open space.
  - Suggested improvements included more dog agility areas and parks.

# Cockburn Gateway Shopping City Pop Ups

The engagement team spent two full days, Thursday 20 February and Saturday 22 February at Cockburn Gateways Shopping City. The team were stationed nearby to JB Hi Fi and spoke with people who were moving past.
The sessions were all advertised on Comment on Cockburn to enable people to come and chat with the team, however the goal was also to speak to people who live, work and recreate in the City that may not otherwise engage with City projects – this includes people who do not use technology. The 2024 Liveability Study was a digital only piece of research and as such did not cater to people who may not use digital platforms. During the sessions, the engagement team spoke with 185 individuals on Thursday 20 February and XX individuals on Saturday 22 February. Conversations ranged from brief chats to in-depth discussions covering a variety of topics related to the SCP and POSS.

**Satisfaction with Open Space**

- Many residents expressed overall satisfaction with the number and quality of parks and open spaces in Cockburn, with specific praise for:
  - New parks in Treeby – described as “awesome” with good shade.
  - Parks in Hammond Park – seen as “amazing” and well-equipped.
  - General maintenance and playground provision – especially in Aubin Grove and Cockburn more broadly.
- Noted that Cockburn has improved a lot in recent years in terms of open space provision.

**Gaps and Suggestions for Improvement**

- A recurring theme was the need for more casual-use and pocket parks—especially in Success and other high-density areas where private yards are small.
  - Suggestions included basketball hoops, tennis walls, and spaces for cricket or kicking a footy.
- Lake Coogee was seen as under-provided, with calls for:
  - More playgrounds and parks
  - Cafés to increase activation
  - Addressing prickles in turf at local parks
- South Lake residents requested more family-friendly parks like those in Hammond Park, including playgrounds, shade, and inclusive design.
- Yangebup residents expressed the need for skate parks and playgrounds for middle-aged children, with suggestions to fence dogs, not kids.
- Aubin Grove (especially Harvest Lakes, south of Gibbs Rd) was noted to lack formal parkland, with only Bush Forever sites, which some felt were underused and impacted by homelessness.

**Maintenance and Environmental Concerns**

- Multiple suburbs raised concerns about **street presentation**, citing **weeds on** roundabouts (e.g., Gibbs Rd & Tapper Rd in Atwell) and untidy verges and median strips across the City.
- Residents suggested:
  - Better verge landscaping and streetscape maintenance.
  - Improvements in the general upkeep of natural areas and parks.
- Manning Park was noted to experience flooding after heavy rain, creating a hazardous surface.
- Albion Park was recommended to be returned to on-leash status following an off-leash trial.

**Desired Features and Amenities**

- Suggestions included:
  - More bike parks and obstacle courses for kids
  - Mobility scooter access
  - Cafés in parks, particularly in Lake Coogee
  - More tree planting and protection of existing open spaces
- Strong sentiment around bringing back or repurposing large-scale recreational assets such as the Glen Iris Golf Course and Jandakot Golf Course.

# Group Submission – Bibra Lake Residents Group

**Shade Provision**

- Current shade provision in Cockburn's public open space strategy is focused mainly on gazebos and shade sails, especially for playgrounds.
- Recommended developing a dedicated Shade Strategy that:
  - Accounts for new infrastructure types such as exercise equipment and skate parks.
  - Considers shared shade structures (e.g. locating exercise equipment near playgrounds).
  - Ensures sporting facilities like basketball and tennis courts include nearby shaded areas.
- Emphasised the planning and cost benefits of integrating shade into early design stages.

**Urban Canopy and Tree Planting**

- Expressed concern about declining canopy in infill areas and slow canopy growth in newer developments.
- Strong support for increasing tree canopy, aligning with or exceeding WALGA's 30% target by 2040.
- Suggested actions include:
  - Greater promotion of the City's free street tree policy.
  - Reinstating community planting days, which were paused during COVID and are more cost-effective than contractor-only approaches.
  - Recognising biological risks (e.g. Polyphagous Shot-hole Borer) in planning and diversifying tree species.

**Technology and Smart Infrastructure**

- Proposed trialling motion-activated smart lighting in public open spaces to:
  - Improve community safety (a top priority in the Community Scorecard).
  - Reduce energy costs by activating lighting only when needed.
  - Enable lighting in ecologically sensitive areas, where constant light may impact nocturnal wildlife.

**Local Identity and Place Activation**

- Recommended supporting resident groups to help design suburb entry statements that reflect each community's unique character.
  - Examples included: ocean themes for coastal areas, wetlands for Bibra Lake, and farming history in Spearwood.
- Suggested these statements would enhance local pride and storytelling and foster stronger community identity.

**Sustainable Design and De-Paving**

- Highlighted international trends of 'de-paving'—replacing paved areas with low-maintenance, native vegetation.
- Suggested the City trial this approach in appropriate locations to:
  - Combat the urban heat island effect
  - Increase green coverage
  - Provide climate and psychological benefits to communities.

**Overall Vision**

- Encouraged the City to embrace innovation, sustainability, and changing community expectations in its revised Public Open Space Strategy.
- Believes Cockburn has the potential to be a state leader in future-focused open space planning.

# Next Steps

The City of Cockburn would like to thank the community for their involvement in the community consultation process for the Public Open Space Strategy.

Community feedback will be taken into consideration, with next steps, as well as any outcomes or decisions about this project published on the Comment on Cockburn website when available.

For further information, please contact the City of Cockburn at 08 9411 3444 or email comment@cockburn.wa.gov.au.

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ABN 27 471 341 209

City of Cockburn
wetlands to waves

# Bushfire Risk Management Plan
## 2023–2028



www.cockburn.wa.gov.au



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## Foreword

Fire has been inherently a part of Australia's natural landscape for thousands of years through Aboriginal people caring for Country and maintaining cultural and spiritual connections. Fire continues to play a role in land management and managing bushfire risk with coordinated multi-agency treatments conducted to address identified bushfire risks and enhancing community resilience.

Ensuring the City of Cockburn (City) is **The Best Place to Be** includes enshrining the safety of our communities and natural environment by taking action to prevent and prepare for bushfires.

Under the State Hazard Plan - Fire, an integrated Bushfire Risk Management Plan (BRMP) is to be developed for local government areas with significant bushfire risk. This BRMP is a strategic document that facilitates a coordinated approach towards the identification, assessment and treatment of assets exposed to bushfire risk to reduce the impact of severe bushfires on the community. The BRMP supports and underpins the Strategic Community Plan 2020–2030 (SCP) and forms part of the City's Local Emergency Management Arrangements.



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# 1. Introduction

Bushfires cannot be eliminated from the landscape, and there are circumstances when fire cannot be controlled. However, planning and preparedness activities can reduce bushfire events' frequency, spread, and impact.

## 1.1 Background

Under the State Hazard Plan - Fire, an integrated BRMP is to be developed for local government areas with significant bushfire risk. This BRMP has been prepared for the City in accordance with the requirements of the Guidelines for Preparing a Bushfire Risk Management Plan (the Guidelines) (Office of Bushfire Risk Management 2020) from the Office of Bushfire Risk Management (OBRM) within the Department of Fire and Emergency Services (DFES). The risk management processes used to develop this BRMP are aligned to the key principles of *ISO 31000:2018 Risk Management* and those described in the *National Emergency Risk Assessment Guidelines*. This approach is consistent with State Emergency Management (SEM) Policy and SEM Prevention and Mitigation Procedure 1.

Government agencies and other land managers responsible for implementing treatments participate in developing the BRMP and Treatment Schedule to ensure treatment strategies are collaborative and efficient, regardless of land tenure.

## 1.2 Aim & Objective

For the purpose of protecting people, the environment and infrastructure, the BRMP aims to document a shared coordinated and efficient approach towards identifying, assessing, and treating assets exposed to bushfire risk within the City.

The objectives of this BRMP are to:

- Guide and coordinate a tenure-blind, multi-agency bushfire risk management program over five years
- Document the process used to identify, analyse and evaluate risk, determine priorities and develop a plan to systematically treat risk
- Facilitate the effective use of the financial and physical resources available for bushfire risk management activities
- Integrate bushfire risk management into the business processes of local government, landowners and other agencies
- Ensure there is integration between landowners and bushfire risk management programs and activities
- Document processes used to monitor and review the implementation of treatments to ensure treatment plans are adaptable and risk is managed at an acceptable level.



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## 1.3 Legislation, Policy and Standards

This BRMP has been prepared by the City in accordance with the requirements of the Guidelines. The risk management processes used to develop this BRMP are aligned to the key principles of *ISO 31000:2018 Risk Management,* as described in the Second Edition of the *National Emergency Risk Assessment Guidelines* (NERAG). This approach is consistent with *State Emergency Management Policy (State EM Policy) 3.2 - Emergency Risk Management Planning.*

The following legislation, policy and standards were considered to be applicable in the development and implementation of the BRMP.

- ***Aboriginal Heritage Act 1972***
- ***Biodiversity Conservation Act 2016***
- ***Building Act 2011***
- ***Bush Fires Act 1954***
- ***Conservation and Land Management Act 1984***
- ***Country Areas Water Supply Act 1947***
- ***Emergency Management Act 2005***
- ***Environmental Protection Act 1986***
- ***Environmental Protection and Biodiversity Conservation Act 1999 (Cth)***
- ***Fire Brigades Act 1942***
- ***Fire and Emergency Service Act 1998***
- ***Metropolitan Water Supply, Sewerage and Drainage Act 1909***
- ***Rottnest Island Authority Act 1987***
- ***Bush Fires Regulations 1954***
- ***Emergency Management Regulations 2006***
- ***Planning and Development (Local Planning Scheme) Regulations 2015***
- ***City (Local Government Act) Local Laws 2000***
- ***SEM Policy (SEMC 2019)***
- ***SEM Plan (State Emergency Management Committee (SEMC 2019))***
- ***SEM Prevention and Mitigation Procedure 1 (SEMC 2019)***
- ***State Hazard Plan - Fire (SEMC 2019)***
- ***State Planning Policy 3.4: Natural Hazards and Disasters (Western Australian Planning Commission (WAPC) 2006) (SPP 3.4)***
- ***State Planning Policy 3.7: Planning in Bushfire Prone Areas (WAPC 2015, as amended) (SPP 3.7)***

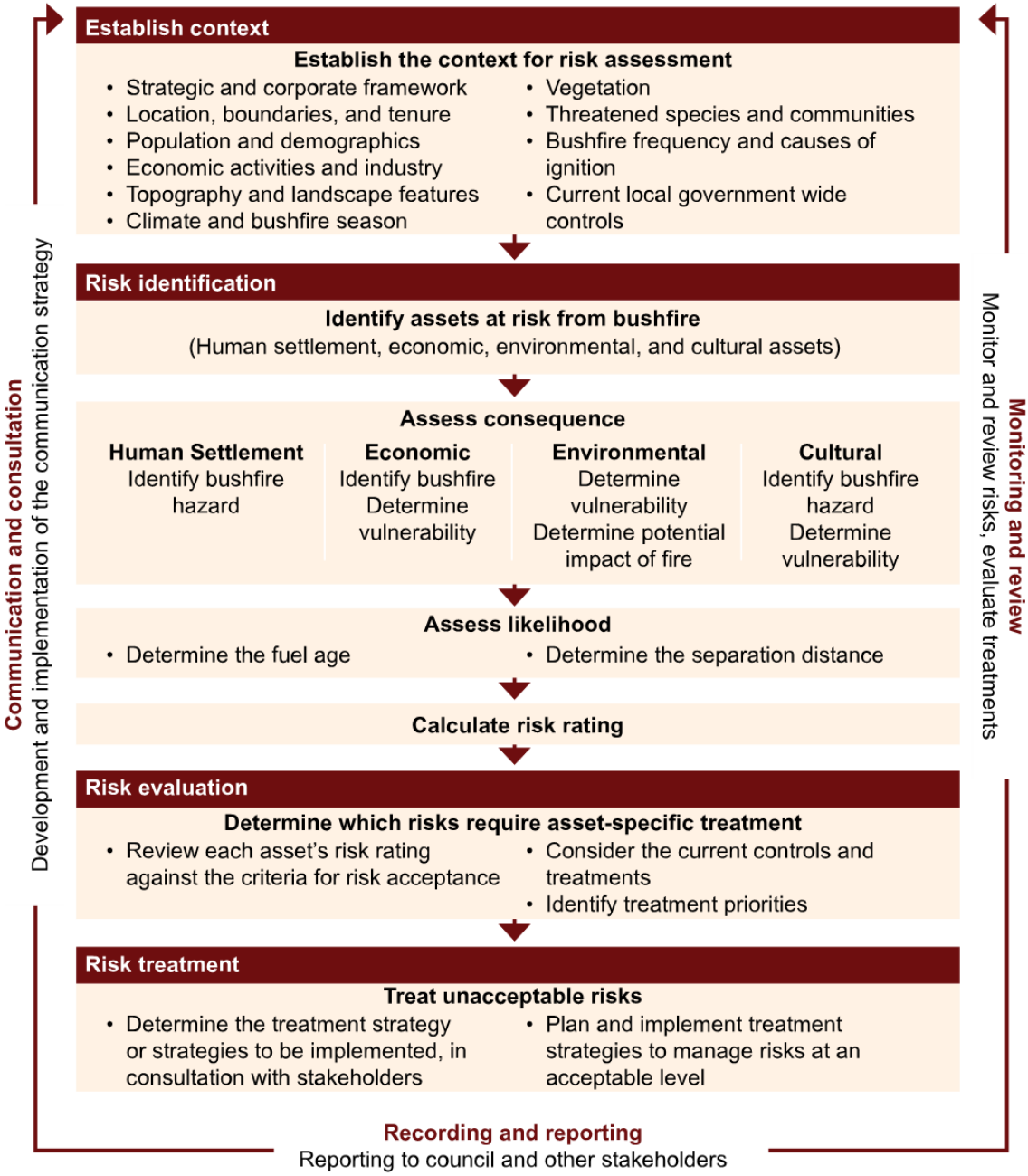


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## 2. The Risk Management Process

The risk management processes used to identify and address risk in this BRMP are aligned with the international standard for risk management, *ISO 31000:2018 Risk Management*, as described in NERAG. This process is outlined in Figure 1.

**Figure 1 – An overview of the risk management process adapted from *ISO 31000:2018 Risk Management*.**






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## 2.1 Roles and Responsibilities

The roles and responsibilities of the key stakeholders involved in the development of the BRMP are outlined in Table 1.

**Table 1 – Roles and Responsibilities**

| Stakeholder Name | Roles and Responsibilities |
|---|---|
| **All Landowners (State and Local Govt, Private etc)** | • Implement treatment strategies.<br>• Comply with the City's Fire Control Order if applicable. |
| **City of Cockburn** | • As custodian of the BRMP, coordinate the development and ongoing review of the integrated BRMP<br>• Negotiate a commitment from landowners to treat risks identified in the BRMP, with the appropriate compliance requirements and protecting environmental assets<br>• As treatment manager, implementation of treatment strategies, in consultation with land managers and environmental policy and planning staff and groups, and appropriate compliance requirements and protecting environmental assets<br>Submit the draft BRMP to OBRM for review and endorsement<br>• Enforce compliance with the City's Fire Control Order as per the *Bush Fires Act 1954*. |
| **Department of Fire and Emergency Services (DFES)** | • Participation in and contribution to the development and implementation of BRMPs, as per their agency responsibilities as the Hazard Management Agency for bushfire<br>• Support to local government through expert knowledge and advice in relation to the identification, prevention and treatment of bushfire risk<br>• Undertake treatment strategies, including prescribed burning on behalf of the Department of Planning, Lands and Heritage (DPLH) for Unmanaged Reserves and Unallocated Crown Land within gazetted town site boundaries<br>• In accordance with Memorandums of Understanding and other agreements, implementation of treatment strategies for other landholders |



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| Stakeholder Name | Roles and Responsibilities |
|---|---|
| | • Administer and coordinate the Mitigation Activity Fund Grants Program. |
| **Office of Bushfire Risk Management (OBRM)** | • Ensure bushfire risk is managed in accordance with ISO 31000 and reporting on the state of bushfire risk across Western Australia.<br>• Review BRMP's for consistency with the Guidelines prior to final approval by Council. |
| **Public Utilities** | • Assist the local government by providing information about their assets and current risk treatment programs.<br>• Participation in and contribution to the development and implementation of BRMP's.<br>• Implementation of treatment strategies. |
| **Department of Biodiversity, Conservation and Attractions (DBCA) - Parks and Wildlife Service** | • Participation in and contribute to the development and implementation of BRMP.<br>• Providing advice for the identification of environmental assets that are vulnerable to fire and planning appropriate treatment strategies for their protection.<br>• Implementation of treatment strategies on Department managed land and for Unmanaged Reserves and Unallocated Crown Land outside gazetted town site boundaries.<br>• In accordance with Memorandums of Understanding and other agreements, implementation of treatment strategies for other landholders. |
| **Other State and Federal Government Agencies** | • Assist the local government by providing information about their assets and current risk treatment programs.<br>• Participation in and contribution to the development and implementation of BRMP.<br>• As treatment manager, implementation of treatment strategies. |
| **Bushfire Advisory Reference Group (BFARG) and Local Emergency Management Committee (LEMC)** | • Provide advice and feedback.<br>• Monitor the effectiveness of the currency and implementation of BRMP. |
| **Corporations and Private Landowners** | • Implementation of treatment strategies.<br>• Comply with the City's Fire Control order. |



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### 2.2 Communication and Consultation

Communication and consultation throughout the risk management process are fundamental to preparing an effective BRMP.

As part of the development of the BRMP the City engaged an external consultant to assess the City's bushfire risk according to State methodology before commencing community consultation. Once a draft BRMP was prepared with an indicative treatment schedule, the City invited community feedback and targeted key local stakeholders to provide input.

A **Communication Strategy (appendix one)** has been prepared to ensure appropriate and effective communication occurs with relevant stakeholders in the development, implementation and evaluation of this BRMP.

## 3. Establishing the Context

This section outlines the context in which the BRMP is developed and local factors that should be considered throughout the risk management process.

### 3.1 Local Government and Community Context

#### 3.1.1 Related Plans and Strategies

All superseded version of related plans and strategies should be adopted into practices and considered in the context of the BRMP.

**Strategic Community Plan 2020-2030**

The City’s SCP is a roadmap to ensure we focus on achieving the highest desirable outcome and maintain the City’s vision of being The Best Place To Be. It reflects the priorities of our community and builds on our history and the previous plans we have to shape our community. The SCP provides a brief description and projections of the population and demographics of the local government area

The BRMP supports the SCP by facilitating and advocating for increased community safety and resilience by outlining the framework by which the City will identify, analyse and evaluate bushfire risks and integrating these practices into business processes. The objectives of the BRMP align with the City’s objective to promote a vibrant, healthy, safe, inclusive and connected community (Outcome 3: Community, Lifestyle and Security).



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### Local Emergency Management Arrangements

The BRMP forms part of the City's Local Emergency Management Arrangements (LEMA) which aim to enhance the community's resilience and preparedness for emergencies through strategies that apply prevention/mitigation, preparedness, response and recovery measures.

### Climate Change Strategy 2020-2030

The City's Climate Change Strategy 2020-2030 (CCS) is a roadmap with 14 objectives to mitigate and adapt to the impacts of climate change. Damage to or loss of biodiversity, natural habitat, infrastructure, and public health caused by the impacts of climate change is identified in the CCS as having the potential to impact the City's service delivery, natural environmental, local community and infrastructure.

The BRMP facilitates outcomes for objective's 10 Conserve Biodiversity, 13 Protect Community Infrastructure, and 14 Enhance Health and Wellbeing in reducing the impact of bushfires.

### Natural Area Management Strategy 2012-2022

The City's Natural Area Management Strategy 2012-2022 (NAMS) outlines the City's approach to managing its vested natural areas and builds its capacity to maintain them for the conservation of biodiversity. The purpose of the NAMS is to protect and enhance the City's natural environment by monitoring environmental changes and managing key threats.

The BRMP supports the NAMS by embedding the objectives of the Strategy into the risk assessment process by understanding the values of the natural environment to be considered in bushfire risk management planning.

The NAMS also outlines the City's approach to limiting unauthorised access into reserves and undertaking fuel load reduction.

### Other related City plans and strategies

- Community Safety and Crime Prevention Plan 2022-2027
- Urban Forest Plan 2018-2028
- Local Government Inventory Heritage List Significant Tree List
- Economic Development Framework



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### 3.1.2 Location, Boundaries and Tenure

The City is located just south of Perth, approximately 15 kilometres from the Perth CBD. The Cities of Fremantle and Melville bound the City to the north. The Cities of Canning and Armadale to the east, the City of Kwinana to the south. Figure 2 shows the locations of the City within Perth, WA.

**Figure 2 – Map of the City**




The City of Cockburn local government boundaries include Rottnest Island and Carnac Island, located 18 and 10 kilometres respectively, offshore to the west.

The Rottnest Island Authority is a statutory non-Government agency established by the Western Australian State Government to maintain the day-to-day operation of Rottnest Island. As Rottnest Island falls under the control of DBCA, the Island has not been assessed as part of the BRMP.

Carnac Island is an uninhabited island and is principally managed by the Department of Biodiversity, Conservation and Attractions (DBCA).

Table 2 provides an overview of the land tenure within the City and thus the land managers the City works with to prepare and implement the BRMP.



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**Table 2 – Overview of Land Tenure and Management within the City.**

| Land Manager/Agency | Local Government Area (approximate) % |
|---|---|
| **Private** | 21 |
| **City** | 45 |
| **State of WA (Mgt order: DBCA)** | 10 |
| **WA Land Authority** | 9 |
| **Department of Planning, Lands and Heritage** | 3 |
| **Other (State Government, Federal Government)** | 12 |
| **Total** | **100** |

### 3.1.3 People and the Economy

The City has a diverse community with a mix of residential, light and heavy industry. The City is home to 125,123 people and has a median age of 37 years (City REMPLAN, 2023). Figure 3 provides a snapshot of the population in City

The City LEMA has provisions to ensure identified vulnerable communities have been considered in how the City prepares, prevents, responds and recovers from emergencies.

The eastern side of Cockburn is characterised by rural zoned blocks in Jandakot, Banjup and Treeby. Many of these blocks contain remnant bushland. Wattleup, and parts of Munster and Beeliar also contain remnant bushland and are characterised as market gardens and private businesses. These areas are more susceptible to the impacts of a bushfire.

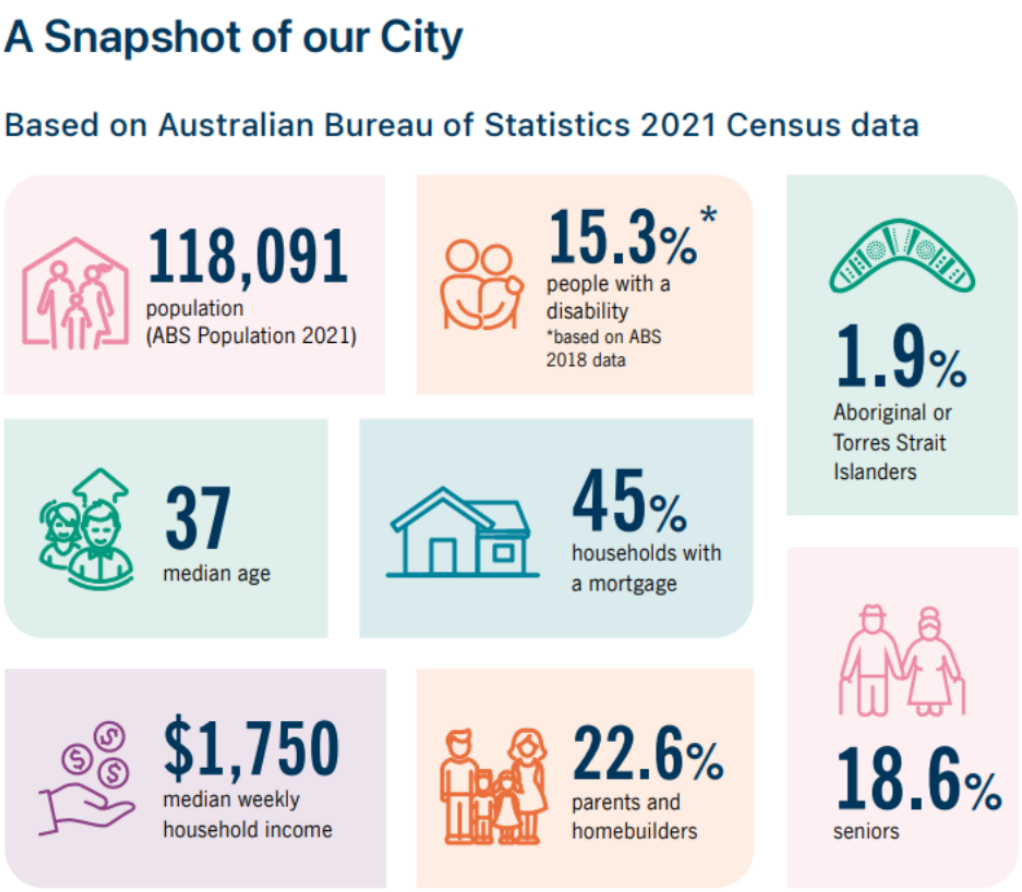
The manufacturing industry sector makes the greatest contribution to economic output in the region, which at $8 Billion accounts for 28.87% of total output. With 7,766 jobs representing 14.95% of total employment, it is the construction industry sector that is the region's largest employer (City REMPLAN, 2023). The City is home to the Australian Marine Complex, Western Australia's leading shipbuilding and sustainment industrial precinct, and Jandakot Airport, Western Australia's busiest general aviation airport and home to a large range of businesses and tenants. Jandakot Airport supports statewide emergency services and bushfire activities, including the Department of Biodiversity and



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Conservation Aviation Operations for aerial fire surveillance and suppression, DFES emergency rescue helicopter service, and the Royal Flying Doctor Service of Australia.

**Figure 3: Overview of the City Population from the City Annual Report 2021-2022.**




These sectors could be impacted should a significant bushfire occur as the City has several major traffic routes connecting industry to Fremantle port (City of Fremantle), the largest and busiest general cargo port in Western Australia and Western Trade Coast (partially in the City).

A comprehensive breakdown of information, trends and forecasts about the City population and economy can be viewed on the City's online interactive demographic, economic and community tools.

### 3.1.4 Resourcing the Bushfire Risk Management Plan

Bushfire risk management is currently managed through several areas within the City, including the:



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- Environment, Parks and Streetscapes Team (responsible for maintenance of reserve firebreaks, fuel load reduction activities on City land, fire response plans)
- Environment Management, Planning and Policy (provide advice and technical expertise on natural area management and advise on impact of fuel management treatment strategies)
- Fire and Emergency Management team (enforcement of bushfire legislation, issuing of burning approval and section 33 notices and provide advice on bushfire risk management, owner of the Bush Fire Risk Management Plan)
- Planning and Development Services (responsible for enforcement of State Planning Strategy 3.7).

The City does not have a role dedicated to bushfire risk management or implementing asset-specific treatments.

## 3.2 Environment and Bushfire Context

### 3.2.1 Climate and Bushfire Season

The City is characterised as having a Mediterranean climate as it experiences warm, dry summers and cool, wet winters. The bushfire season is typically from late spring through to early autumn, peaking in summer, when the moisture content in vegetation is low. These characteristics, as well as evidence indicating an increase in extreme fire weather days (State of Climate Report 2022, Bureau of Meteorology; Sixth Assessment Report of the Intergovernmental Panel on Climate Change 2022) will mean that treatment strategies to bushfire risk management are required to be dynamic and timely, and multiple treatments applied to comprehensively mitigate risks.

Weather conditions, including humidity, wind, rainfall, lightning and temperature, influence fire weather behaviour such as the size, intensity, and speed of bushfires. The State of Climate 2022 report indicates anthropogenic (human-caused) climate change is increasing weather and climate extremes resulting in an increase in the number of dangerous fire weather days and a longer fire season for southern and eastern Australia. Adverse weather and climate change also have large impacts on vegetation and therefore their capacity as fuel for fire.

Summer days with high temperatures, low humidity and strong winds are especially conducive to the spread of fires. This risk of bushfires is enhanced if thunderstorms develop, accompanied by lightning with little or no rain.

As part of the development of the CCS, the City engaged Ernst and Young to undertake a risk assessment and update the climate change risk register. The final report concluded that the loss or damage to properties, buildings and infrastructure, and community safety, health and wellbeing due to bushfire are extreme risks.



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The Bureau of Meteorology (BoM) states that extreme fire weather conditions in the Perth region typically occur with strong easterly or north easterly winds associated with a strong high to the south of the state and a trough offshore. Easterly winds represent about 60% of extreme fire weather days compared to less than 5% associated with southerly winds.

The City, along with the majority of the Metropolitan local governments, follows the seasonal patterns detailed above when implementing their prohibited and restricted burning times, the City on average will maintain the following seasonal restrictions:

Prohibited burning is declared during the periods from December 1 through until March 31, restricted burning period April 1 through till May 31 and October 1 through until November 30, and the City maintains an unrestricted period of June 1 through till September 30 where the conditions support a decreased risk to the spread of fire. These are subject to change on seasonal conditions.

### 3.2.2 Vegetation and Biodiversity

The City is located within the South West Botanical Province of Western Australia, which is recognised as one of the world's top 25 biodiversity hotspots (Natural Heritage Trust, 2003). Biodiversity hotspots are recognised as globally significant due to a high diversity and endemism (occur nowhere else) of species. These hotspots are also under threat as a result of significant habitat loss through clearing and urban development (NAMS, 2012-22).

There is a range of vegetation types and floristics communities within the City's boundaries as depicted in Figure 4. Within the City, six different vegetation complexes are represented. The most western section supports coastal vegetation and coastal heath underlain by limestone outcrops.

Across the City, vegetation condition has been subject to degradation due to past land uses causing invasion by non-native species. The majority of the non-native species are grasses which significantly increases bushfire risk. These grasses increase the risk of fast-moving and intense bushfires that threaten life, property and the environment.

In managing bushfire risks, treatments should aim to protect natural areas and biodiversity, and any impacts of fuel management treatments should thoroughly be considered. The City's NAMS objectives to consider in undertaking the bushfire risk management include;

- Threatened Ecological Communities (TEC)
- threatened fauna species habitat, such as Black Cockatoo species
- maintaining ecological corridors
- weed and disease management
- minimise illegal access and dumping
- reducing the likelihood of unplanned fires



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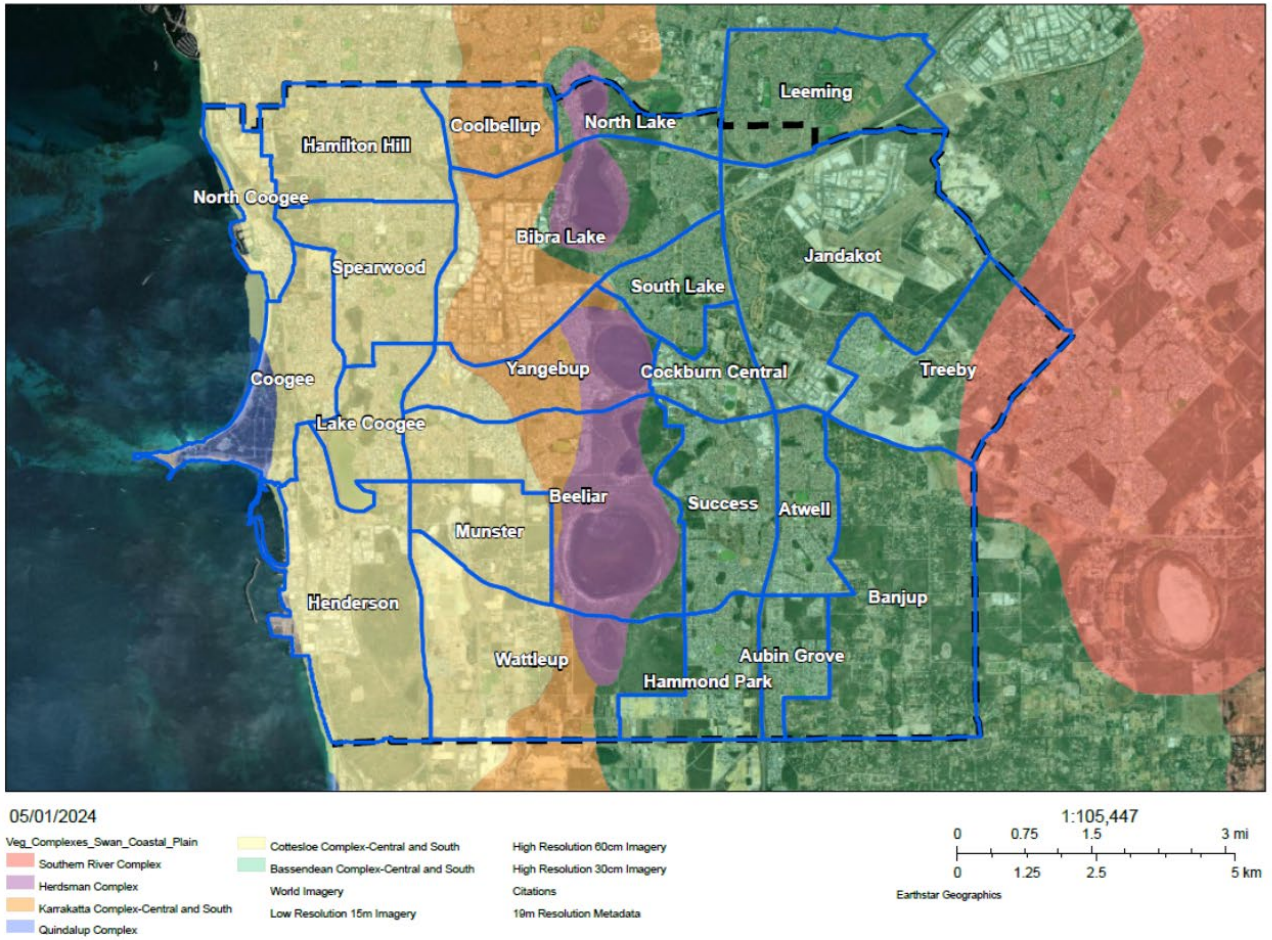
- rehabilitation of degraded natural areas.

Bushland reserves contain large amounts and continuous vegetation in large areas. They are at risk of damage by bushfire and provide risks to nearby property if a large and out of control bushfire occurs. They are the largest fuel loads that occur and can aggravate any bushfire situation. All reserves within the City of Cockburn are listed in the Asset Risk Register and risk ratings have been assigned in accordance with the risk assessment process. Courses of action and the hierarchy of treatments are found at Table 7 and Figure 8 of this Plan.



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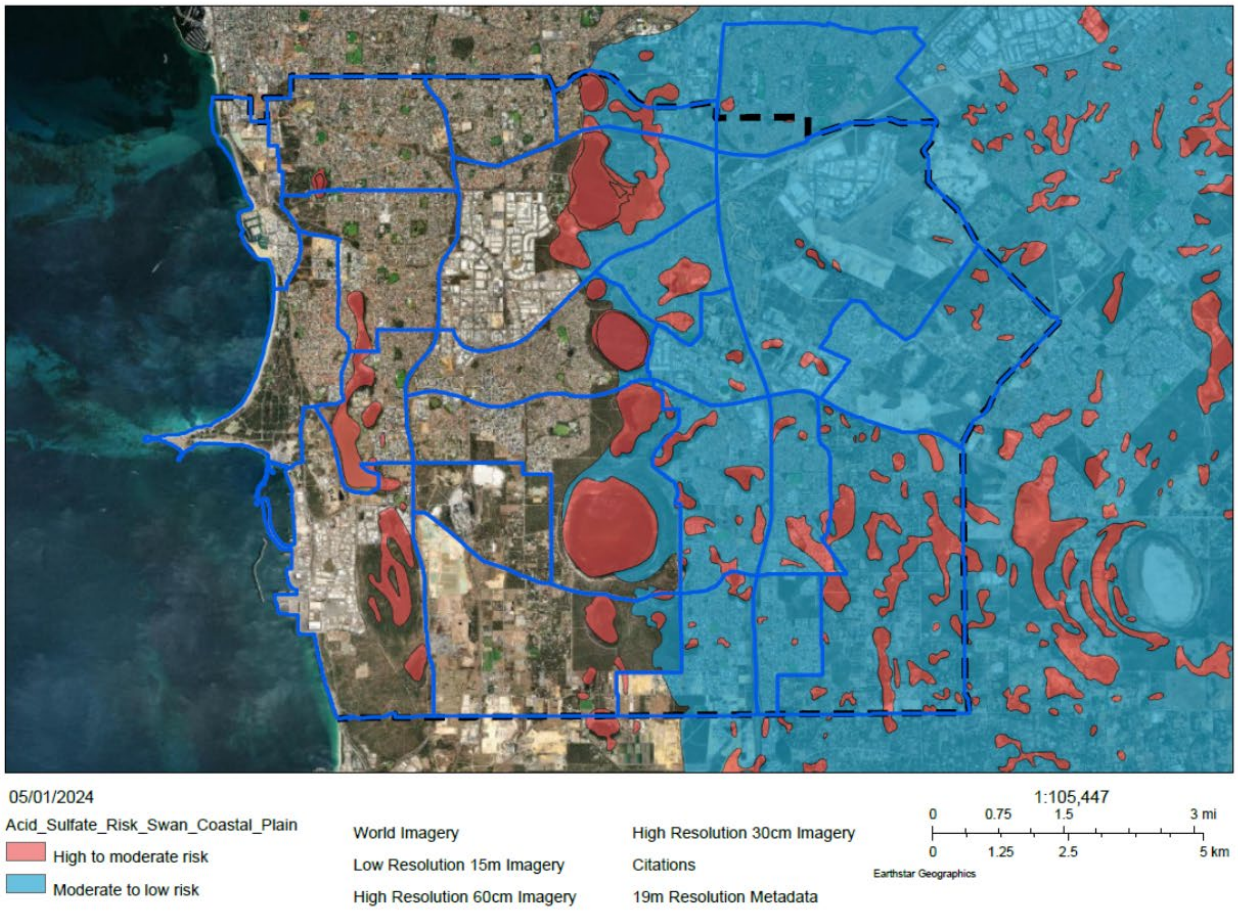
**Figure 4 – Vegetation Mapping within the City of Cockburn**






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**Figure 5 – Acid Sulphate soil risk within the City of Cockburn**






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### 3.2.3 Threatened Species and Communities

The City contains a variety of native vegetation types as depicted in Figure 4. Much of which is representative of the Banksia Woodlands of the Swan Coastal Plain, a TEC.

Banksia woodlands was listed as endangered under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), on 16 September 2016. The threatened community predominantly occur within on the Bassendean soil complex, which is widespread on the eastern half of the City of Cockburn. Banksia woodlands are a fire-managed eco-system and low intensity burning can be used to stimulate regeneration with appropriate planning and post-fire weed control. Intervals between fire is recommended to be a minimum of 8 to 16 years and a maximum of 40 years (DBCA, Fire Information Note - Banksia Woodlands of the Swan Coastal Plain).

Tuart woodlands and forests of the Swan Coastal Plain are listed as critically endangered under the EPBC Act and are predominantly found on the Quindalup and Spearwood dunes. There are parcels of Tuart woodlands present in Manning Park, Woodman Point Regional Park and reserves in Henderson, as well as reserves along the Beeliar wetlands chain. Extensive weed management post-fire and fauna conservation for should be planned for when conducting prescribed burns as Tuart woodlands are vulnerable to invasive weeds and fauna sensitivity in mature trees (EPBC Act, Approved Conservation Advice, 2019). Intervals between burning may be required to be more than 10 years to allow regeneration and maturity of seedlings (EPBC Act, Approved Conservation Advice, 2019, C.5).

Some areas of the City contain a population of *Caledenia Huegelii* (a rare orchid), in addition of nine species considered to be ‘conservation significant flora’ by DBCA. Significant flora is defined as species at varying risks of extinction, depending on their classification.

Numerous wetlands are found throughout the City which support *Melaleuca* (Paperbark) and native sedge vegetation communities. The eastern parts of the City support the abovementioned Banksia Woodland TEC which is highly diverse in the floristic makeup. Vegetation which supports several threatened flora and fauna species, such as Black Cockatoos and Quendas, is also located within most of the City’s reserves.

Dieback (*Phytophthora cinnamomi*) has been listed as a key threatened process and is one of the major threats to Banksia Woodland TEC. Whilst Banksia Woodland is fire dependent (over long time intervals), it is highly susceptible to dieback. Dieback has been identified in a number of bushland reserves and can be easily spread through the movement of infected soil on car tyres, boots and equipment (City 2018). Wash down of vehicles, including those involved in fire suppression and prescribed burns, is recommended where operating in dieback infested reserves to limit the spread (Department of the Environment and Energy 2018).



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The presence of weeds and invasive grasses within bushland areas, road reserves and public open spaces also adds to the likelihood of fires being started by accidental, deliberate or natural causes. There is an ongoing need to effectively manage grass fuels to help minimise fire risk (Attorney-General's Department, 2014).

The City undertakes fuel load reduction works in City managed reserves including:

- Control of illegal vehicle access to reduce instances of arson
- Control of environmental weeds, particularly Perennial Veldt Grass
- Fire retardant species selection for revegetation projects in proximity to dwellings
- Asset specific treatments in selected reserves, such as
    - Mechanical works
    - Removal of vegetation
    - Hazard reduction burns

More information on threatened species and communities is available in the City's NAMS.

### 3.2.4 Bushfire Frequency and Causes of Ignition

Ignition frequency of unplanned fires can vary on seasonal conditions and location. Table 3 demonstrates that human causes, such as arson, have contributed to most bushfires within the City. Most occurrences of arson within the City are believed to be carried out within or close to residential areas. However, the frequency of arson in rural areas may be higher than expected due to the difficulty in identifying fire ignition causes within these areas.

The City's Community Safety and Crime Prevention Plan 2022-2027 (CSCP Plan) outlines initiatives the City will implement to deter criminal activity and ensure the community feel safe. The CSCP Plan aims to reduce the opportunity for crime through technology, namely CCTV, and facilitate early intervention initiatives to improve the wellbeing of our community.

**Table 3 - Summary of Ignition Causes 2018-2023 By Highest Average Ignition Cause** (as of *July 2023 Department of Fire and Emergency Services, City of Cockburn Local Government Report Package*)

| Year | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 |
|---|---|---|---|---|---|
| *Total no. of bushfires* | 133 | 150 | 133 | 159 | 184 |
| **Suspicious/Deliberate** | 86 | 89 | 71 | 107 | 89 |
| **Cigarette** | 23 | 22 | 25 | 23 | 36 |



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| Year | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 |
|---|---|---|---|---|---|
| **Reignition of previous fire** | 5 | 4 | 6 | 8 | 24 |
| **Burn off fires** | 3 | 8 | 5 | 4 | 3 |
| **Power lines** | 6 | 4 | 4 | 5 | 4 |
| **Hot works (grinding, cutting, drilling etc..)** | 1 | 5 | 3 | 2 | 3 |
| **Other open flames or fire** | 1 | 2 | 5 | 2 | 3 |
| **Improper Fuelling/Cleaning/Storage /Use of material ignited** | 2 | 1 | 5 | 2 | 1 |
| **Campfires/bonfires/outdoor cooking** | 2 | 4 | 1 | 1 | 2 |
| **Unreported (incomplete report)** | - | 0 | 0 | 0 | 8 |
| **Vehicles (incl. Farming Equipment/Activities)** | 1 | 2 | 3 | 1 | 1 |
| **Weather Conditions (High winds, natural combustion etc. Excludes Lightning)** | - | 1 | 2 | 1 | 2 |
| **Electrical distribution (excl. power lines)** | - | 2 | 1 | 1 | 1 |
| **Undetermined** | 1 | 2 | 0 | 2 | 0 |
| **Weather Conditions - Lightning** | 1 | 1 | 0 | 0 | 3 |
| **Children misadventure** | 1 | 2 | 0 | 0 | 0 |
| **Fireworks/flares** | 0 | 0 | 0 | 0 | 2 |
| **Construction, installation, design deficiency** | - | 0 | 0 | 0 | 1 |
| **Equipment - Mechanical or electrical fault** | - | 0 | 1 | 0 | 0 |
| **Human Error (Left on, knock over, unattended etc.)** | - | 0 | 1 | 0 | 0 |
| **Sleeping/Alcohol/Drugs/Physical-Mental impairment** | 0 | 1 | 0 | 0 | 0 |
| **Yard maintenance, hand held equipment** | - | 0 | 0 | 0 | 1 |



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Planned fires, utilising the City's Fire Control Order and permit system, account for most planned/controlled burning activities undertaken within the City's rural landholdings. The permit system is heavily utilised by many residents, with 686 permits being issued between 2017-2022.

Historical evidence indicates the City has experienced multiple fires that required a significant multi-agency response, including the 2014 Banjup bushfire, which burnt through several reserves and rural residential properties before impacting urban areas in Atwell. This fire resulted in community evacuations, minor damage to several homes and the loss of outbuildings, sheds and fencing. The 2020/21 bushfire season saw an increase in multiagency incidents compared to previous years of note Aubin Grove bushfires which resulted in the community being impacted by severe ember attacks and sheltering in place.

### 3.2.5 Topography and Landscape

The City is relatively flat and low lying. Ground elevation across the City varies between 0.09 m and 78.9 m above sea level. Some areas with the highest elevation in bushfire prone areas include Manning Park, areas of Munster, and parks and businesses immediately west of Bibra Lake. Steep slopes and prevailing winds can increase fire intensity.

The Beeliar wetlands chain pass through the centre of the City, creating a series of wetlands and seasonal damplands. Controlled burns should not be undertaken in wetland areas because the organic-rich soils have the potential to smoulder underground for weeks or months (Fire Facts DBCA, 2023). Peatlands store more carbon than any other ecosystem and burning would result in large carbon emissions (Pemberton 2005) as well as potentially trigger the presence of acid sulphates that could pollute groundwater and waterways, killing flora and fauna (Fire Facts DBCA, 2023). Figure 5 depicts acid sulphate soil risks within the City of Cockburn which is taken into consideration when planning controlled burns.

## 4. Asset Identification and Risk Assessment

Risk assessment uses a combination of consequence and likelihood to determine the level of bushfire risk. Once the City has identified, mapped and categorised an asset, a risk assessment can be conducted to determine an asset's exposure to bushfire risk. The level of exposure to bushfire risk is called the risk rating.

Detailed information about asset identification and risk assessments are available for viewing and recorded in the City's on-line Cockburn Mapping Hub, within the "Fire Management" web maps under the "BRMS Assets" layer. Cockburn Mapping Hub can be viewed here: https://maps-cockburn.hub.arcgis.com/

### 4.1 Planning Areas

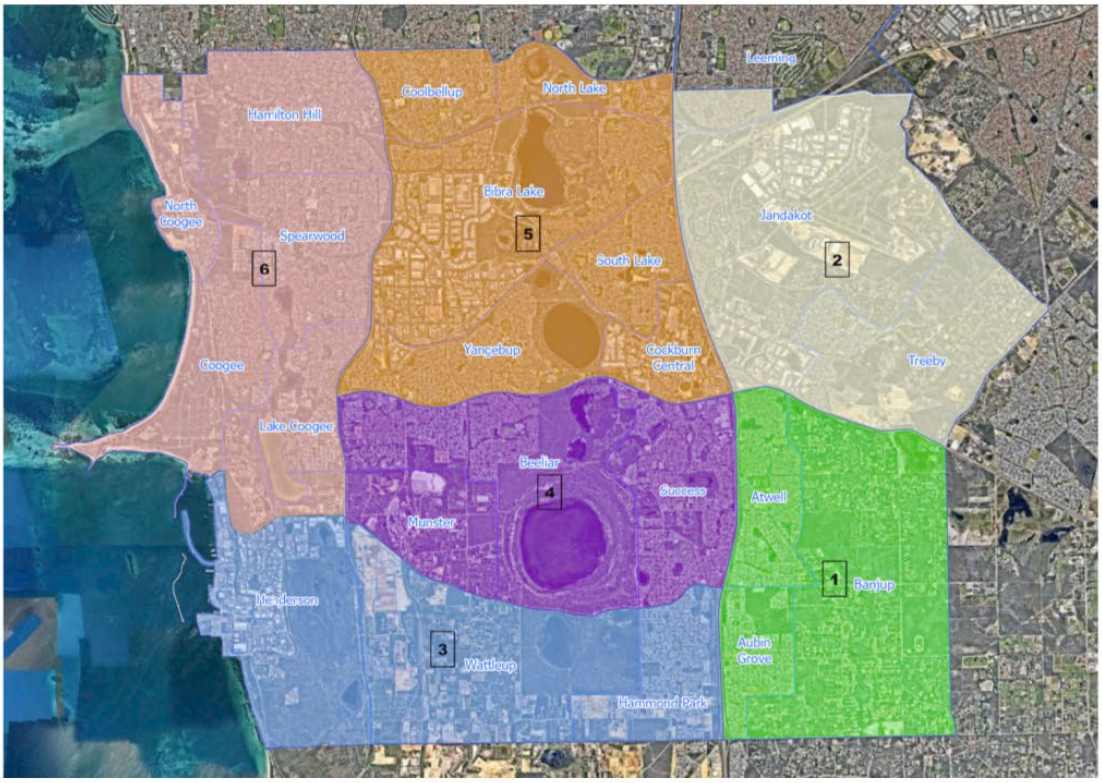


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The City is divided into six bushfire risk planning areas. The planning areas were determined using existing geographical features.

1. Banjup / Atwell /Aubin Grove
2. Jandakot / Treeby
3. Southern Coast to Hammond Park
4. Beeliar Regional Park
5. North Lake / Yangebup Lake
6. Northern Coastal Strip

**Figure 6 Map of Planning Areas**




## 4.2 Asset Identification

Asset identification and risk assessment have been conducted at the local level using the methodology described in the Guidelines using Bushfire Risk Management System (BRMS). In reviewing the BRMP, all previously identified assets have been reviewed. New assets identified during the review have been mapped, recorded and assessed in the (DFES provided) BRMS. Identified assets are categorised into the following categories and subcategories provided in Table 4.

**Table 4 – Asset Categories and Subcategories**



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| Asset Category | Asset Subcategories |
|---|---|
| **Human Settlement** | • **Residential areas**<br>Dwellings including rural urban interface areas and rural properties.<br>• **Places of temporary occupation**<br>Commercial, mining and industrial areas located away from towns and population centres.<br>• **Special risk and critical facilities**<br>Locations and facilities where occupants may be especially vulnerable to bushfire for one or more of the following reasons:<br>• Occupants may have limited knowledge about the impact of bushfires<br>• Occupants may have a reduced capacity to evaluate risk and respond adequately to a bushfire event<br>• Occupants may be more vulnerable to stress and anxiety arising from a bushfire event or the effects of smoke<br>• There may be significant communication barriers with occupants<br>• Relocation and/or management of occupants may present unique challenges or difficulties, such as transportation, or providing alternative accommodation, healthcare or food supplies<br>Facilities that are critical to the community during a bushfire emergency. |
| **Economic** | • **Agricultural**<br>Pasture, grazing, livestock, crops, viticulture, horticulture and other farming infrastructure.<br>• **Commercial and industrial**<br>Major industry, waste treatment plants, mines, mills and processing and manufacturing facilities and cottage industry.<br>• **Critical infrastructure**<br>Power lines and substations, water and gas pipelines, telecommunications infrastructure, railways, bridges, port facilities and waste water treatments plants.<br>• **Tourist and recreational**<br>Tourist attractions and recreational sites that generate significant tourism and/or employment within the local area.<br>• **Commercial forests and plantations**<br>• **Drinking water catchments** |



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| Asset Category | Asset Subcategories |
|---|---|
| **Environmental** | • **Protected**<br>Rare, protected and threatened flora and fauna, ecological communities and wetlands as listed in the aforementioned environmental legislation.<br>• **Priority**<br>Priority Flora and Priority Fauna Lists held by DBCA (Priorities 1-3), PEC and wetlands.<br>• **Locally important**<br>Nature conservation and research sites, habitats, species and communities, areas of visual amenity and local value, and Priority Flora and Priority Fauna Lists held by DBCA (Priorities 4-5). |
| **Cultural** | • **Aboriginal heritage**<br>Places of indigenous significance identified by DPLH or the local community.<br>• **Recognised heritage**<br>Assets afforded legislative protection through identification by the National Trust, State Heritage List or Local Planning Scheme Heritage List.<br>• **Local heritage**<br>Assets identified in a Municipal Heritage Inventory or by the community.<br>• **Other**<br>Other assets of cultural value, for example community centres and recreation facilities. |



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A risk profile for the local government is provided in Table 5. This table shows the proportion of assets at risk from bushfire in each risk category at the time the BRMP was endorsed.

**Table 5: Asset Risk Summary within the City of Cockburn (%)**

| Asset Category | Risk Rating | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Low | Medium | High | Very High | Extreme | TOTALS (%) |
| | Human Settlement | 4 | 3 | 16 | 12 | 39 | 72 |
| | Economic | 0 | 2 | 2 | 3 | 1 | 8 |
| | Environmental | 0 | 1 | 9 | 2 | 0 | 13 |
| | Cultural | 0 | 1 | 1 | 4 | 0 | 6 |
| | TOTALS (%) | 4 | 7 | 28 | 20 | 41 | 100 |

## 4.3 Assessment of Bushfire Risk

Risk assessments have been undertaken for each asset or group of assets identified using the methodology described in the Guidelines. The Asset Risk Register will be maintained in BRMS and will be updated as new assets are identified.

### 4.3.1 Likelihood Assessment

Likelihood is described as the chance of a bushfire igniting, spreading and reaching an asset. The approach used to determine the likelihood rating is **the same for each asset category:** Human Settlement, Economic, Environmental and Cultural.

**There are four possible likelihood ratings:**
**Almost certain, likely, possible, and unlikely.**

### 4.3.2 Consequence Assessment

Consequence is described as the outcome or impact of a bushfire event on the local community, infrastructure, natural environment and local economy. The approach used to determine the consequence rating is **different for each asset category**: Human Settlement, Economic, Environmental and Cultural.

There are four possible consequence ratings:
**Minor, moderate, major and catastrophic.**

The methodology used to determine the consequence rating for each asset category is based on the following:



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**Human Settlement, Economic and Cultural Assets**
The outcome or impact of a bushfire event on the asset, or a group of assets, measured by the hazard posed by the classified vegetation and the vulnerability of the asset.

**Environmental Assets**
The outcome or impact of a bushfire event on the asset, or a group of assets, measured by the vulnerability of the asset and the potential impact of a bushfire or fire regime.

# 5. Evaluating Bushfire Risk

The risk rating for each asset has been assessed against the likelihood and consequence descriptions to ensure:

- The rating for each asset reflects the relative seriousness of the bushfire risk to the asset
- Likelihood and consequence ratings assigned to each asset are appropriate
- Local issues have been considered.

## 5.1 Treatment Priorities

The treatment priority for each asset has been automatically assigned by BRMS, based on the asset's risk rating. Table 6 shows how likelihood rating (4.3.1) and consequence assessment (4.3.2) combine to give the risk rating and subsequent treatment priority for an asset.

**Table 6 – Treatment Priorities based on likelihood rating and consequence assessment.**

| Likelihood \ Consequence | Minor | Moderate | Major | Catastrophic |
|---|---|---|---|---|
| Almost certain | 3D (High) | 2C (Very High) | 1C (Extreme) | 1A (Extreme) |
| Likely | 4C (Medium) | 3A (High) | 2A (Very High) | 1B (Extreme) |
| Possible | 5A (Low) | 4A (Medium) | 3B (High) | 2B (Very High) |
| Unlikely | 5C (Low) | 5B (Low) | 4B (Medium) | 3C (High) |



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## 5.2 Risk Acceptability

Risks of 'high' and below were not considered to require specific treatment during the life of this BRMP. They will be managed by local government-wide controls and monitored for any significant change in risk. The City's approach with this element of the BRMP has been supported by DFES and the Guidelines.

In most circumstances, the landowner will determine risk acceptability and treatment in collaboration with the City and other relevant authorities. However, the following courses of action, as illustrated in Table 7, have been adopted for each risk rating as a general rule.

**Table 7 – Criteria for Acceptance of Risk and Course of Action**

| Risk Rating | Criteria for Acceptance of Risk | Course of Action |
|---|---|---|
| **Extreme** (Priorities 1A, 1B, 1C) | Only acceptable with excellent controls. Urgent treatment action is required. | Routine controls are not enough to adequately manage the risk. Immediate attention required as a priority. Specific action is required in first year of BRMP. Annual monitoring is required, or more frequently if required in the treatment schedule.<br><br>Treatments will be approached by:<br>• Treatments will be prioritised where maximum benefits are achieved for multiple assets and or critical infrastructure.<br>• Treatments that benefit vulnerable communities will be given priority.<br>• Tenure blind strategic mitigation with multiple stakeholders/partnerships.<br>Communication with asset owners will be in line with the City Communications Plan. |
| **Very High** (Priorities 2A, 2B, 2C) | Only acceptable with excellent controls. Treatment action is required. | Routine controls are not enough to adequately manage the risk. Specific action will be required during the period covered by the BRMP.<br><br>Quarterly monitoring is required. |



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| | | |
|---|---|---|
| **High** (Priorities 3A, 3B, 3C, 3D) | Only acceptable with adequate controls. Treatment action may be required. | Risk may be managed with routine controls and monitored annually. |
| **Medium** (Priorities 4A, 4B, 4C) | Acceptable with adequate controls. Treatment action is not required but risk must be monitored regularly. | Risk may be managed with routine controls and monitored periodically throughout the life of the BRMP. |
| **Low** (Priorities 5A, 5B, 5C) | Acceptable with adequate controls. Treatment action is not required but risk must be monitored. | Risk will be managed with routine controls and monitored as required. |

## 6. Risk Treatment

The purpose of risk treatment is to reduce the likelihood of a bushfire occurring and the potential impact of a bushfire on the community, economy and environment. This is achieved by implementing treatments that modify the characteristics of the hazard, the community or the environment.

There are many strategies available to treat bushfire risk. The treatment strategy (or combination of treatment strategies) selected will depend on the level of risk and the type of asset being treated. Not all treatment strategies will be suitable in every circumstance.

### 6.1 Local Government-Wide Controls

Local government-wide controls are activities already being undertaken by the City, State agencies and other stakeholders that reduce the overall bushfire risk. These treatments are not linked to specific assets and are applied across the City:

- Enforcement of the *Bush Fires Act 1954*, including applicable fuel management requirements, firebreak standards and annual enforcement programs
- Distribution and capability of local fire and emergency services
- Public education campaigns and the use of PWS and DFES state-wide programs, tailored to suit local needs



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- State-wide arson prevention programs developed in conjunction with WA Police and DFES
- State planning framework and local planning schemes, implementation of appropriate land subdivision and building standards in line with DFES, Western Australian Planning Commission and Building Commission policies and standards, such as State Planning Policy 3.7 Planning in Bushfire Prone Areas; and
- Monitoring performance against the BRMP and reporting annually to the Council and OBRM.

Further information about the local government-Wide Controls and how they will support the treatment of bushfire risk can be found in **Appendix Two – Local Government-Wide Controls.**

## 6.2 Asset-Specific Treatment Strategies

Asset-specific treatments are implemented to protect an individual asset or group of assets, identified and assessed in the BRMP as being at risk from bushfire. There are six asset specific treatment strategies:

**Fuel management** – Treatment reduces or modifies the bushfire fuel through manual, chemical and prescribed burning methods

**Ignition management** – Treatment aims to reduce potential human and infrastructure sources of ignition in the landscape

**Preparedness** – Treatments aim to improve access and water supply arrangements to assist firefighting operations

**Planning** – Treatments focus on developing plans to improve the ability of firefighters and the community to respond to bushfire

**Community Engagement** – Treatments seek to build relationships, raise awareness and change the behaviour of people exposed to bushfire risk

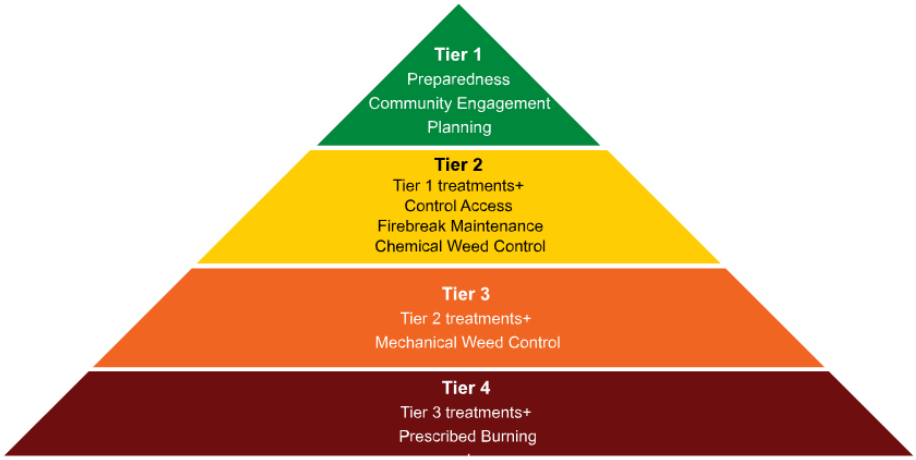
**Other** – Local government-wide controls, such as enforcement of the *Bush Fires Act 1954* and planning policies, will be used to manage the risk. Asset-specific treatment is not required or not possible in these circumstances

As part of the treatment hierarchy, the BRMP proposed a tiered treatment solution as depicted in Figure 7. This depicts the City of Cockburn's approach to applying asset-specific treatments, ensuring that community engagement and planning and preparedness activities are the first priority to reduce bushfire risks. When they do not adequately reduce risks to an acceptable standard, tier 2 treatments are required and so on.



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**Figure 7: City Treatment Hierarchy for Asset-Specific Treatment Strategies**




### 6.3 Determining the Treatment Schedule

The Treatment Schedule list bushfire risk treatments recorded within the BRMS. The City will develop a program of works that covers activities to be undertaken over the life of the BRMP. The Treatment Schedule will evolve and develop through successful mitigation works or changing climate and resources.

Landowners are ultimately responsible for treatments implemented on their land. This includes any costs associated with the treatment and obtaining the relevant approvals, permits or licences to undertake an activity. Where agreed, another agency may manage treatments on behalf of a landowner. However, the onus is still on the landowner to ensure treatments detailed in this BRMP's Treatment Schedule are completed.

The City works closely with land owners to ensure adequate treatments are put in place to address bushfire risk. The City's recommended treatments will be communicated with stakeholders according to the Communication Strategy (appendix one) with land owners during the implementation of this Plan and will report on these activities to Council. However, it is ultimately the responsibility of land owners to implement treatments.

## 7. Review and Reporting

Review and reporting processes are in place to ensure that the BRMP remains current and valid. These processes are detailed below to ensure outcomes of the BRMP are achieved.

The LEMC will be encouraged to be actively involved during the life cycle of the BRMP. The LEMC has many stakeholder group leaders that will be able to provide important advice and feedback to assist in guiding the BRMP process. The advice received in



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relation to implementing appropriate land treatments and during the review stages will be highly valued.

## 7.1 Review

A comprehensive review of this BRMP will be undertaken at least once every five years, from the date of adoption by the City. Significant circumstances that may warrant an earlier review of the BRMP include:

- Changes to the BRMP area, organisational responsibilities, or legislation
- Changes to the bushfire risk profile of the area
- Following a major fire event.

BRMS will be used to monitor the risk ratings for each asset identified in the BRMP and record the treatments implemented. Risk ratings are reviewed on a regular basis.

## 7.2 Reporting

Regular reporting on the activities undertaken to implement the BRMP will ensure transparency with key stakeholders to the BRMP, including private landowners.

Progress and review of the BRMP will be reported by utilising the ongoing information input into BRMS. Progress against the BRMP will be continuously monitored and reported to the City's Executive monthly and then to Council via the LEMC and BFARG.

At any time, landowners may request from the City a copy of the treatment plans for their locality.

The City will provide an annual report to Council and a bi-annual pre and post bushfire season report to community groups. The reports will outline extreme and very high-risk assets, describe the objective of their risk treatment, the works to be undertaken and their timings, the progress towards their completion, and the outcome.

The City will on request of DFES submit an annual report to OBRM each year summarising progress made towards implementation of the BRMP.



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## 8. Glossary

| | |
|---|---|
| **Asset** | A term used to describe anything of value that may be adversely impacted by bushfire. This may include residential houses, infrastructure, commercial, agriculture, industry, environmental, cultural and heritage sites. |
| **Asset Category** | There are four categories that classify the type of asset – Human Settlement, Economic, Environmental and Cultural. |
| **Asset Owner** | The owner, occupier or custodian of the asset itself. Note: this may differ from the owner of the land the asset is located on, for example a communication tower located on leased land or private property. |
| **Asset Register** | A component within BRMS used to record the details of assets identified in the BRMP. |
| **Asset Risk Register** | A report produced within the BRMS that details the consequence, likelihood, risk rating and treatment priority for each asset identified in the BRMP. |
| **Bushfire** | Unplanned vegetation fire. A generic term which includes grass fires, forest fires and scrub fires both with and without a suppression objective. |
| **Bushfire Hazard** | The hazard posed by the classified vegetation, based on the vegetation category, slope and separation distance. |
| **Bushfire Risk Management Plan** | A development related document that sets out short, medium and long term bushfire risk management strategies for the life of a development. |
| **Bushfire Risk** | The chance of a bushfire igniting, spreading and causing damage to the community or the assets they value. |
| **Bushfire Risk Management** | A systematic process to coordinate, direct and control activities relating to bushfire risk with the aim of limiting the adverse effects of bushfire on the community. |
| **Bushfire Risk** | The chance of a bushfire igniting, spreading and causing damage to the community or the assets they value. |
| **Consequence** | The outcome or impact of a bushfire event. |
| **Draft Bushfire Risk Management Plan** | The finalised draft BRMP is submitted to the Office of Bushfire Risk Management (OBRM) for review. Once the OBRM review is complete, the BRMP is called the 'Final BRMP' and can be progressed to local government Council for approval. |
| **Geographic Information System (GIS)** | A data base technology, linking any aspect of land-related information to its precise geographic location. |
| **Landowner** | The owner of the land, as listed on the Certificate of Title; or leaser under a registered lease agreement; or other entity that has a vested responsibility to manage the land. |
| **Likelihood** | The chance of something occurring. In this instance, it is the potential of a bushfire igniting, spreading and impacting on an asset. |



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| | |
|---|---|
| **Locality** | The officially recognised boundaries of suburbs (in cities and larger towns) and localities (outside cities and larger towns). |
| **Map** | The mapping component of the BRMS. Assets, treatments and other associated information is spatially identified, displayed and recorded within the Map. |
| **Planning Area** | A geographic area determine by the local government which is used to provide a suitable scale for risk assessment and stakeholder engagement. |
| **Priority** | See Treatment Priority. |
| **Risk Acceptance** | The informed decision to accept a risk, based on the knowledge gained during the risk assessment process. |
| **Risk Analysis** | The application of consequence and likelihood to an event in order to determine the level of risk. |
| **Risk Assessment** | The systematic process of identifying, analysing and evaluating risk. |
| **Risk Evaluation** | The process of comparing the outcomes of risk analysis to the risk criteria in order to determine whether a risk is acceptable or tolerable. |
| **Risk Identification** | The process of recognising, identifying and describing risks. |
| **Risk Register** | A component within the BRMS used to record, review and monitor risk assessmen and treatments associated with assets recorded in the BRMP. |
| **Risk treatment** | A process to select and implement appropriate measures undertaken to modify risk. |
| **Rural** | Any area where in residences and other developments are scattered and intermingled with forest, range, or farm land and native vegetation or cultivated crops. |
| **Rural Urban Interface** | The line or area where structures and other human development adjoin or overlap with undeveloped bushland. |
| **Slope** | The angle of the ground's surface measured from the horizontal. |
| **Tenure Blind** | An approach where multiple land parcels are consider as a whole, regardless of individual ownership or management arrangements. |
| **Treatment** | An activity undertaken to modify risk, for example a planned burn. |
| **Treatment Objective** | The specific aim to be achieved or action to be undertaken, in order to complete the treatment. Treatment objectives should be specific and measurable. |
| **Treatment Manager** | The organisation, or individual, responsible for all aspects of a treatment listed in the *Treatment Schedule* of the BRMP, including coordinating or undertaking work, monitoring, reviewing and reporting. |
| **Treatment Planning Stage** | The status or stage of a treatment as it progresses from proposal to implementation. |
| **Treatment Priority** | The order, importance or urgency for allocation of funding, resources and opportunity to treatments associated with a particular asset. The treatment priority is based on an asset's risk rating. |



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|---|---|
| **Treatment Schedule** | A report produced within the BRMS that details the treatment priority of each asset identified in the BRMP and the treatments scheduled. |
| **Treatment Strategy** | The broad approach that will be used to modify risk, for example fuel management. |
| **Treatment Type** | The specific treatment activity that will be implemented to modify risk, for example a planned burn. |
| **Vulnerability** | The susceptibility of an asset to the impacts of bushfire. |



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## 9. Common Abbreviations

| | |
|---|---|
| **BFARG** | Bush Fire Advisory Reference Group |
| **BRM** | Bushfire Risk Management |
| **BRM Branch** | Bushfire Risk Management Branch (DFES) |
| **BRMP** | Bushfire Risk Management Plan |
| **BRMS** | Bushfire Risk Management System |
| **CCS** | Climate Change Strategy |
| **CSCP** | Community Safety and Crime Prevention |
| **DBCA** | Department of Biodiversity, Conservation and Attractions |
| **DFES** | Department of Fire and Emergency Services |
| **DPLH** | Department of Planning, Lands and Heritage |
| **EPBC Act** | Environmental Protection and Biodiversity Conservation Act |
| **LEMA** | Local Emergency Management Arrangements |
| **LEMC** | Local Emergency Management Committee |
| **NAMS** | Natural Area Management Strategy |
| **OBRM** | Office of Bushfire Risk Management (DFES) |
| **PEC** | Priority Ecological Community |
| **SEMC** | State Emergency Management Committee |
| **SCP** | Strategic Community Plan |
| **TEC** | Threatened Ecological Community |
| **UCL** | Unallocated Crown Land |
| **WA** | Western Australia |
| **WAPC** | Western Australian Planning Commission |



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## 10. Appendices

1 Communication Strategy

2 Local Government Wide Controls Table



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# Appendix 1 – Communications Strategy

## 1. Introduction

This Communication Strategy accompanies the BRMP and documents the following;

- communication objectives
- roles and responsibilities for communication
- key stakeholders
- stakeholders engaged in the development of the BRMP and Treatment Schedule, and
- Communication Plan for the implementation and review of the BRMP including: target audiences and key messages at each project stage; communication risks and strategies for their management; and communication monitoring and evaluation procedures.

## 2 Communications Overview

### 2.1 Communication Objectives

The communication objectives for the development, implementation and review of the BRMP are as follows:

1. key stakeholders understand the purpose of the BRMP and their role in the planning process
2. stakeholders who are essential to the bushfire risk management planning process, or can supply required information, are identified and engaged in a timely and effective manner
3. relevant stakeholders are involved in decisions regarding risk acceptability and treatment
4. key stakeholders engage in the review of the BRMP as per the schedule in place for the local government, and
5. the community and other stakeholders engage with the bushfire risk management planning process and as a result are better informed about bushfire risk and understand their responsibilities to address bushfire risk on their own land.

### 2.2 Roles and Responsibilities

The City is responsible for the development, implementation and review of the Communication Strategy. Key stakeholders support local government by participating in the development and implementation of the Communications Strategy as appropriate. An overview of communication roles and responsibilities follows:



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- Communications and Marketing team, City of Cockburn, responsible for external communication with the local government area.
- Fire and Emergency Management team, City of Cockburn, responsible for operational-level communication between the City and DFES.



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## 2.3 Key Stakeholders

The following table identifies key stakeholders in bushfire risk management planning process, its implementation and review. These are stakeholders that are identified as having a significant role or interest in the planning process or are likely to be significantly impacted by the outcomes.

| Stakeholder | Role or interest | Level of Impact | Level of Engagement |
|---|---|---|---|
| Who is the stakeholder?<br><br>Consider government agencies, interest groups and service providers. | What is their role or interest that makes them a stakeholder?<br><br>Consider if they are an asset owner, landowner or manager, treatment manager or interested party. | Consider how the implementation of the BRMP will impact each stakeholder and then assign them a rating of High, Medium or Low. | What level of engagement is necessary for the stakeholder?<br><br>Inform, consult, involve, collaborate or empower? |
| **Bushland Friends of Groups (including Roe 8 Rehabilitation)** | Interested Party | Medium | Consult |
| **Community Residents Groups** | Interested Party | Medium | Consult |
| **City** | Asset/Landowner and Treatment Manager | High | Consult |
| **City Bushfire Advisory Reference Group (includes local Bush Fire Brigades)** | Interested Party | High | Consult |
| **City Local Emergency Management Committee** | Interested Party | Medium | Inform |
| **DFES (BRM Branch, OBRM)** | Treatment Manager and Bushfire Risk management Program Coordinator | High | Collaborate |



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| | | | |
|---|---|---|---|
| **DBCA (including Regional Park Community Advisory Committees)** | Asset/Landowner and Treatment Manager | Medium | Consult |
| **Department of Education/other private schools** | Asset/Landowner and Treatment Manager | Low | Consult |
| **DPLH** | Asset/Landowner | Low | Consult |
| **Land Leases on City reserves and properties** | Interested party | Medium | Consult |
| **Main Roads** | Asset/Landowner and Treatment Manager | Low | Consult |
| **Private landowners** | Asset/Landowner and Treatment Manager | High | Consult |
| **Water Corporation** | Asset/Landowner and Treatment Manager | Low | Consult |
| **Western Power** | Asset/Landowner and Treatment Manager | Low | Consult |
| **Other Local Governments** | Interested Party | Low | Inform |

## 3. Communications Log

The City will maintain a communications log that captures the communications with key internal and external stakeholders that occurred during the development of the BRMP, associated Treatment Schedule, implementation and review of the BRMP. The Log will be a record of any significant conversations, community engagement events, emails, meetings, presentations, workshops and other communication initiatives. The Communications Log will be provided to City BFARG and LEMC each year as part of the reporting on the progress of the BRMP, and to OBRM as requested.



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## Appendix 2 – Local Government Wide Controls Table

Local government-wide controls are activities already being undertaken by the City, State agencies and other stakeholders that reduce the overall bushfire risk. The table below also lists controls that are desirable or should be implemented in the future.

| Control | | Action or activity description | Lead agency | Other stakeholder(s) | Notes and comments |
|---|---|---|---|---|---|
| Ref No | What is the control in place? | What is the name of the specific action or activity? | Who is the agency responsible for implementation of the control? | Are there any other key stakeholders who contribute to the success of the control? | Provide a brief description of the action or activity, its contribution to bushfire risk management in the local government, target areas, key timeframes and any work being undertaken to improve the control. |
| **1** | Enforcement of the *Bush Fires Act 1954* | City Fire Control Order (Section 33) | City | Landowners | The City's Fire Control Order is distributed annually with the City's Rates Notices and the City undertakes a proactive inspections program of properties to ensure compliance with the Fire Control Order. |
| **2** | | Declaration of Total Fire Bans | DFES | City | A Total Fire Ban (TFB) is declared because of extreme fire weather conditions or when current operational commitments have reduced state-wide resources/capabilities. A TFB is declared by DFES following consultation with the LG. |
| **3** | | Declaration of Harvest Vehicle Movement Bans | City, Chief Bushfire Control Officer | DFES, Fire Control Officers | Bans imposed when the CBFCO and FCOs are of the opinion that the use of engines, |



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| | | | | | |
|---|---|---|---|---|---|
| | | | | | vehicles, plant or machinery is likely to cause/contribute to the spread of a bushfire. |
| **4** | | Restricted and prohibited burning times and issuing of permits to set fire to the bush | City | Chief Bushfire Control Officer, Fire Control Officers, DFES | Regulate burning requirements in the City during the restricted and prohibited burning times. |
| **5** | | Distribution and capability of local fire and emergency services, including Cockburn Career Fire and Rescue Service (DFES), South Coogee and Jandakot Volunteer Bush Fire Brigades (City). | DFES/City | Chief Bushfire Control Officer, DBCA | Ensure local emergency services are appropriately capable and equipped to respond effectively to bushfires within the City. |
| **6** | State Planning Policy 3.7 – Planning in Bushfire Prone Areas | Enforcement of SPP 3.7 in declared bushfire prone areas | City | DFES, DPLH | Implement the Guidelines for Planning in Bushfire Prone Areas to ensure bushfire risk is addressed when planning, designing or assessing a planning proposal within a designated bushfire prone area. Bushfire prone areas mapping can be viewed here: https://www.dfes.wa.gov.au/hazard-information/bushfire/bushfire-prone-areas#map-of-bpa |
| **7** | Local Emergency Management Arrangements | Local emergency management plan is maintained. | Local Emergency Management Committee membership, hazard management agencies, and | - | Local plan including Local Recovery Plan, resource register and is regularly reviewed, exercised, and updated. |



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| | | | | | |
|---|---|---|---|---|---|
| | | | support organisations. | | |
| **8** | Bushfire Advisory Reference Group | Strategic oversight of bushfire risk management within the City. | Membership, includes local bushfire brigades | - | Advise and advocate on effective bushfire risk management. |
| **9** | Local Community Education Campaigns | Implement local emergency and bushfire education and preparedness campaigns. | City | DFES | Public education campaigns and the use of PWS and DFES state-wide programs, tailored to suit local needs to ensure the community is actively undertaking bushfire risk management activities and prepared should a bushfire occur in their local area. Examples of community education include;<br>• Maintaining Australian Fire Danger Rating Signs<br>• Providing resources and advice to the community<br>• Providing community events/workshops on bushfire safety and readiness |
| **10** | State-wide Education Campaigns | Implement State-wide emergency and bushfire education and preparedness campaigns. | DFES, WA Police | City, DBCA | State-wide messaging and information to raise community awareness and resilience, including arson prevention programs developed by WA Police and DFES. |
| **11** | South Metro Bushfire Risk Management Working Group | Coordinate and advise on local bushfire risk management. | DFES | Membership, including Local Governments, public utilities and State agencies | Advise and advocate on effective bushfire risk management. The Group is a formal avenue for the City to advocate with public |



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| | | | | | |
|---|---|---|---|---|---|
| | | | | | utilities and State agencies about priority risks. |
| **12** | Annual weed and maintenance works in City managed road and bushland reserves | Implement an annual program of works to maintain road and bushland reserves to an acceptable level of risk. | City | Private landowners | The City's Environment, Parks and Streetscapes coordinate regular works to be completed throughout the City, including verge mowing, weed control, and maintaining existing firebreaks and asset protection zones. |
| **13** | Residential Bulk Garden Organics Verge Collections | Provide bulk garden organics verge collection service to residential landowners. | City | Private residential landowners | The City's Waste Services provide bulk garden organic services to the community and assists in removing dead vegetation and assisting the community in maintaining their properties. |
| **14** | Illegal access to conservation areas | Implement measures to limit unauthorised access to conservation reserves in accordance with the Natural Area Management Strategy. | City | DBCA | Preventing access to vegetated areas reduces the spread of weeds and the likelihood of arson. |
| **15** | Weed control for Cockburn residents living in the rural, rural living and resource zones | Landowner Biodiversity Conservations Grant | City | Private landowners | The City's Sustainability and Environment Team coordinate a grant program for residents to apply for up to $3,000 per property to conserve and enhance the natural bushland, including weed control services. |



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## Desirable/proposed Local Government wide controls

The following is a list of proposed local government wide controls to adopt during the life of the BRMP that were identified through the development and consultation of the BRMP.

| Control | | Action or activity description | Lead agency | Other stakeholder(s) | Estimated cost | Notes and comments |
|---|---|---|---|---|---|---|
| **1** | Bushfire Risk Management Officer | Dedicated Bushfire Risk Management position in the City to implement Bushfire Risk Management Plan | City | Landowners (private, State agencies and others) | $100,000 per annum | The City to employ a dedicated resource to oversee the coordination of bushfire risk management, including regular review of Asset Risk Register and Treatment Schedule maintained in BRMS, report on progress of BRMP, and oversee the implementation of asset-specific treatments, such as tailored community education programs and working with all land owners and managers to refine and implement the Treatment Schedule.<br><br>The position is estimated to result in a net increase in expenditure by $40,000, as the City currently outsources part of this work to a consultant for $60,000. Due to the volume of work required by this position, the current consultancy arrangement is only used for significant mitigation programs and periodically. |



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| | | | | | | |
|---|---|---|---|---|---|---|
| **2** | Capture FDR data to inform future controls | Report on Fire Danger Rating Days over the life of the BRMP under the new Australian Fire Danger Rating System (AFDRS). | Bureau of Meteorology | City | n/a | Feedback received during the consultation of the BRMP expressed that the City should report on any trends on Fire Danger Rating day, particularly any increases. As the new AFDRS was adopted from September 2022, there is limited contemporary data to inform any further controls required. |
| **3** | Local bushfire risk management funding for private properties | Investigate the feasibility of a coordinated or co-funded program for bushfire risk management activities on private properties | City/DFES (ESL 1 areas) | Private landowners | Business as usual | The City to investigate implementing a program to support private landowners to implement bushfire risk management strategies on their properties, including but not limited to, maintaining water supply (including a power supply) for firefighting purposes and private property burning subsidy. This will be achieved by liaising with local Bushfire Brigades and reviewing State and National reviews into significant bushfires. Feedback received during consultation on the BRMP, noted that the City could co-fund the supply of resources. |
| **4** | Fire and smoke detection technology | Investigate the market for fire and smoke detection technology to enhance local firefighting capabilities and opportunities to invest in technology to increase bushfire resilience. | City | - | Indicative costs if deemed feasible to implement = $120,000 over two years | The City to investigate emerging technologies for early fire and smoke detection to enhance firefighting capabilities and opportunities to partner with education institutions for learning and knowledge development. |



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Document Set ID: 11839234
Version: 1, Version Date: 15/03/2024

# Bushfire Risk Management Plan
## 2026–2028



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## Acknowledgement of Country

Commented [LH1]: Highlight as a change:

The Acknowledgement of Country is a new addition.

The City of Cockburn acknowledges the Nyungar people of Beeliar Boodjar. Long ago, now and in the future they care for Country.

We acknowledge a continuing connection to Land, Waters and Culture and pay our respects to Elders, past and present.

## Document control

| | | | |
|---|---|---|---|
| Document name | <As per ECM record> | Current version | 1.1 |
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| Document location | <Add as required> | Next review date | 01/05/2028 |

**Commented [LH2]:** Highlight as a change

The information on document control, endorsement and public information is an addition, as per the new OBRM guidelines.

Document details including name, issue date and location will be finalised once endorsed by Council, prior to public publication.

## Document endorsements

This Bushfire Risk Management Plan has been endorsed by the Office of Bushfire Risk Management as consistent with the standards detailed in the *Guidelines for Preparing a Bushfire Risk Management Plan 2024*.

The approval of the Bushfire Risk Management Plan by the City of Cockburn Council signifies support of the plan's implementation and commitment to working with risk owners to manage bushfire risk. Approval does not signify acceptance of responsibility for risk, treatments or outcomes on land that is not managed by the City of Cockburn.

| Local Government | Representative | Signature | Date |
|---|---|---|---|
| City of Cockburn | xx | xx | xx |

**Commented [LH3]:** A representative will need to be appointed.

## Publication information

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## Forward

Fire has been inherently a part of Australia's natural landscape for thousands of years through Aboriginal people caring for Country and maintaining cultural and spiritual connections. Fire continues to play a role in land management and managing bushfire risk with coordinated multi-agency treatments conducted to address identified bushfire risks and enhancing community resilience.

Ensuring the City of Cockburn (City) is **The Best Place to Be** includes enshrining the safety of our communities and natural environment by taking action to prevent and prepare for bushfires.

Under the State Hazard Plan - Fire, an integrated Bushfire Risk Management Plan (BRMP) is to be developed for local government areas with significant bushfire risk. This BRMP is a strategic document that facilitates a coordinated approach towards the identification, assessment and treatment of assets exposed to bushfire risk to reduce the impact of severe bushfires on the community. The BRMP supports and underpins the Strategic Community Plan 2020–2030 (SCP) and forms part of the City's Local Emergency Management Arrangements.

# Chapter 1: Introduction



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Commented [LH4]: Highlight as a change

Chapter headings have been added by our Communications team for improved readability and to align with the recently endorsed Local Emergency Management Plan.

# Chapter 1 Introduction

## 1.1 Background

This Bushfire Risk Management (BRM) Plan provides contextual information to inform a structured approach to identifying, assessing, prioritising, monitoring and treating bushfire risk. The BRM Plan has been prepared by City of Cockburn, encompasses all land within the City of Cockburn and has been written on behalf of all stakeholders within that area. The BRM Plan is informed by consultation and communication with land and asset managers that has occurred throughout its development to ensure an informed and collaborative approach to managing bushfire risk.

The BRM plan has been prepared with due consideration of the requirements stated in the *Guidelines for Preparing a Bushfire Risk Management Plan* (the Guidelines) published by the Office of Bushfire Risk Management (OBRM) including the principles described in *ISO 31000:2018 Risk Management*.

**Commented [LH5]:** Minor change

The content in the background section has been revised to reflect the new OBRM template. No changes impacting the meaning of the plan have been made.

## 1.2 Objective of the Bushfire Risk Management Planning program

The BRM planning program supports local governments to reduce the threat posed by bushfire. The City of Cockburn BRM Plan will contribute to achieving the objective of the BRM program by:

- Guiding and coordinating a cross-tenure, multi-stakeholder approach to BRM planning
- Facilitating the effective use of the financial and physical resources available for BRM activities
- Supporting integration between risk owners, strategic objectives and tactical outcomes
- Integrating bushfire risk management into the business processes of local government, landowners and other agencies
- Ensuring there is integration between landowners and bushfire risk management programs and activities
- Documenting processes used to identify, monitor and review the implementation of treatments to ensure risk is managed to an acceptable level.

**Commented [LH6]:** Highlight as a minor change

The order of the objectives have been rearranged and a slight change in use of tense has been made to align with the new OBRM template.

## 1.3 Legislation, policy and standards

Legislations, policy and standards that were applied in the development of this BRM Plan can be found in the *Bushfire Risk Management Planning Handbook – Appendix 1 – Summary of Related Legilsation, Policy and Guidelines*.

The following legislation, policy and standards were considered to be applicable in the development and implementation of the BRM Plan:

- ***Aboriginal Heritage Act 1972 (as amended by the Aboriginal Heritage Legislation Amendment and Repeal Act 2023)***
- ***Biodiversity Conservation Act 2016***
- ***Building Act 2011***
- ***Bush Fires Act 1954 (as amended, 2024)***
- ***Conservation and Land Management Act 1984***
- ***Country Areas Water Supply Act 1947***
- ***Emergency Management Act 2005***
- ***Environmental Protection Act 1986***
- ***Environmental Protection and Biodiversity Conservation Act 1999 (Cth)***
- ***Fire Brigades Act 1942***
- ***Fire and Emergency Service Act 1998***
- ***Metropolitan Water Supply, Sewerage and Drainage Act 1909***
- ***Rottnest Island Authority Act 1987***
- ***Bush Fires Regulations 1954***
- ***Emergency Management Regulations 2006***
- ***Planning and Development (Local Planning Scheme) Regulations 2015***
- ***City (Local Government Act) Local Laws 2000***
- ***State Emergency Management Policy (SEMC, 2025)***
- ***State Emergency Management Plan (State Emergency Management Committee (SEMC), 2022)***
- ***State Emergency Management Procedures (SEMC 2026)***
- ***State Hazard Plan – Fire (SEMC 2025)***
- ***State Planning Policy 3.4: Natural Hazards and Disasters (Western Australian Planning Commission (WAPC) 2006) (SPP 3.4)***
- ***State Planning Policy 3.7 – Bushfire (2024) WAPC***

**Commented [LH7]:** Highlight as a minor change

Used new template wording and moved the reference to the ISO to chapter 2 as per template.

**Commented [LH8]:** Highlight as a change:

The legislation is technically still current, but was heavily amended following the repeal of the Aboriginal Cultural Heritage Act 2021 in Nov 2023, hence the addition

**Commented [LH9]:** Highlight as a change:

Addition of reference to the 2024 amendment

**Commented [LH10]:** Highlight as a change:

Was reviewed, replacing:
- SEM Policy (SEMC 2019)

**Commented [LH11]:** Highlight as a change:

Was reviewed, replacing:
- SEM Plan (State Emergency Management Committee (SEMC 2019))

**Commented [LH12]:** Highlight as a change:

- All SEM Procedures were consolidated under one single Procedure, so the change here (from: SEM Prevention and Mitigation Procedure 1 (SEMC 2019)) is to reflect that.

**Commented [LH13]:** Highlight as a change:

The SHP was reviewed, replacing:
- State Hazard Plan - Fire (SEMC 2019)

**Commented [LH14]:** Highlight as a change:

This legislation is replacing:
State Planning Policy 3.7: Planning in Bushfire Prone Areas (WAPC 2015, as amended) (SPP 3.7)

# Chapter 2: The risk management process




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## Chapter 2 The risk management process

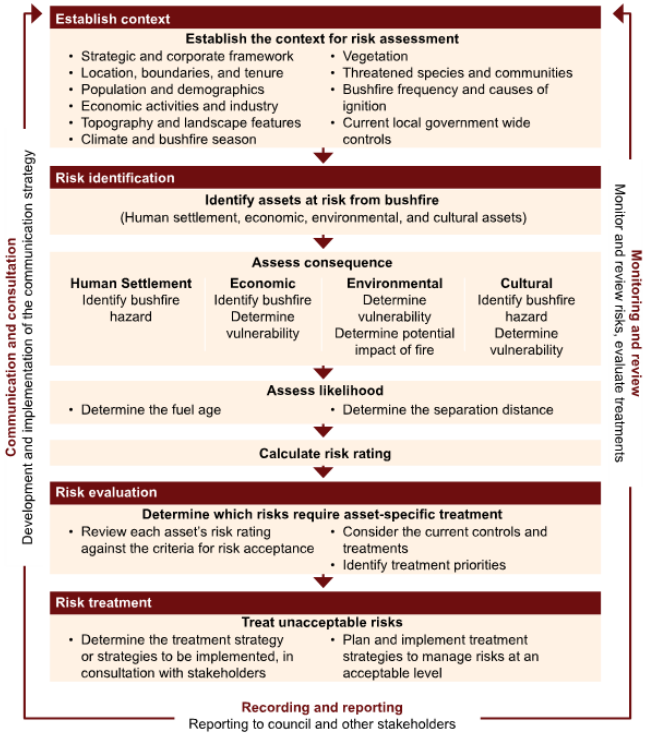
The BRM planning process is a cycle of understanding the context and assessing and treating risks. Each of these steps is informed by communication and consultation and supported by monitoring and review. The three products produced during the BRM planning process are the BRM Plan, Asset Risk Register and Treatment Schedule.

**Commented [LH15]:** Highlight as a change

This short paragraph is an addition suggested in the new OBRM guidelines.

The risk management processes used to identify and address risk in this BRMP are aligned with the international standard for risk management, *ISO 31000:2018 Risk Management*, as described in NERAG. This process is outlined in Figure 1.

Figure 1 – An overview of the risk management process adapted from *ISO 31000:2018 Risk Management*.



## 2.1 Roles and Responsibilities

The roles and responsibilities of the key stakeholders involved in the development of the BRM Plan are outlined in Table 1.

Table 1 - Roles and responsibilities in the Bushfire Risk Management (BRM) planning process

| Stakeholder | Roles and responsibilities |
|---|---|
| All landowners (State and Local Govt, Private etc.) | • Implement treatment strategies<br>• Comply with the City's Fire Control Order if applicable. |
| Local government | • Custodian of the BRM Plan<br>• Coordinate the development and ongoing review of the BRM Plan<br>• Undertake bushfire risk assessment of the local government area<br>• Submit the draft BRM Plan to OBRM for review and endorsement<br>• Develop and implement a Treatment Schedule for local government managed land<br>• Encourage risk owners to treat identified risks<br>• As treatment manager, implement treatment strategies in consultation with land managers, environmental policy, planning staff and groups and appropriate compliance requirements, with consideration of the protection of environmental assets<br>• Communicate the plan to the community<br>• Enforce compliance with the City's Fire Control Order as per the Bush Fires Act 1954 (as amended 2024). |
| DFES | • Contribute to the development and implementation of the BRM Plan.<br>• Facilitate involvement of State and Federal government agencies in the BRM planning process<br>• Support local government through expert knowledge and advice in relation to the identification, prevention and treatment of bushfire risk<br>• Undertake treatments on unmanaged reserves and unallocated Crown land within gazetted town sites<br>• By agreement, implement treatment strategies for other land managers<br>• Endorse BRM Plans as consist with the Guidelines, BRM Program and dynamic risk environment<br>• Administer the Mitigation Activity Fund Grants Program. |

**Commented [LH16]:** Highlight as a change, aligned to new OBRM template:

Was:
Negotiate a commitment from landowners to treat risks identified in the BRMP, with the appropriate compliance requirements and protecting environmental assets

**Commented [LH17]:** Highlight as a change

An addition as per the BRMP guidelines

| Stakeholder | Roles and responsibilities |
|---|---|
| Office of Bushfire Risk Management (OBRM) | • Ensure bushfire risk is managed in accordance with ISO 31000 and reporting on the state of bushfire risk across Western Australia<br>• Review BRM Plans for consistency with the Guidelines prior to final approval by Council. |
| Department of Biodiversity, Conservation and Attractions (DBCA) | • Contribute to the development of the BRM Plan<br>• Implement their treatment program on DBCA managed land<br>• Provide advice on environmental assets and appropriate treatment strategies for their protection. |
| Department of Planning, Lands and Heritage | • Identify managed assets<br>• Provide advice on management of Aboriginal Cultural Heritage. |
| Other State and Commonwealth Government agencies and public utilities | • Identify managed assets<br>• Provide advice on current risk treatment programs<br>• Contribute to the development of BRM Plans<br>• Undertake treatments on lands they manage. |
| Corporations and private landowners | • Identify managed assets.<br>• Provide advice on current risk treatment programs<br>• Undertake treatments on lands they manage. |
| Public Utilities | • Assist the local government by providing information about their assets and current risk treatment programs<br>• Participation in and contribution to the development and implementation of BRMP's<br>• Implementation of treatment strategies. |
| Bushfire Advisory Committee (BFAC) and Local Emergency Management Committee (LEMC) | • Provide advice and feedback on current treatments.<br>• Monitor the effectiveness of the currency and implementation of BRMP. |

**Commented [LH18]:** Highlight as a change:

An addition as per the new BRMP guidelines

**Commented [LH19]:** Highlight as a change:

Name change: Was previously called a reference group

| Stakeholder | Roles and responsibilities |
|---|---|
| Corporations and Private Landowners | • Implementation of treatment strategies<br>• Comply with the City's Fire Control Order. |

## 2.2. Stakeholder engagement

Commented [LH20]: Highlight as a change:

This section was previously titled communication and consultation. The contents of the section remain the same, with the addition of the first paragraph from the new OBRM template, and the table, see comment below.

Engagement with stakeholders during the development, implementation and review of the BRM Plan ensures planning is based on comprehensive information and considers the values and objectives of the entire community.

As part of the development of the BRM Plan in 2023, the City engaged an external consultant to assess the City's bushfire risk according to State methodology before commencing community consultation. Once a draft BRMP was prepared with an indicative treatment schedule, the City invited community feedback and targeted key local stakeholders to provide input.

A **Communication Strategy** (see: Appendix 1) has been prepared to ensure appropriate and effective communication occurs with relevant stakeholders in the development, implementation and evaluation of this BRM Plan.

The following table identifies key stakeholders in the BRM planning process. These are stakeholders that are identified as having a significant role or interest in the planning process or are likely to be significantly impacted by the outcomes.

Table 2 - Key stakeholders identified in the BRM planning process for the City of Cockburn.

Commented [LH21]: Highlight as a change:

Was originally an appendix (appendix 1), and was moved to the body text as per the new OBRM guidelines. No amendment to content was made.

| Stakeholder | Role or interest | Level of impact of outcomes | Level of engagement |
|---|---|---|---|
| Bushfire Friends of Groups (including Roe 8 Rehabilitation) | Interested Party | Medium | Consult |
| Community Residents Groups | Interested Party | Medium | Consult |
| City | Asset / Landowner and Treatment Manager | High | Consult |

| | | | |
|---|---|---|---|
| City Bush Fire Advisory Committee (includes local Bush Fire Brigades) | Interested Party | High | Consult |
| City Local Emergency Management Committee | Interested Party | Medium | Inform |
| DFES (BRM Branch, OBRM) | Treatment Manager and Bushfire Risk Management Program Coordinator | High | Collaborate |
| DBCA (including Regional Park Community Advisory Committee) | Asset / Landowner and Treatment Manager | Medium | Consult |
| Department of Education / other private school | Asset / Landowner and Treatment Manager | Low | Consult |
| DPLH | Asset / Landowner | Low | Consult |
| Land Leases on City reserves and properties | Interested Party | Medium | Consult |
| Main Roads | Asset / Landowner and Treatment Manager | Low | Consult |
| Private landowners | Asset / Landowner and Treatment Manager | High | Consult |
| Water Corporation | Asset / Landowner and Treatment Manager | Low | Consult |
| Western Power | Asset / Landowner and Treatment Manager | Low | Consult |
| Other Local Governments | Interested Party | Low | Inform |

# Chapter 3: Establising the context



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# Chapter 3 Establishing the context

## 3.1 Strategic and corporate framework

Commented [LH22]: Highlight as a change:

This section was previously titled Related Plans and Strategies - All content in the subheadings remains the same

### 3.1.1 Strategic Community Plan 2020-2030

The City's Strategic Community Plan 2020 – 2030 (SCP) provides the long-term vision to make the City of Cockburn 'the best place to be'. It sets out community priorities and builds on the City's history and previous planning to guide our growth. The SCP also outlines key population and demographic trends that shape service delivery and strategic planning.

The BRMP supports the SCP by facilitating and advocating for increased community safety and resilience by outlining the framework by which the City will identify, analyse and evaluate bushfire risks and integrating these practices into business processes. The objectives of the BRMP align with the City's objective to promote a vibrant, healthy, safe, inclusive and connected community (Outcome 3: Community, Lifestyle and Security).

### 3.1.2 Local Emergency Management Arrangements

The BRMP forms part of the City's Local Emergency Management Arrangements (LEMA) and is prepared in accordance with the requirement of the Emergency Management Act 2005 and the State Emergency Management Framework. As a component of LEMA, the BRMP supports community resilience by guiding the City's prevention, mitigation, preparedness, response and recovery activities for bushfire risk.

### 3.1.3 Climate Change Strategy 2020-2030

The City's Climate Change Strategy 2020-2030 (CCS) is a roadmap with 14 objectives to mitigate and adapt to the impacts of climate change. Damage to or loss of biodiversity, natural habitat, infrastructure, and public health caused by the impacts of climate change is identified in the CCS as having the potential to impact the City's service delivery, natural environment, local community and infrastructure.

The BRMP facilitates outcomes for objectives: 10 Conserve Biodiversity, 13 Protect Community Infrastructure, and 14 Enhance Health and Wellbeing in reducing the impact of bushfires.

### 3.1.4 Natural Area Management Strategy 2012-2022 (Current)

The City's Natural Area Management Strategy 2012-2022 (NAMS) outlines the City's approach to managing its vested natural areas and strengthening its capacity to conserve local biodiversity. The Strategy focuses on protecting and enhancing the City's natural environment by monitoring environmental changes and addressing key threats.

The BRMP supports the NAMS by incorporating its objectives into the bushfire risk assessment process, ensuring that the environmental values of natural areas are considered when identifying, analysing and evaluating bushfire risk. The NAMS also guides the City's approach to managing unauthorized access to reserves and undertaking fuel load reduction activities.

### 3.1.5 Other related City plans and strategies

- Community Safety and Crime Prevention Plan 2022-2027
- Urban Forest Plan 2018-2028
- Local Government Inventory Heritage List Significant Tree List 2021
- Economic Development Framework

## 3.2 Land use and tenure

The City of Cockburn encompasses a total land area of approximately 170 square kilometres, including lakes, beaches and parkland. The City is located south of Perth Metropolitan, approximately 15 kilometres from the Perth CBD. There are 23 suburbs within the City, these are shown in Figure 2.

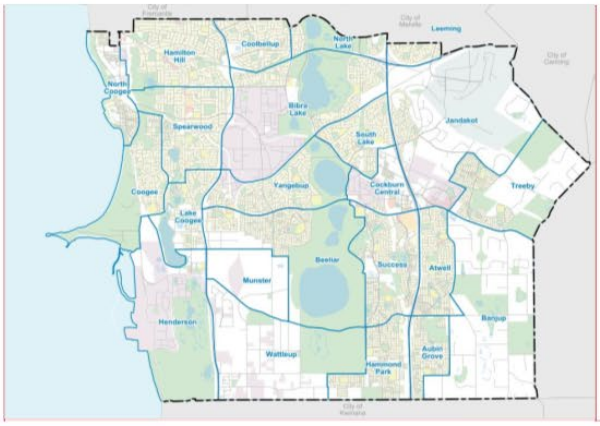
**Commented [LH23]:** Highlight as a change:

The title of this section was previously Location, boundaries and tenure.

The content of the section remains the same, with some changes to paragraph and diagram order for improved flow.

The addition of further information on land tenure within this section is highlighted in the comment below.

Figure 2 – Map of the City of Cockburn




**Commented [LH24]:** Highlight as a change

This map was an addition to more clearly show the suburb boundaries within the City

The Cities of Fremantle and Melville bound the City to the north, the Cities of Canning and Armadale bound the City to the East, and the City of Kwinana bounds the City to the South.

Figure 3 – Map of the City of Cockburn's Boundary Local Governments




The City of Cockburn local government boundaries include Rottnest Island and Carnac Island, located 18 and 10 kilometres respectively, offshore to the west.

The Rottnest Island Authority is a statutory non-Government agency established by the Western Australian State Government to maintain the day-to-day operation of Rottnest Island. As Rottnest Island falls under the control of the Rottnest Island Authority (Rottnest Island Authority Act 1987), the Island has not been assessed as part of the BRM Plan.

**Commented [LH25]:** Highlight as a change

It was previously noted that Rottnest Island comes under the authority of DBCA. This is incorrect, and has been amended to reflect the correct authority, designated as Rottnest Island Authority under the RIA Act 1987

Carnac Island is an uninhabited island and is principally managed by the Department of Biodiversity, Conservation and Attractions (DBCA).

The City of Cockburn features a variety of land uses and tenures that reflect a diverse landscape with a mix of natural and developed environments. Key components of the land use and tenure include:

## Residential land

Residential land is the predominant land use within the City, comprising established suburbs, new growth areas and infill development across a range of densities. These areas are primarily located on urban-zoned freehold land, with tenure held by private landowners, community housing providers and State Government agencies. Residential zones include low-, medium-, and high-density housing, as well as mixed-use precincts that integrate residential, commercial and community functions. The distribution of residential land, its interface with bushland reserves, and the presence of at-higher-risk populations such as young families, older residents and people with limited mobility are important considerations in bushfire risk assessment, evacuation planning and community preparedness.

## Industrial and commercial land

Industrial and commercial areas form a significant component of the City's land-use pattern, concentrated in Bibra Lake, Henderson, Jandakot, Cockburn Central and Spearwood. These precincts are generally located on urban-zoned freehold land, with tenure held by private operators and in some cases, State Government agencies – particularly within the Australian Marine Complex at Henderson. Industrial land supports manufacturing, logistics, warehousing and marine engineering while commercial centres accommodate retail, office and mixed-used development. Their scale, operational characteristics and proximity to transport corridors mean they play an important role in bushfire preparedness, access planning and risk mitigation across the City.

## Agricultural and horticultural land

Agricultural and horticultural land is limited within the City but remains an important component of the peri-urban landscape, particularly in Banjup, Jandakot and part of

Wattleup. These areas are typically located on rural-zoned freehold land, with tenure held by private landowners engaged in small-scale grazing, market gardening, equestrian activities and horticultural production. Although not extensive, these land uses contribute to local food production, landscape character and ecological values. Their vegetation cover and interface with bushland reserves influence fire behaviour and suppression planning.

### Community facilities

Community facilities including libraries, community centres, sporting complexes, youth facilities, cultural venues and emergency-service sites form an essential part of the City's social infrastructure network. These facilities are generally located on Crown reserves vested in the City or on freehold land owned by the City or the State. Classified under 'Community Purpose', Public Purpose' or 'Parks and Recreation' zones, these high-occupancy and high-value assets require specific considerations in bushfire risk assessment, particularly regarding access, evacuation capacity and their potential role as assembly or relief locations.

### Aged care, lifestyle villages and healthcare facilities

Aged-care lifestyle villages and healthcare facilities within the City accommodate residents and patients who may be more vulnerable during a bushfire emergency. These include residential aged-care homes, retirement and lifestyle villages, general practices, medical centres and allied health services, most of which are located on urban-zoned freehold land operated by private or not-for-profit providers. These sites often house people with reduced mobility, higher support needs and have elevated occupancy levels, and thus require priority consideration in bushfire risk management to ensure safe evacuation, continuity of care and effective emergency response.

### Parks, recreation and public open spaces

The City contains an extensive network of public open space, including district parks, neighbourhood parks, sporting reserves and foreshore areas. These areas are generally located on Crown reserves vested in the City and zoned 'Parks and Recreation'. While providing important community and environmental functions, unmanaged vegetation within these reserves can influence bushfire behaviour and requires coordinated mitigation and maintenance.

## Conservation and environment reserves

Significant conservation areas, including Beeliar, Jandakot and Woodman Point Regional Parks, Bush Forever sites and wetlands form a major component of the City's environmental land base. These areas are predominantly Crown reserves managed by the City, State government agencies or joint management arrangements. Their high ecological value, dense vegetation and connectivity to surrounding bushland make them important considerations in bushfire risk assessment and mitigation planning.

## Transport and infrastructure corridors

Major transport infrastructure, including the Kwinana Freeway, Roe Highway, freight rail lines, Cockburn Central Station and key arterial roads play a critical role in evacuation, emergency access and continuity of services. These corridors are generally located on State-owned land and require coordinated management to ensure safe movement during bushfire events.

## Utilities and critical infrastructure

Utilities and essential service assets including Western Power substations, Water Corporation infrastructure, telecommunications towers and waste-management facilities are distributed across the City on a mix of Crown and freehold land. These assets are vital to community functioning and require protection through mitigation, access planning and resilience measures.

Table 3 – Overview of land tenure and management within the City of Cockburn

| Land Manager/Agency | Local Government Area % (approximate) |
|---|---|
| Commonwealth Government | 5.9% |
| Department of Biodiversity, Conservation and Attractions | 9.6% |
| Local government | 20.1% |
| Other State Government | 18.4% |
| Private and other | 46% |
| **Total** | **100** |

**Commented [LH26]:** Highlight as a change:

To align with the new OBRM guidelines and the "good practice" mirrored by neighbouring local governments, we have included some additional contextual information - taken from public information from city documents or other government sources.

**Commented [LH27]:** Highlight as a change:

To align with the new OBRM guidelines and the "good practice" mirrored by neighbouring local governments, we have included some the following sub-sections on land use within our community, providing addition contextual information. All content was taken from publicly available city documents or other government sources (i.e. ABS).

**Commented [LH28]:** The content of this table was updated to reflect new data, supplied via Email from OBRM on the 30th March 2026

## 3.3 Community demographics and values

The City has a diverse community with a mix of residential, light and heavy industry. The City is home to 125,123 people and has a median age of 37 years (City REMPLAN, 2023), and population growth is projected to exceed 170,000 by 2036 (City of Cockburn 'Our People and Suburbs', 2026). Higher-density residential areas are concentrated along the coastal corridor and in growth suburbs such as Hammond Park, Success, Treeby and Cockburn Central, while rural-residential communities are located in Jandakot, Banjup and parts of Wattelup. This distribution influences exposure to bushfire risk, demand on emergency services, and pressure on transport corridors and evacuation routes.

Several demographic characteristics influence the community's resilience and vulnerability to bushfire. One higher-risk factor is the population of culturally and linguistically diverse residents in the City, with 21.6 per cent speaking a non-English language at home and 2.6 per cent reporting limited English proficiency (ABS Census, 2021). This highlights the importance of multilingual communication strategies for bushfire education, preparedness and response. Another higher-risk group includes residents needing assistance due to disability (4.5 per cent), which intersect with the City's ageing population (7.6 per cent aged 70-84yrs, and 1.5 per cent aged 85yrs+) (ABS Census, 2021). Additionally, vulnerability factors include socioeconomic disadvantage, single-parent households, residents without private transport, transient or high-density accommodation areas, social isolation and those living in bushfire-interface areas. The City's Local Emergency Management Arrangements (LEMA) outline how vulnerable communities are identified and supported across preparedness, response and recovery.

The eastern side of Cockburn contains rural-zoned blocks in Jandakot, Banjup and Treeby, many with remnant bushland. Wattleup and parts of Munster and Beeliar also contain market gardens and private businesses. These areas are more susceptible to bushfire impacts due to vegetation, lot size and limited access routes.

Community values also influence bushfire risk management. Residents place high value on natural areas, wetlands, wildlife habitat, coastal amenity and recreational spaces, which can shape preferences for vegetation management, prescribed burning and fuel-reduction activities. Protecting community facilities, neighbourhood character and local environmental assets is a key priority for many residents.

The City engages the community in bushfire preparedness through public education and seasonal messaging, community workshops, hazard-reduction notifications and collaboration with local volunteer emergency service groups. These activities support

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This section was previously titled People and the Economy. Content relating to the economy from this section was removed and moved to the relevant section below.

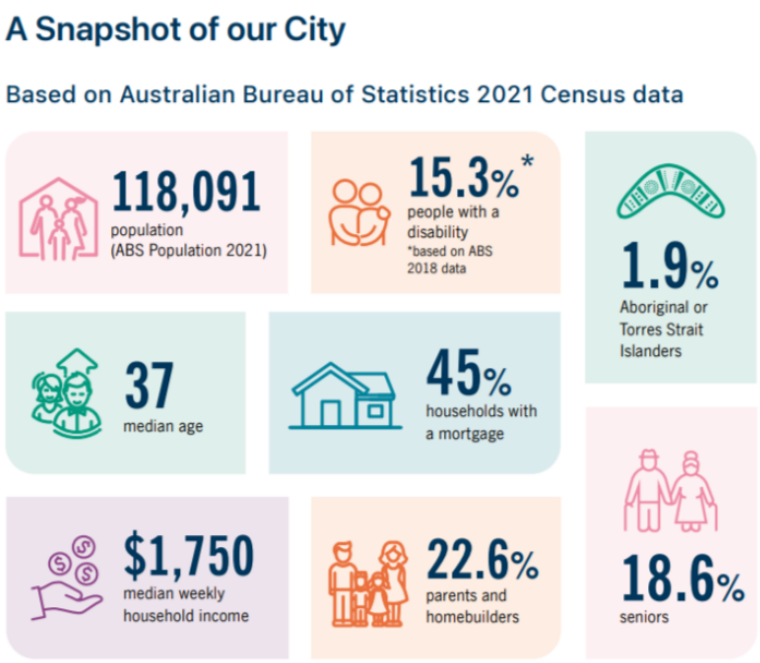
**Commented [LH30]:** Highlight as a change:

The following data was taken from the ABS Census 2021 to align with new OBRM requirements to include considerations for vulnerable (at-higher-risk) groups.

shared responsibility and help build community capability to prepare for, respond to and recover from bushfire events.

A comprehensive breakdown of information, trends and forecasts about the City population and economy can be viewed on the City's online interactive demographic, economic and community tools.

Figure 4 – Overview of the City population from the City Annual Report 2024-2025




## 3.4 Cultural Heritage

Commented [LH31]: Highlight as a change

This section is an addition as per the OBRM guidelines

The City of Cockburn acknowledges the Whadjuk Nyungar people of the Beeliar Boodja as the Traditional Owners of the land and recognises their enduring connection to and care for Country.

The City will identify Aboriginal stakeholders and areas of protected cultural heritage by engaging with Native Title holders, Traditional Owners and Aboriginal knowledge holders to ensure bushfire risk management activities respect and incorporate cultural values. This includes recognising the cultural authority of Whadjuk Nyungar representatives and maintaining an up-to-date register of relevant stakeholders with an interest in bushfire management.

Culturally appropriate engagement will be undertaken across planning, mitigation, response and recovery phases, recognising cultural authority and supporting meaningful participation where appropriate. Existing arrangements relevant to land or fire management – such as Native Title determinations, Indigenous Land Use Agreements (ILUAs), Cultural Heritage Management Plans and any Memoranda of Understanding – will be considered in operational planning and decision-making.

Bushfire mitigation works, including firebreak installation and hazard reduction activities, will be planned to avoid or minimise impacts on Aboriginal Cultural Heritage Inquiry Systems (ACHIS) and seeking cultural advice where required. When supported by Traditional Owners, the City will seek opportunities to incorporate cultural burning knowledge and practices into bushfire risk management to support landscape resilience, cultural outcomes and community safety.

Registered Aboriginal Cultural Heritage sites and Protected Areas are shown in the Aboriginal Cultural Heritage Inquiry System (ACHIS). This system will be consulted and appropriate approvals obtained when planning bushfire mitigation activities. The City also maintains a list of culturally significant landmarks and places, which will be considered during bushfire planning and operations. See below:

Table 4 – Registered Aboriginal Cultural Heritage Sites and Protected Ares as listed within ACHIS

| ACH Identifier | Name | Place Type | Culturally Sensitive | Culturally Sensitive Nature |
|---|---|---|---|---|
| ACH-00000120 | KOGOLUP LAKE 01 | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00000121 | COCKBURN LIGHTHOUSE | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00003292 | THOMSONS LAKE | Artefacts / Scatter | No | No Gender / Initiation Restrictions |

| | | | | |
|---|---|---|---|---|
| ACH-00003294 | NORTH LAKE N. | Artefacts / Scatter; Camp | No | No Gender / Initiation Restrictions |
| ACH-00003295 | NORTH LAKE, COOLBELLUP | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00003418 | ROTTNEST : PEACOCK HILL | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00003428 | HAMMOND ROAD SWAMP. | Artefacts / Scatter; Creation / Dreaming Narrative; Hunting Place; Water Source | No | No Gender / Initiation Restrictions |
| ACH-00003429 | BARTRAM ROAD SWAMPS. | Artefacts / Scatter; Creation / Dreaming Narrative; Hunting Place; Water Source | No | No Gender / Initiation Restrictions |
| ACH-00003440 | ROTTNEST : CYCLEWAY | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00003447 | MATHER RESERVE, BANJUP. | Creation / Dreaming Narrative; Hunting Place | No | No Gender / Initiation Restrictions |
| ACH-00003467 | ROTTNEST : TRANSIT CELL | Traditional Structure | No | No Gender / Initiation Restrictions |
| ACH-00003468 | ROTTNEST : OLD HOSPITAL | Historical | No | No Gender / Initiation Restrictions |
| ACH-00003513 | LUKIN SWAMP. | Artefacts / Scatter; Camp; Other | No | No Gender / Initiation Restrictions |
| ACH-00003540 | ROTTNEST : LODGE/QUAD. | Ritual / Ceremonial; Historical; Repository / Storage Place | No | No Gender / Initiation Restrictions |
| ACH-00003707 | ROBB JETTY CAMP. | Camp; Historical; Traditional Structure | No | No Gender / Initiation Restrictions |
| ACH-00003709 | NORTH LAKE AND BIBRA LAKE. | Camp; Creation / Dreaming Narrative; Hunting Place | No | No Gender / Initiation Restrictions |
| ACH-00003780 | ROTTNEST : LONGREACH BAY | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00003781 | Wadjemup Aboriginal Prisoners Cemetery (ROTTNEST) | Burial | No | No Gender / Initiation Restrictions |

| | | | | |
|---|---|---|---|---|
| ACH-00003782 | ROTTNEST : GOLF COURSE | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00003784 | ROTTNEST : STABLES | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00004103 | SWAMP 81 | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00004106 | NORTH LAKE SW | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00004311 | ACOURT ROAD | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00004357 | WATTLEUP ROAD SWAMP | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00004358 | MASON ROAD SWAMP | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00015838 | LAKE COOGEE 1 | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00015839 | LAKE COOGEE 2 | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00015840 | COCKBURN ROAD | Creation / Dreaming Narrative | No | No Gender / Initiation Restrictions |
| ACH-00015841 | WOODMAN POINT | Creation / Dreaming Narrative | No | No Gender / Initiation Restrictions |
| ACH-00015934 | THOMPSONS LAKE 01 | Other | No | No Gender / Initiation Restrictions |
| ACH-00018332 | Clontarf Hill | Artefacts / Scatter; Camp; Ritual / Ceremonial; Creation / Dreaming Narrative; Historical; Hunting Place; Massacre | No | No Gender / Initiation Restrictions |
| ACH-00018937 | Yangebup Lake | Ritual / Ceremonial; Creation / Dreaming Narrative; Historical; Plant Resource; Water Source | Yes | No Gender / Initiation Restrictions |
| ACH-00018938 | Thomsons Lake | Ritual / Ceremonial; Creation / Dreaming Narrative; Historical; Plant Resource; Water Source | Yes | No Gender / Initiation Restrictions |
| ACH-00020866 | Lake Coogee | Creation / Dreaming Narrative | No | No Gender / Initiation Restrictions |
| ACH-00021809 | Thomsons Reservoir 1 | Artefacts / Scatter | No | No Gender / Initiation Restrictions |

| | | | | |
|---|---|---|---|---|
| ACH-00021810 | Thomsons Reservoir 2 | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00021811 | KRAEMER RESERVE | Camp; Creation / Dreaming Narrative; Hunting Place; Meeting Place; Water Source | No | No Gender / Initiation Restrictions |
| ACH-00025022 | Beeliar Regional Park 4 | Sub surface cultural material; Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00031746 | Golf Course South Glass Artefact Scatter | Sub surface cultural material; Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00031747 | Golf Course Northeast Site Glass Artefact Scatter | Sub surface cultural material; Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00039235 | WAD-2021-001 | Artefacts / Scatter; Historical | No | No Gender / Initiation Restrictions |
| ACH-00039236 | WAD-2021-003 | Artefacts / Scatter; Historical | No | No Gender / Initiation Restrictions |
| ACH-00039237 | WAD-2021-002 | Artefacts / Scatter; Historical | No | No Gender / Initiation Restrictions |
| ACH-00039238 | WAD-2021-004 | Sub surface cultural material; Artefacts / Scatter; Historical | No | No Gender / Initiation Restrictions |
| ACH-00039239 | SSPAA-2017-01 | Sub surface cultural material; Artefacts / Scatter; Historical | No | No Gender / Initiation Restrictions |
| ACH-00039697 | SM22-A-01 | Artefacts / Scatter; Historical; Other; Quarry | No | No Gender / Initiation Restrictions |

## 3.5 Economic activities and industry

The City supports a diverse and growing economy, with major activity concentrated in industrial, commercial, marine, logistics and service sectors. Key economic precincts include the Australian Marine Complex in Henderson, one of Australia's largest marine engineering and defence-industry hubs; the Bibra Lake industrial area, which accommodates warehousing, transport and waste-management operations; and the Jandakot Airport industrial precinct, supporting aviation, logistics and commercial enterprises. These areas contain high-value assets, critical supply-chain functions and large employment bases, and are economically significant and potentially vulnerable to bushfire impacts. High daily workforce movements also influence population distribution, which can affect emergency access, evacuation planning and exposure to bushfire risk.

The manufacturing sector contributes $8 billion to regional output (28.87 per cent), while construction is the largest employer with 7,766 jobs (14.95 per cent) (City REMPLAN, 2023). The City is home to the Australian Marine Complex and Jandakot Airport, Western Australia's busiest general aviation airport and home to a large range of businesses and tenants. Jandakot Airport supports statewide emergency services and bushfire activities, including the Department of Biodiversity and Conservation Aviation Operations for aerial fire surveillance and suppression, DFES emergency rescue helicopter service, and the Royal Flying Doctor Service of Australia. These sectors could be significantly impacted by a major bushfire, particularly given the reliance on strategic transport routes connecting industry to Fremantle Port and the Western Trade Coast.

Economic activity across these precincts may be exposed to bushfire risk, particularly where industrial operations interface with vegetated reserves, rural land or transport corridors. Activities involving machinery, hot works, outdoor storage, fuel handling or flammable materials can also elevate ignition risk if not managed appropriately. These risks are mitigated through compliance with fire-prevention regulations, site-specific fire management plans, and education for businesses operating in higher-risk environments.

The City also contains rural enterprises in Banjup, Jandakot and Wattleup, including equestrian facilities, market gardens and small-scale horticulture which may be directly exposed to bushfire due to their proximity to bushland and reliance on open-air operations. Tourism, recreation and seasonal visitation – particularly around coastal areas, Woodman Point, Coogee Beach and major events can cause temporarily increased populated density, placing additional pressure on evacuation routes, emergency services and public infrastructure during the high-threat season.

Strategic transport routes such as the Kwinana Freeway, Roe Highway, Stock Road, Beeliar Drive and freight rail corridors are essential to the City's economic activity and emergency response capability. Maintaining the resilience and availability of these routes during bushfire events is critical to supporting business continuity, supply-chain stability and safe community movement.

Disruption caused by bushfire has the potential to result in short-term impacts to the City's economy and industry including business interruption, supply chain delays and loss of productivity, as well as longer-term effects including economic recovery challenges, reduced investment confidence and impacts to employment.

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This section has been re-written to include a list of specific assets including the Marine Complex, Jandakot Airport etc.

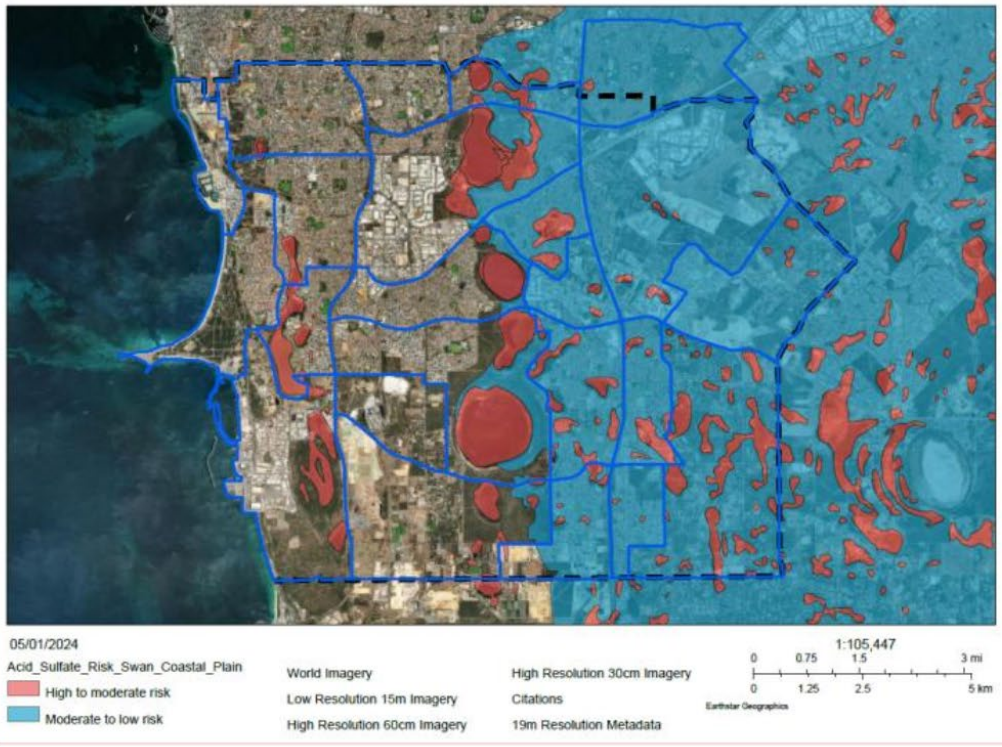
Also the second paragraph was originally in the section on community context, but was moved here for relevance.

## 3.6 Topography and landscape features

The City is relatively flat and low lying. Ground elevation across the City varies between 0.09m and 78.9m above sea level. Some areas with the highest elevation in bushfire prone areas include Manning Park, areas of Munster, and parks and businesses immediately west of Bibra Lake. Steep slopes and prevailing winds can increase fire intensity.

The Beeliar wetlands chain pass through the centre of the City, creating a series of wetlands and seasonal damplands. Controlled burns should not be undertaken in wetland areas because the organic-rich soils have the potential to smoulder underground for weeks or months (Fire Facts DBCA, 2023). Peatlands store more carbon than any other ecosystem and burning would result in large carbon emissions (Pemberton, 2005) as well as potentially trigger the presence of acid sulphates that could pollute groundwater and waterways, killing flora and fauna (Fire Facts DBCA, 2023). Figure 5 depicts acid sulphate soil risks within the City of Cockburn which is taken into consideration when planning controlled burns.

Figure 5 – Acid Sulphate Soil Risk Within the City of Cockburn




**Commented [LH33]:** Highlight as a change

This diagram was moved up to fit within the topography and landscape section to better align with the mention of acid sulphate risk noted in the content of the paragraph

## 3.7 Climate and weather

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This section was previously titled Climate and Bushfire Season

The City is characterised as having a Mediterranean climate as it experiences warm, dry summers and cool, wet winters. The bushfire season is typically from late spring through to early autumn, peaking in summer, when the moisture content in vegetation is low. These characteristics, as well as evidence indicating an increase in extreme fire weather days *(State of Climate Report 2022, Bureau of Meteorology; Sixth Assessment Report of the Intergovernmental Panel on Climate Change 2022*) will mean that treatment strategies to bushfire risk management are required to be dynamic and timely, and multiple treatments applied to comprehensively mitigate risks.

Weather conditions, including humidity, wind, rainfall, lightning and temperature, influence fire weather behaviour such as the size, intensity, and speed of bushfires. The *State of Climate Report 2022* indicates anthropogenic (human-caused) climate change is increasing weather and climate extremes resulting in an increase in the number of dangerous fire weather days and a longer fire season for southern and eastern Australia. Adverse weather and climate change also have large impacts on vegetation and therefore their capacity as fuel for fire.

Summer days with high temperatures, low humidity and strong winds are especially conducive to the spread of fires. This risk of bushfires is enhanced if thunderstorms develop, accompanied by lightning with little or no rain.

As part of the development of the City's Climate Change Strategy, Ernst and Young were engaged to undertake a risk assessment and update the climate change risk register. The final report concluded that the loss or damage to properties, buildings and infrastructure, and community safety, health and wellbeing due to bushfire are extreme risks.

The Bureau of Meteorology (BoM) states that extreme fire weather conditions in the Perth region typically occur with strong easterly or north easterly winds associated with a strong high to the south of the state and a trough offshore. Easterly winds represent about 60 per cent of extreme fire weather days compared to less than 5 per cent associated with southerly winds.

The City, along with the majority of the Metropolitan local governments, follows the seasonal patterns detailed above when implementing their prohibited and restricted burning times, the City on average will maintain the following seasonal restrictions:

- Prohibited burning is declared from December 1 through until March 31
- Restricted burning period April 1 until May 31 and October 1 until November 30
- Unrestricted burning period June 1 to September 30.

These are subject to change in seasonal conditions.

## 3.8 Vegetation and fuel

Commented [LH35]: Highlight as a change:

This section was previously titled Vegetation and Biodiversity

The City is located within the South West Botanical Province of Western Australia, which is recognised as one of the world's top 25 biodiversity hotspots (Natural Heritage Trust, 2003). Biodiversity hotspots are recognised as globally significant due to a high diversity and endemism (occurring nowhere else) of species. These hotspots are also under threat due to significant habitat loss through clearing and urban development (NAMS, 2012-22).

There is a range of vegetation types and floristics communities within the City's boundaries as depicted in Figure 4. Within the City, six different vegetation complexes are represented. The most western section supports coastal vegetation and coastal heath underlain by limestone outcrops.

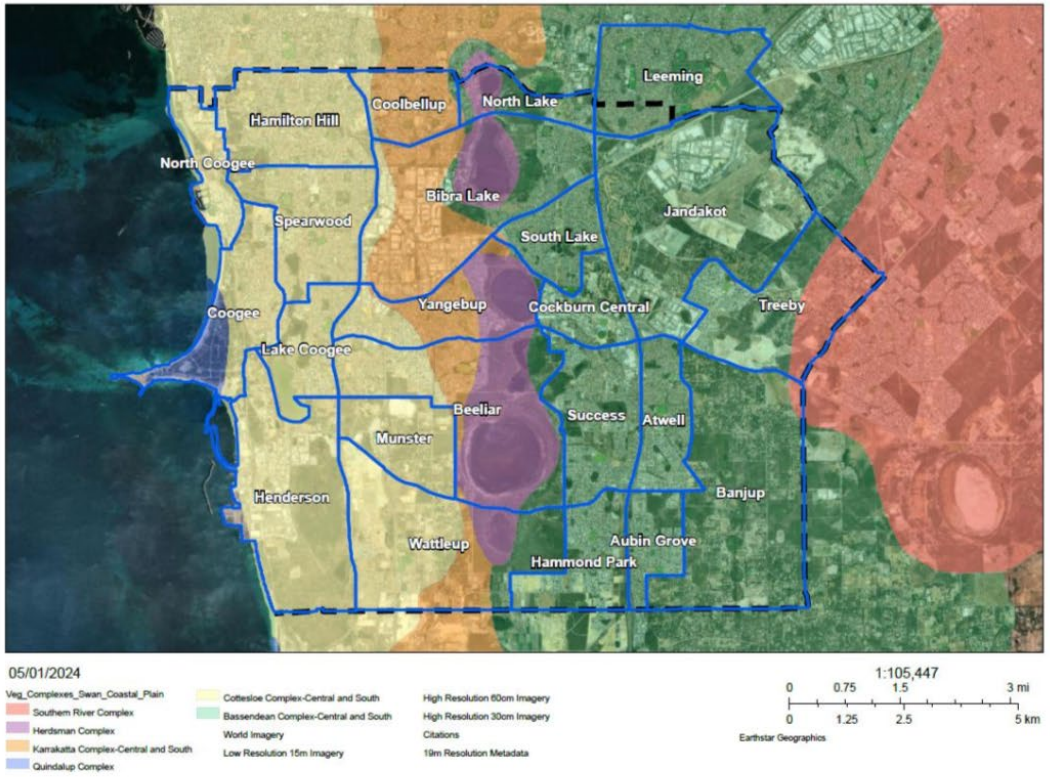
Across the City, vegetation conditions have been subject to degradation due to past land uses causing invasion by non-native species. The majority of the non-native species are grasses which significantly increases bushfire risk. These grasses increase the risk of fast-moving and intense bushfires that threaten life, property and the environment.

In managing bushfire risks, treatments should aim to protect natural areas and biodiversity, and any impacts of fuel management treatments should thoroughly be considered. The City's NAMS objectives to consider in undertaking the bushfire risk management include;

- Threatened Ecological Communities (TEC)
- threatened fauna species habitat, such as Black Cockatoo species
- maintaining ecological corridors
- weed and disease management
- minimise illegal access and dumping
- reducing the likelihood of unplanned fires
- rehabilitation of degraded natural areas.

Bushland reserves contain large amounts and continuous vegetation in large areas. They are at risk of damage by bushfire and provide risks to nearby property if a large and out of control bushfire occurs. They are the largest fuel loads that occur and can aggravate any bushfire situation. All reserves within the City of Cockburn are listed in the Asset Risk Register and risk ratings have been assigned in accordance with the risk assessment process. Courses of action and the hierarchy of treatments are found in Table 12 and Figure 8 respectively.

Figure 6 – Vegetation Mapping within the City of Cockburn



## 3.9 Important Species and Communities

Important species and communities are listed on the Department of Biodiversity, Conservation and Attractions (DBCA) website. This website will be consulted with due diligence practiced to protect identified species and communities when planning and conducting appropriate bushfire mitigation activities.

The City contains a variety of native vegetation types, as depicted in Figure 4; much of which is representative of the Banksia Woodlands of the Swan Coastal Plain, an Endangered Threatened Ecological Community (TEC). Banksia Woodlands were listed as endangered under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999), on 16 September 2016. This TEC predominantly occurs on the Bassendean soil complex, which is widespread on the eastern half of the City of Cockburn. Banksia Woodlands are a fire-managed ecosystem and low-intensity burning can be used to stimulate regeneration when supported by appropriate planning and post-fire weed control. Recommended fire intervals from 8 to 16 years, and a maximum of 40 years (DBCA, Fire Information Note - *Banksia Woodlands of the Swan Coastal Plain*). Inappropriate fire frequency can lead to loss of obligate-seeding specifies, increased weed invasion and reduced ecosystem resilience.

Tuart Woodlands and forests of the Swan Coastal Plain, listed as Critically Endangered under the *EPBC Act 1999*, are predominantly found on the Quindalup and Spearwood dune systems. Within the City, Tuart communities occur in Manning Park, Woodman Point Regional Park, reserves in Henderson, and along the Beeliar Wetlands chain. These woodlands are sensitive to disturbance, particularly due to invasive weeds and the reliance on fauna to mature hollow-bearing trees. Prescribed burning in Tuart communities requires careful planning, extensive post-fire weed management, and consideration of fauna conservation (*EPBC Act, Approved Conservation Advice, 2019*). Fire intervals of more than 10 years to allow regeneration are generally required to allow for seeding establishment and maturity (*EPBC Act, Approved Conservation Advice, 2019, C.5*).

Several areas of the City also support populations of *Caledenia huegelii* (a Critically Endangered orchid), along with nine flora species considered to be 'conservation significant' by DBCA under the *Biodiversity Conservation Act 2016*. These species are at varying levels of extinction risk and require specific consideration during bushfire mitigation planning. Numerous wetlands throughout the City support *Melaleuca* (paperbark) and native sedge vegetation communities while the eastern reserves contain highly diverse Banksia Woodland vegetation that provides habitat for several threatened fauna species, including Black Cockatoos and quenda.

**Commented [LH36]:** Highlight as a change:

This section was previously titled Threatened Species and Communities

**Commented [LH37]:** Highlight a minor change

This sentence was an addition.

Dieback (*Phytophthora cinnamomi*) is listed as a Key Threatening Process and presents a major threat to Banksia Woodland TEC. Although Banksia Woodlands are fire dependent over long time intervals, they are highly susceptible to dieback infection. Dieback has been identified in several bushland reserves across the City and can be easily spread through soil movement on vehicles, boots and equipment (City of Cockburn, 2018). Hygiene measures – including vehicle and equipment wash down during fire suppression and prescribed burning – are recommended to limit spread (Department of the Environment and Energy 2018).

The presence of weeds and invasive grasses within bushland areas, road reserves and public open spaces increases the likelihood of fires igniting from accidental, deliberate or natural causes. Effective grass-fuel management is therefore essential to minimise fire risk (Attorney-General's Department, 2014). The City undertakes a range of fuel-load reduction works in City-managed reserves, including:

- Controlling illegal vehicle access to reduce instances of arson.
- Managing environmental weeds, particularly Perennial Veldt Grass.
- Selecting fire retardant species for revegetation projects in proximity to dwellings.
- Implementing asset-specific treatments such as mechanical works, vegetation removal and hazard-reduction burns.

More information on threatened species and communities is available in the City's Natural Area Management Strategy (NAMS). These environmental assets are highly valued by the community, and their ecological characteristics, fire sensitivity and legislative protections inform the timing, method and extent of bushfire mitigation activities undertaken within the City.

## 3.10 Historical bushfire occurrence

**Commented [LH38]:** Highlight as a change:

This section was previously titled bushfire frequency and causes of ignition

Ignition frequency of unplanned fires can vary on seasonal conditions and location. Table 3 demonstrates that human causes, such as arson, have contributed to most bushfires within the City. Most occurrences of arson within the City are believed to be carried out within or close to residential areas. However, the frequency of arson in rural areas may be higher than expected due to the difficulty in identifying fire ignition causes within these areas.

The City's Community Safety and Crime Prevention Plan 2022-2027 (CSCP Plan) outlines initiatives the City will implement to deter criminal activity and ensure the community feel safe. The CSCP Plan aims to reduce the opportunity for crime through technology, namely

CCTV, and facilitate early intervention initiatives to improve the wellbeing of our community.

Table 5 – Summary of Ignition Causes 2020/21 – 2024/25 By Highest Average Ignition Cause (as of March 2026, Department of Fire and Emergency Services, City of Cockburn Local Government Report Package)

| Year: | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 |
|---|---|---|---|---|---|---|
| **No. of Bushfires of all sizes** | **133** | **159** | **184** | **184** | **143** | **114** |
| Suspicious/deliberate | 71 | 107 | 89 | 77 | 76 | 43 |
| Cigarette | 25 | 23 | 36 | 45 | 27 | 27 |
| Reignition of previous fire | 6 | 8 | 24 | 20 | 8 | 4 |
| Power lines | 4 | 5 | 4 | 6 | 8 | 3 |
| Burn off fires | 5 | 4 | 3 | 4 | 3 | 1 |
| Other open flames or fire | 5 | 2 | 3 | 1 | 2 | 4 |
| Hot works (grinding, cutting, drilling, etc.) | 3 | 2 | 3 | 2 | 5 | 1 |
| Unreported | 0 | 0 | 7 | 5 | 0 | 4 |
| Vehicles (incl. farming / equipment / activities) | 3 | 1 | 1 | 3 | 2 | 2 |
| Improper fueling / cleaning / storage / use of material ignited | 5 | 2 | 1 | 3 | 1 | 0 |
| Campfires / bonfires / outdoor cooking | 1 | 1 | 2 | 2 | 2 | 4 |
| Weather conditions – lightning | 0 | 0 | 3 | 4 | 0 | 4 |
| Weather conditions – high winds, natural | 2 | 1 | 2 | 1 | 2 | 1 |

**Commented [LH39]:** Highlight as a change

We have included available data from 2025-2026, supplied by CESM David Patterson of DFES

| | | | | | | |
|---|---|---|---|---|---|---|
| combustions (excluding lightning) | | | | | | |
| Undetermined | 0 | 2 | 0 | 1 | 0 | 6 |
| Sleeping / Alcohol / Drugs / Physical-Mental Impairment | 0 | 0 | 0 | 2 | 2 | 5 |
| Electrical distribution (excl. power lines) | 1 | 1 | 1 | 2 | 1 | 0 |
| Equipment – mechanical or electrical fault | 1 | 0 | 0 | 3 | 0 | 1 |
| Children misadventure | 0 | 0 | 0 | 0 | 3 | 2 |
| Human error (left on, knock over, unattended etc.) | 1 | 0 | 0 | 2 | 1 | 1 |
| Fireworks / flares | 0 | 0 | 2 | 0 | 1 | 1 |
| Yard maintenance, hand held equipment | 0 | 0 | 1 | 0 | 0 | 0 |
| Heat from other hot objects or friction | 0 | 0 | 1 | 0 | 0 | 0 |
| Construction, installation, design deficiency | 0 | 0 | 1 | 0 | 0 | 0 |
| Equipment – operational deficiency | 0 | 0 | 0 | 1 | 0 | 0 |

Planned fires, utilising the City's Fire Control Order and permit system, account for most planned/controlled burning activities undertaken within the City's rural landholdings. The permit system is heavily utilised by many residents, with 806 permits being issued between 2017-2025.

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This figure was updated to reflect the most recently available data

Historical evidence shows that the City has experienced several fires requiring large, multi-agency responses. Notably, the 2014 Banjup bushfire burned through multiple reserves

and rural residential properties before reaching urban areas in Atwell. This incident led to community evacuations, minor damage to homes and the loss of outbuildings, sheds and fencing.

During the 2020-21 bushfire season, the number of multi-agency incidents increased compared to previous years. Of note were the Aubin Grove bushfires, which subjected the community to severe ember attacks and resulted in residents sheltering in place.

Other significant events have included the 2022 bushfire on Cocos Drive in Bibra Lake; a fire in the natural vegetation corridor along Kwinana Freeway in 2023, which resulted in the evacuation of Hammon Park Secondary School; the South Lake/Bibra Lake Reserves peat-soil fire in February 2024, and the Gibbs Road fire in November 2025.

**Commented [LH41]:** Highlight as a change:

This is an addition in line with the significant events reported in the 2025 Community Local Emergency Management Plan

## 3.11 Bushfire risk controls

**Commented [LH42]:** Highlight as a change

This section was previously titled 'local government wide controls' and was contained in chapter 6 on risk treatment.
It has been moved to this section as per the new OBRM guidelines.

Local government-wide controls are activities already being undertaken by the City, State agencies and other stakeholders that reduce the overall bushfire risk. These Treatments are not linked to specific assets and are applied across the City:

- Enforcement of the Bush Fires Act 1954, including applicable fuel management requirements, firebreak standards and annual enforcement programs
- Distribution and capability of local fire and emergency services
- Public education campaigns and the use of PWS and DFES Statewide programs, tailored to suit local needs
- Statewide arson prevention programs, developed in conjunction with WA Police and DFES
- State planning framework and local planning schemes, implementation of appropriate land subdivision and building standards in line with DFES, Western Australian Planning Commission and Building Commission policies and standards, such as State Planning Policy 3.7 Planning in Bushfire Prone Area
- Monitoring performance against the BRM Plan and reporting annually to the Council and OBRM.

The table below also lists controls that are desirable or should be implemented in the future.

Table 6 – Current bushfire risk controls in the City of Cockburn

| | Control | Action or activity description | Lead agency | Other stakeholder(s) | Notes and comments |
|---|---|---|---|---|---|
| 1 | Enforcement of the *Bush Fires Act 1954* | City Fire Control Order (Section 33) | City | Landowners | The City's Fire Control Order is distributed annually with the City's Rates Notices and the City undertakes a proactive inspections program of properties to ensure compliance with the Fire Control Order. |
| 2 | | Declaration of Total Fire Bans | DFES | City | A Total Fire Ban (TFB) is declared because of extreme fire weather conditions or when current operational commitments have reduced state-wide resources/capabilities. A TFB is declared by DFES following consultation with the LG. |
| 3 | | Declaration of Harvest Vehicle Movement Bans | City, Chief Bushfire Control Officer | DFES, Fire Control Officers | Bans imposed when the CBFCO and FCOs are of the opinion that the use of engines, vehicles, plant or machinery is likely to cause/contribute to the spread of a bushfire. |
| 4 | | Restricted and prohibited burning times and issuing of permits to set fire to the bush | City | Chief Bushfire Control Officer, Fire Control Officers, DFES | Regulate burning requirements in the City during the restricted and prohibited burning times. |
| 5 | | Distribution and capability of local fire and emergency services, including Cockburn Career Fire and Rescue Service (DFES), South Coogee and Jandakot Volunteer Bush Fire Brigades (City). | DFES/City | Chief Bushfire Control Officer, DBCA | Ensure local emergency services are appropriately capable and equipped to respond effectively to bushfires within the City. |
| 6 | State Planning Policy 3.7 – Planning in | Enforcement of SPP 3.7 in declared bushfire prone areas | City | DFES, DPLH | Implement the Guidelines for Planning in Bushfire Prone Areas to ensure bushfire risk is addressed when planning, designing or assessing a |

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This table was previously presented as an appendices, however has been moved into the body of the report in line with new OBRM guideliens

| | | | | | |
|---|---|---|---|---|---|
| | Bushfire Prone Areas | | | | planning proposal within a designated bushfire prone area. Bushfire prone areas mapping can be viewed here: https://www.dfes.wa.gov.au/hazard-information/bushfire/bushfire-prone-areas#map-of-bpa |
| 7 | Local Emergency Management Arrangements | Local emergency management plan is maintained. | Local Emergency Management Committee membership, hazard management agencies, and support organisations. | - | Local plan including Local Recovery Plan, resource register and is regularly reviewed, exercised, and updated. |
| 8 | Bushfire Advisory Reference Group | Strategic oversight of bushfire risk management within the City. | Membership, includes local bushfire brigades | - | Advise and advocate on effective bushfire risk management. |
| 9 | Local Community Education Campaigns | Implement local emergency and bushfire education and preparedness campaigns. | City | DFES | Public education campaigns and the use of PWS and DFES state-wide programs, tailored to suit local needs to ensure the community is actively undertaking bushfire risk management activities and prepared should a bushfire occur in their local area. Examples of community education include;<br>• Maintaining Australian Fire Danger Rating Signs<br>• Providing resources and advice to the community<br>• Providing community events/workshops on bushfire safety and readiness |
| 10 | State-wide Education Campaigns | Implement State-wide emergency and bushfire | DFES, WA Police | City, DBCA | State-wide messaging and information to raise community awareness and resilience, |

| | | | | | |
|---|---|---|---|---|---|
| | | education and preparedness campaigns. | | | including arson prevention programs developed by WA Police and DFES. |
| 11 | South Metro Bushfire Risk Management Working Group | Coordinate and advise on local bushfire risk management. | DFES | Membership, including Local Governments, public utilities and State agencies | Advise and advocate on effective bushfire risk management. The Group is a formal avenue for the City to advocate with public utilities and State agencies about priority risks. |
| 12 | Annual weed and maintenance works in City managed road and bushland reserves | Implement an annual program of works to maintain road and bushland reserves to an acceptable level of risk. | City | Private landowners | The City's Environment, Parks and Streetscapes coordinate regular works to be completed throughout the City, including verge mowing, weed control, and maintaining existing firebreaks and asset protection zones. |
| 13 | Residential Bulk Garden Organics Verge Collections | Provide bulk garden organics verge collection service to residential landowners. | City | Private residential landowners | The City's Waste Services provide bulk garden organic services to the community and assists in removing dead vegetation and assisting the community in maintaining their properties. |
| 14 | Illegal access to conservation areas | Implement measures to limit unauthorised access to conservation reserves in accordance with the Natural Area Management Strategy. | City | DBCA | Preventing access to vegetated areas reduces the spread of weeds and the likelihood of arson. |
| 15 | Weed control for Cockburn residents living in the rural, rural living and resource zones | Landowner Biodiversity Conservations Grant | City | Private landowners | The City's Sustainability and Environment Team coordinate a grant program for residents to apply for up to $3,000 per property to conserve and enhance the natural bushland, including weed control services. |

The following table is a list of proposed local government-wide controls to adopt during the life of the BRM Plan that were identified through the development and consultation of the BRM Plan.

Table 7 – Proposed Local Government-Wide controls

| Control | | Action or activity description | Lead agency | Other stakeholder(s) | Estimated cost | Notes and comments |
|---|---|---|---|---|---|---|
| 1 | Bushfire Risk Management Officer | Dedicated Bushfire Risk Management position in the City to implement Bushfire Risk Management Plan | City | Landowners (private, State agencies and others) | $100,000 per annum | The City to employ a dedicated resource to oversee the coordination of bushfire risk management, including regular review of Asset Risk Register and Treatment Schedule maintained in BRMS, report on progress of BRMP, and oversee the implementation of asset-specific treatments, such as tailored community education programs and working with all land owners and managers to refine and implement the Treatment Schedule.<br>The position is estimated to result in a net increase in expenditure by $40,000, as the City currently outsources part of this work to a consultant for $60,000. Due to the volume of work required by this position, the current consultancy arrangement is only used for significant mitigation programs and periodically. |
| 2 | Capture FDR data to inform future controls | Report on Fire Danger Rating Days over the life of the BRMP under the new Australian Fire Danger Rating System (AFDRS). | Bureau of Meteorology | City | N/A | Feedback received during the consultation of the BRMP expressed that the City should report on any trends on Fire Danger Rating day, particularly any increases. As the new AFDRS was adopted from September 2022, there is limited contemporary data to inform any further controls required. |

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As above, this table was previously contained in the appendices, however has been moved to the body of the report as per the new OBRM guidelines.

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|---|---|---|---|---|---|---|
| **3** | Local bushfire risk management funding for private properties | Investigate the feasibility of a coordinated or co-funded program for bushfire risk management activities on private properties | City/DFES (ESL 1 areas) | Private landowners | Business as usual | The City to investigate implementing a program to support private landowners to implement bushfire risk management strategies on their properties, including but not limited to, maintaining water supply (including a power supply) for firefighting purposes and private property burning subsidy. This will be achieved by liaising with local Bushfire Brigades and reviewing State and National reviews into significant bushfires. Feedback received during consultation on the BRMP, noted that the City could co-fund the supply of resources. |
| **4** | Fire and smoke detection technology | Investigate the market for fire and smoke detection technology to enhance local firefighting capabilities and opportunities to invest in technology to increase bushfire resilience. | City | - | Indicative costs if deemed feasible to implement = $120,000 over two years | The City to investigate emerging technologies for early fire and smoke detection to enhance firefighting capabilities and opportunities to partner with education institutions for learning and knowledge development. |

City of Cockburn
wetlands to waves

# Chapter 4: Asset identification and risk assessment




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# Chapter 4 Asset identification and risk assessment

Assets at risk from bushfire in City of Cockburn are recorded in the Asset Risk Register in the BRMS. Assets are divided into four categories: human settlement, economic, climate, and cultural. Each asset has been assigned a bushfire risk rating between low and extreme based on the risk assessment methodology described in the guidelines and handbook.

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This paragraph is an addition as per the OBRM template

## 4.1 Local Government asset risk profile

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This is a new subheading, but the content remains the same

Risk assessment uses a combination of consequence and likelihood to determine the level of bushfire risk. Once the City has identified, mapped and categorised an asset, a risk assessment can be conducted to determine an asset's exposure to bushfire risk. The level of exposure to bushfire risk is called the risk rating.

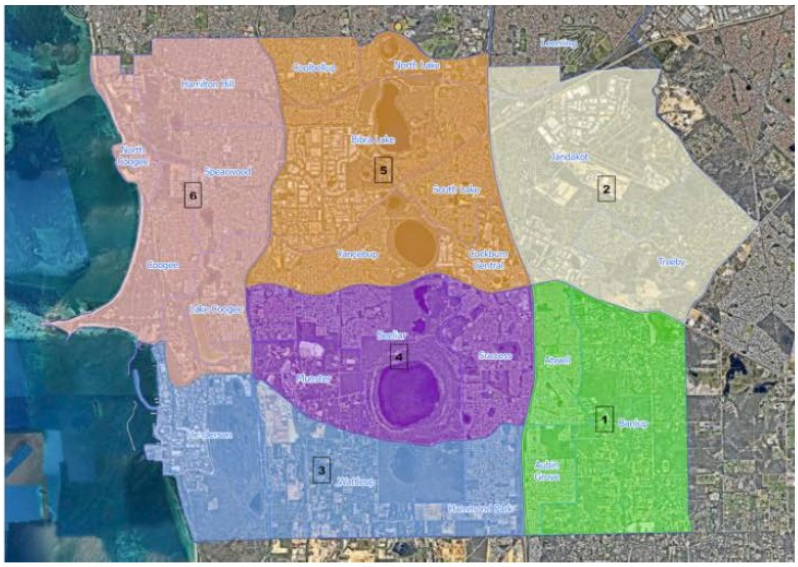
Detailed information about asset identification and risk assessments are available for viewing and are recorded in the City's online Cockburn Mapping Hub within the "Fire Management" web maps under the "BRMS Assets" layer. The Cockburn Mapping Hub can be viewed here: https://maps-cockburn.hub.arcgis.com/

### Planning areas

The City is divided up into six bushfire risk planning areas. The planning areas were determined using existing geographic features. These are:

1. Banjup / Atwell / Aubin Grove
2. Jandakot / Treeby
3. Southern Coast to Hammond Park
4. Beeliar Regional Park
5. North Lake / Yangebup Lake
6. Northern Coastal Strip.

Figure 7: Map of Planning Areas in the City of Cockburn




## Asset identification

Asset identification and risk assessment have been conducted at the local level using the methodology described in the Guidelines using BRMS. In reviewing the BRMP, all previously identified assets have been reviewed. New assets identified during the review have been mapped, recorded and assessed in BRMS. Identified assets are categorised into the following categories and subcategories in the table below.

Table 8 – Asset Categories and Subcategories

| Asset Category | Asset Subcategory |
|---|---|
| **Human settlement** | **Residential areas**<br>Dwellings including rural urban interface areas and rural properties.<br>**Places of temporary occupation**<br>Commercial, mining and industrial areas located away from towns and population centres. |

| | |
|---|---|
| | Special risk and critical facilities<br>Locations and facilities where occupants may be especially vulnerable to bushfire for one or more of the following reasons:<br>1. Occupants may have limited knowledge about the impact of bushfires<br>2. Occupants may have a reduced capacity to evaluate risk and respond adequately to a bushfire event<br>3. Occupants may be more vulnerable to stress and anxiety arising from a bushfire event or the effects of smoke<br>4. There may be significant communication barriers with the occupants<br>5. Relocations and/or management of occupants may present unique challenges or difficulties, such as transportation or providing alternative accommodation, healthcare or food supplies.<br>6. Facilities that are critical to the community during a bushfire emergency. |
| **Economic** | **Agricultural**<br>Pasture, grazing, livestock, crops, viticulture, horticulture and other farming infrastructure.<br>**Commercial and industrial**<br>Major industry, waste treatment plants, mines, mills and processing and manufacturing facilities and cottage industry.<br>**Critical infrastructure**<br>Power lines and substations, water and gas pipelines, telecommunications infrastructure, railways, bridges, port facilties and waste water treatment plants.<br>**Tourist and recreational**<br>Tourist attractions and recreational sites that generate significant tourism and/or employment within the local area.<br>**Commercial forests and plantations**<br>**Drinking water catchments** |
| **Environmental** | **Protected**<br>Rare, protected and threatened flora and fauna, ecological communities and wetlands as listed in the aforementioned environmental legislation.<br>**Priority**<br>Priority Flora and Priority Fauna Lists held by DBCA (Priorities 1-3), PEC and wetlands.<br>**Locally Important**<br>Nature conservation and research sites, habitats, species and communities, areas of visual amenity and local value, and Priority Flora and Priority Fauna Lists held by DBCA (Priorities 4-5). |
| **Cultural** | **Aboriginal heritage**<br>Places of Indigenous significance determined by DPLH or the local community<br>**Recognised heritage** |

| | |
|---|---|
| | Assets afforded legislative protection through identification by the National Trust, State Heritage List or Local Planning Scheme Heritage List<br>**Local heritage**<br>Assets identified in a Municipal Heritage Inventory of by the community<br>**Other**<br>Other assets of cultural value, for example community centres and recreation facilities. |

A summary of the risks assessed in City of Cockburn is shown in Table 9. This table shows the proportion of assets at risk from bushfire in each risk category at the time the BRM Plan was endorsed. This table was correct at the time of publication but may become outdated as risks are treated or additional risks are identified and assessed. A report may be generated from the BRMS to provide the most current risk profile.

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This revised text is from the OBRM template, however the meaning of the content has not been changed

Table 9 - Local Government asset risk summary

| Asset Category | Risk Rating | | | | | |
|---|---|---|---|---|---|---|
| | Low | Medium | High | Very High | Extreme | Totals % |
| **Human Settlement** | 6% | 3% | 16% | 14% | 33% | 73% |
| **Economic** | 1% | 2% | 4% | 3% | 1% | 10% |
| **Environmental** | 0% | 1% | 8% | 2% | 0% | 12% |
| **Cultural** | 0% | 1% | 1% | 3% | 0% | 6% |
| **Totals %** | 6% | 7% | 29% | 23% | 35% | 100% |

Commented [LG48]: These values are expected to change PRIOR to submission to OBRM, following risk assessment of 200+ assets.

Additionally,
I think it may be helpful to acknowledge that this breakdown is fluid, as splitting one asset could create five more assets, skewwing the values.
Something akin to these values are live and subject to change dependant on treatment outcomes and further investigation*.
I don't like further investigation, but that's the intent *workshopping required.

Either way, its live and may change

# Chapter 5: Risk evaluation



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# Chapter 5 Risk evaluation

## 5.1 Risk assessment criteria

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This section was previously contained in the previous chapter on asset identification and risk assessment, but has been moved to this section on risk evaluation align with the new OBRM template

The acceptable level of risk for each asset category is shown in Table 10. A risk that is assessed as exceeding these limits will be considered for treatment.

Table 10 - Risk acceptance criteria for bushfire risk in City of Cockburn.

| | Asset category | | | |
|---|---|---|---|---|
| | **Human settlement** | **Economic** | **Environmental** | **Cultural** |
| **Acceptable risk level** | High | High | High | High |

Risks below the acceptable level do not require treatment during the life of this BRM Plan. They will be managed by routine bushfire risk controls and monitored to detect any increase in their risk rating.

## 5.2 Treatment priorities

Risk assessments have been undertaken for each asset or group of assets identified using the methodology described in the guidelines. The Asset Risk Register will be maintained in BRMS and will be updated as new assets are identified.

### Likelihood assessment

Likelihood is described as the chance of a bushfire igniting, spreading and reaching an asset. The approach used to determine the likelihood rating is the same for each asset category: human settlement, economic, environmental and cultural.

There are four possible likelihood ratings:

1. Almost certain
2. Likely
3. Possible
4. Unlikely

## Consequence assessment

Consequence is described as the outcome or impact of a bushfire event on the local community, infrastructure, natural environment and local economy. The approach used to determine the consequence rating is different for each asset category: human settlement, economic, environmental and cultural.

There are four possible likelihood ratings:

1. Minor
2. Moderate
3. Major
4. Catastrophic

The methodology used to determine the consequence rating for each asset category is based on the following:

**Human settlement, economic and cultural cssets**

The outcome or impact of a bushfire event on the asset, or a group of assets, measured by the hazard posed by the classified vegetation and the vulnerability of the asset.

**Environmental assets**

The outcome or impact of a bushfire event on the asset, or group of assets, measured by the vulnerability of the asset and the potential impact of a bushfire or fire regime.

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This has been moved from Chapter 4 to Chapter 5 to align with the new OBRM template. The content within remains the same.

## Evaluating bushfire risk

The risk rating for each asset has been assessed against the likelihood and consequence descriptions to ensure:

- The risk rating for each asset reflects the relative seriousness of the bushfire risk to the asset
- Likelihood and consequence ratings assigned to each asset are appropriate
- Local issues have been considered.

## Treatment priorities

The treatment priority for each asset has been automatically assigned by BRMS, based on the asset's risk rating. Table 11 shows how likelihood rating and consequence assessment combine to give the risk rating and subsequent treatment priority for an asset.

Table 11 – Treatment priorities based on likelihood rating and consequence assessment

| Likelihood | Consequence: Minor | Moderate | Major | Catastrophic |
|---|---|---|---|---|
| Almost certain | 3D (High) | 2C (Very High) | 1C (Extreme) | 1A (Extreme) |
| Likely | 4C (Medium) | 3A (High) | 2A (Very High) | 1B (Extreme) |
| Possible | 5A (Low) | 4A (Medium) | 3B (High) | 2B (Very High) |
| Unlikely | 5C (Low) | 5B (Low) | 4B (Medium) | 3C (High) |

## Risk acceptability

Risks of 'high' and below were not considered to require specific treatment during the life of this BRM Plan. They will be managed by local government-wide controls and monitored for any significant change in risk. The City's approach to this element of the BRM Plan has been supported by DFES and the guidelines.

In most circumstances, the landowner will determine risk acceptability and treatment in collaboration with the City and other relevant authorities. However, the following courses of action, as illustrated in Table 11, have been adopted for each risk rating as a general rule.

Table 12 – Criteria for acceptance of risk and course of action

| Risk Rating | Criteria for Acceptance of Risk | Course of Action |
|---|---|---|
| **Extreme (Priorities 1A, 1B, 1C)** | Only acceptable with excellent controls. Urgent treatment action is required. | Routine controls are not enough to adequately manage the risk. Immediate attention is required as a priority. |

| | | |
|---|---|---|
| | | Specific action is required in the first year of the BRM Plan. Annual monitoring is required, or more frequently if required in the treatment schedule.<br><br>Treatments will be approached by:<br>• Treatments will be priorities where the maximum benefits are achieved for multiple assets and/or critical infrastructure.<br>• Treatments that benefit vulnerable communities will be given priority.<br>• Tenure blind strategic mitigation with multiple stakeholders / partnerships.<br><br>Communication with asset owners will be in line with the City's Communication Plan (see Appendix X) |
| **Very High (Priorities 2A, 2B, 2C)** | Only acceptable with excellent controls. Treatment action is required. | Routine controls are not engouh to adequately manage the risk. Specific action will be required during the period covered by the BRM Plan.<br><br>Quarterly monitoring is required. |
| **High (Priorities 3A, 3B, 3C, 3D)** | Only acceptable with adequate controls. Treatment action may be required. | Risk may be managed with routine controls and monitored annually. |
| **Medium (Priorities 4A, 4B, 4C)** | Acceptable with adequate controls. Treatment action is not required but risk must be monitored regularly. | Risk may be managed with routine controls and monitored periodically throughout the life of the BRM Plan. |
| **Low (Priorities 5A, 5B, 5C)** | Acceptable with adequate controls. Treatment action is not required but risk must be monitored. | Risk will be managed with routine controls and monitored as required. |

# Chapter 6: Risk treatment



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# Chapter 6 Risk treatment

The purpose of risk treatment is to reduce the potential impact of bushfire on the community, economy and environment. This is achieved by implementing treatments that modify the characteristics of the hazard, the community or the environment to make bushfires less likely or less harmful.

There are many strategies available to treat bushfire risk. The Treatment strategy (or combination of treatment strategies) selected will depend on the level of risk and the type of asset being treated. Not all treatment strategies will be suitable in every circumstance.

## 6.1 Treatment strategy

The Treatment Strategy describes the overall approach to managing bushfire risk in the medium- to long-term in the City of Cockburn. The strategy is shaped by factors such as the distribution of risk in the landscape, the community's values and objectives, stakeholders' mitigation programs and constraints on treatment options. The Treatment Strategy helps guide the development of integrated annual treatment schedules

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This section previously included local government-wide controls, however this has been moved to chapter 3 as per the guidelines

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This additional text is from the OBRM template

### Asset-specific treatment strategies

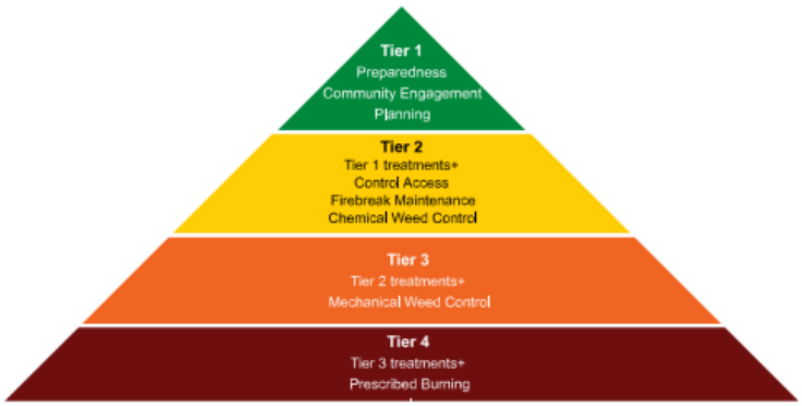
Asset-specific treatments are implemented to protect an individual asset or group of assets, identified and assessed in the BRMP as being at-risk from bushfire. There are six asset-specific treatment strategies:

1. **Fuel management** – treatment reduces or modifies the bushfire fuel through manual, chemical and prescribed burning methods.
2. **Ignition management** – treatment aims to reduce potential human and infrastructure sources of ignition in the landscape.
3. **Preparedness** – treatments aim to improve access and water supply arrangements to assist firefighting operations
4. **Planning** – treatments focus on developing plans to improve the ability of firefighters and the community to respond to bushfire
5. **Community Engagement** – treatments seek to build relationships, raise awareness and change the behaviour of people exposed to bushfire.

6. **Other** – local-government wide controls, such as enforcement of the Bush Fires Act 1954 and planning policies, will be used to manage the risk. Asset-specific treatment is not required or not possible in these circumstances.

As part of the treatment hierarchy, the BRM Plan proposed a tiered treatment solution as depicted in Figure 8 below. This depicts the City's approach to applying asset-specific treatments, ensuring that community engagement, planning and preparedness activities are the first priority to reduce bushfire risks. When they do not adequately reduce risks to an acceptable standard, tier 2 treatments are required and so on.

Figure 8 - City treatment hierarchy for the asset-specific treatment strategies




## Resourcing the Bushfire Risk Management Plan

Bushfire risk management is currently managed through several areas within the City, including the:

- Environment, Parks and Streetscapes Team, responsible for the maintenance of reserves firebreaks, fuel load reduction activities on City land and fire response plans
- Environment Management, Planning and Policy, who provide advice and technical expertise on natural area management and advise on impact of fuel management treatment strategies

- Fire and Emergency Management Team, responsible for enforcement legislation, issuing of burning approvals and Section 33 notices, providing advice on bushfire risk management, and who own the BRM Plan
- Planning and Development Services, responsible for enforcement of the State Planning Strategy 3.7.

The City is participating in the DFES Bushfire Risk Mitigation Program with the City of Mandurah, sharing a Bushfire Risk Mitigation Coordination (BRMC) position. The BRMC will coordinate treatments for suitable rated assets. The allocation of City resources will be reviewed in due course to manage bushfire risks within the City of Cockburn.

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This section is an addition

## 6.2. Treatment schedule

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This was previously titled determining the treatment schedule

The Treatment Schedule is a list of bushfire risk treatments recorded in the BRMS. It is developed regarding the outcome of the risk assessment process and Treatment Strategy and in consultation with stakeholders.

A treatment schedule for the City of Cockburn covering the 2026/2027 period has been entered to BRMS. This is a live document and will be regularly updated throughout the life of the BRM Plan.

Land managers / owners are ultimately responsible for implementing agreed treatments on their land. This includes costs associated with the treatment and obtaining the relevant approvals, permits or licences to undertake an activity. Where agreed, another agency may manage a treatment on behalf of a land manager.

The City works closely with landowners to ensure adequate treatments are put in place to address bushfire risk. The City's recommended treatments will be communicated with stakeholders according to the Communications Strategy (appendix one) with landowners during the implementation of this Plan and will report on these activities to Council.

# Chapter 7: Monitoring and review




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# Chapter 7 Monitoring and review

Monitoring and review processes are in place to ensure that the BRM Plan remains current and considers the best available information.

## 7.1. Monitoring and review

City of Cockburn will monitor the BRM Plan and BRMS data to identify any need for change.

The LEMC will be encouraged to be actively involved during the lifecycle of the BRMP. The LEMC has many stakeholder group leaders that will be able to provide important advice and feedback to assist in guiding the BRMP process. The advice received in relation to implementing appropriate land treatments and during the review stages will be highly valued.

The Plan and BRMS data will be reviewed at least every two years to ensure they continue to reflect the local context, assets at risk, level of risk and treatment priorities. Significant circumstances that may warrant an earlier review of the BRMP include:

- Changes to the BRMP area, organisational responsibilities, or legislation
- Changes to the bushfire risk profile of the area
- Following a major fire event.

BRMS will be used to monitor the risk ratings for each asset identified in the BRMP and record the treatments implemented. Risk ratings are reviewed on a regular basis.

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This section has been slightly condensed to fit the new OBRM template and readability / flow. The nature and meaning of the content remains the same - with the one significant change that the review schedule is moving from 5 years to 2

## 7.2. Reporting

The City of Cockburn CEO or their delegate will provide to OBRM the outcomes of the two-year review of the BRM Plan. This is required to maintain OBRM endorsement of the Plan.

The City of Cockburn will contribute information about their BRM Program to the annual OBRM *Fuel Management Activity Report*.

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Was: the city will on request of DFES submit an annual report to OBRM each year summarising progress made towards implementation of the BRMP.

Regular reporting on the activities undertaken to implement the BRMP will ensure transparency with key stakeholders to the BRMP, including private landowners.

Progress and review of the BRMP will be reported by utilising the ongoing information input into BRMS. Progress against the BRMP will be continuously monitoring and reported to the City's Executive monthly and then Council via the LEMC and BRFAC.

At any time, landowners may request from the City a copy of the treatment plans for their locality.

The City will provide an annual report to Council and a bi-annual pre- and post-bushfire season report to community groups. The reports will outline extreme and very high risk assets, describe the objective of their risk treatment, the works to be undertaken and their timings, the progress towards their completion, and the outcome.

# Chapter 8: Glossary




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## Chapter 8 Glossary

| | |
|---|---|
| **Asset** | A term used to describe anything of value that may be adversely impacted by bushfire. This may include residential houses, infrastructure, commercial, agricultural, industry, environmental, cultural and heritage sites. |
| **Asset category** | There are four categories that classify the type of asset – Human Settlement, Economic, Environmental and Cultural. |
| **Asset owner** | The owner, occupier or custodian of the asset itself. Note: this may differ from the owner of the land the asset is located on, for example a communication tower located on leased land or private property. |
| **Asset register** | A component within BRMC used to record the details of assets identified in the BRM Plan. |
| **Asset risk register** | A report produced within the BRMS that details the consequences, likelihood, risk rating and treatment priority for each asset identified in the BRM Plan. |
| **Bushfire** | Unplanned vegetation fire. A generic term which includes grass fires, forest fires and scrub fires both with and without a suppression objective. |
| **Bushfire hazard** | The hazard posed by the classified vegetation, based on the vegetation category, slope and separation distance |
| **Bushfire risk management plan** | A development related document that sets out short, medium and long-term bushfire risk management strategies for the life of a development. |
| **Bushfire risk** | The chance of a bushfire igniting, spreading and causing damage to the community or the assets they value. |
| **Bushfire risk management** | A systematic process to coordinate, direct and control activities relating to bushfire risk with the aim of limiting the adverse effects of bushfire on the community. |
| **Bushfire risk** | The chance of a bushfire igniting, spreading and causing damage to the community or the assets they value. |

| | |
|---|---|
| **Consequence** | The outcome or impact of a bushfire event. |
| **Draft bushfire risk management plan** | The finalised draft BRM Plan is submitted to the Office of Bushfire Risk Management (OBRM) for review. Once the OBRM review is complete, the BRM Plan is called the 'Final BRM Plan' and can be progressed to local government Council for approval. |
| **Geographic Information System (GIS)** | A database technology, linking any aspect of land-relating information to its precise geographic location. |
| **Landowner** | The owner of the land, as listed on the Certificate of Title; or leaser under a registered lease agreement; or other entity that has a vested responsibility to manage the land. |
| **Likelihood** | The chance of something occurring. In this instance, it is the potential of a bushfire igniting, spreading and impacting on an asset. |
| **Locality** | The officially recognised boundaries of suburbs (in cities and larger towns) and localities (outside cities and larger towns) |
| **Map** | The mapping component of the BRMS. Assets, treatments and other associated information is spatially identified, displayed and recorded within the Map. |
| **Planning area** | A geographic area determined y the local government which is used to provide a suitable scale for risk assessment and stakeholder engagement |
| **Priority** | See Treatment Priority |
| **Risk acceptance** | The informed decision to accept a risk, based on the knowledge gained during the risk assessment process. |
| **Risk analysis** | The application of consequence and likelihood to an evet in order to determine the level of risk. |
| **Risk assessment** | The systematic process of identifying, analysing and evaluating risk. |
| **Risk evaluation** | The process of comparing the outcomes of risk analysis to the risk criteria in order to determine whether a risk is acceptable or tolerable. |

| | |
|---|---|
| **Risk identification** | The process of recognising, identifying and describing risks. |
| **Risk register** | A component within the BRMS used to record, review and monitor risk assessments and treatments associated with assets recorded in the BRM Plan. |
| **Rural** | Any area wherein residences and other developments are scattered and intermingled with forest, range or farmland and native vegetation or cultivated crops. |
| **Rural urban interface** | The line or area where structures and other human development adjoin or overlap with undeveloped bushland. |
| **Slope** | The angle of the ground's surface measured from the horizontal. |
| **Tenure blind** | An approach where multiple land parcels are considered as a whole, regardless of individual ownership or management arrangements. |
| **Treatment** | An activity undertaken to modify risk, for example, a planned burn. |
| **Treatment objective** | The specific aim to be achieved or action to be undertaken, in order to complete the treatment. Treatment objectives should be specific and measurable. |
| **Treatment manager** | The organisation, or individual, responsible for all aspects of a treatment listed in the Treatment Schedule of the BRM Plan, including coordinating or undertaking work, monitoring, reviewing and reporting. |
| **Treatment planning stage** | The status or stage of a treatment as it progresses from proposal to implementation. |
| **Treatment priority** | The order, importance or urgency for allocation of funding, resources and opportunity to treatments associated with a particular asset. The treatment priority is based on an asset's risk rating. |
| **Treatment schedule** | A report produced within the BRMS that details the treatment priority of each asset identified in the BRM Plan and the treatments scheduled. |
| **Treatment strategy** | The broad approach that will be used to modify risk, for |

| | |
|---|---|
| | example, fuel management. |
| **Treatment type** | The specific treatment activity that will be implemented to modify risk, for example, a planned burn. |
| **Vulnerability** | The susceptibility of an asset to the impacts of bushfire. |

# Chapter 9: Common abbreviations



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## Chapter 9 Common Abbreviations

| | |
|---|---|
| BFAC | Bush Fire Advisory Committee |
| BRM | Bushfire Risk Management |
| BRM Branch | Bushfire Risk Management Branch (DFES) |
| BRMP / BRM Plan | Bushfire Risk Management Plan |
| BRMS | Bushfire Risk Management System |
| CCS | Climate Change Strategy |
| CSCP | Community Safety and Crime Prevention |
| DBCA | Department of Biodiversity, Conservation and Attractions |
| DFES | Department of Fire and Emergency Services |
| DPLH | Department of Planning, Lands and Heritage |
| EPBC Act | Environmental Protection and Biodiversity Conservation Act |
| LEMA | Local Emergency Management Arrangements |
| LEMC | Local Emergency Management Committee |
| NAMS | Natural Area Management Strategy |
| OBRM | Office of Bushfire Risk Management (DFES) |
| PEC | Priority Ecological Community |
| SEMC | State Emergency Management Committee |
| SCP | Strategic Community Plan |
| TEC | Threatened Ecological Community |
| UCL | Unallocated Crown Land |
| WA | Western Australia |
| WAPC | Western Australian Planning Commission |

# Appendices




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# Appendix 1 Communications Strategy

## 1. Introduction

A list of all stakeholders whom this Communications Strategy pertains to can be found in Section 2.2: Stakeholder Engagement, Table 2 - Key stakeholders identified in the BRM planning process for the City of Cockburn.

This Communication Strategy accompanies the BRM Plan and documents the following:

- Communication objectives
- Roles and responsibilities for communication
- Key stakeholders
- Stakeholders engaged in the development of the BRM Plan and Treatment Schedule
- Communications Plan for the implementation and review of the BRM Plan including:
- Target audiences and key messages at each project stage
- Communication risks and strategies for their management
- Communication monitoring and evaluation procedures

## 2. Communications Overview

### Communication objectives

The communication objectives for the development, implementation and review of the BRM Plan are as follows:

1. Key stakeholders understand the purpose of the BRM Plan and their role in the planning process
2. Stakeholders who are essential to the bushfire risk management planning process, or can supply required information, are identified and engaged in a timely and effective manner
3. Relevant stakeholders ae involved in decisions regarding risk acceptability and treatment

4. Key stakeholders engage in the review of the BRMP as per the schedule in place for the local government
5. The community and other stakeholders engage with the BRM planning process and as a result, are better informed about bushfire risk and understand their responsibilities to address bushfire risk on their own land.

## Roles and responsibilities

The City is responsible for the development, implementation and review of the Communication Strategy. Key stakeholders support local government by participating in the development and implementation of the Communications Strategy as appropriate. An overview of the communication roles and responsibilities are as follows:

1. Communications and Marketing team, City of Cockburn, responsible for external communication within the local government area
2. Fire and Emergency Management team, City of Cockburn, responsible for operational-level communication between the City and DFES.

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# Bushfire Risk Management Plan 2026–2028



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## Acknowledgement of Country

The City of Cockburn acknowledges the Nyungar people of Beeliar Boodjar. Long ago, now and in the future they care for Country.

We acknowledge a continuing connection to Land, Waters and Culture and pay our respects to Elders, past and present.

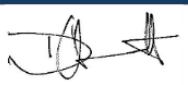
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# Document endorsements

This Bushfire Risk Management Plan has been endorsed by the Office of Bushfire Risk Management as consistent with the standards detailed in the *Guidelines for Preparing a Bushfire Risk Management Plan 2024*.

The approval of the Bushfire Risk Management Plan by the City of Cockburn Council signifies support of the plan's implementation and commitment to working with risk owners to manage bushfire risk. Approval does not signify acceptance of responsibility for risk, treatments or outcomes on land that is not managed by the City of Cockburn.

| Local Government | Representative | Signature | Date |
|---|---|---|---|
| City of Cockburn | Acting CEO Dan Arndt |  | 13/04/2026 |

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## Forward

Fire has been inherently a part of Australia's natural landscape for thousands of years through Aboriginal people caring for Country and maintaining cultural and spiritual connections. Fire continues to play a role in land management and managing bushfire risk with coordinated multi-agency treatments conducted to address identified bushfire risks and enhancing community resilience.

Ensuring the City of Cockburn (City) is **The Best Place to Be** includes enshrining the safety of our communities and natural environment by taking action to prevent and prepare for bushfires.

Under the State Hazard Plan - Fire, an integrated Bushfire Risk Management Plan (BRMP) is to be developed for local government areas with significant bushfire risk. This BRMP is a strategic document that facilitates a coordinated approach towards the identification, assessment and treatment of assets exposed to bushfire risk to reduce the impact of severe bushfires on the community. The BRMP supports and underpins the Strategic Community Plan 2020–2030 (SCP) and forms part of the City's Local Emergency Management Arrangements.

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# Chapter 1: Introduction



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# Chapter 1 Introduction

## 1.1 Background

This Bushfire Risk Management (BRM) Plan provides contextual information to inform a structured approach to identifying, assessing, prioritising, monitoring and treating bushfire risk. The BRM Plan has been prepared by City of Cockburn, encompasses all land within the City of Cockburn and has been written on behalf of all stakeholders within that area. The BRM Plan is informed by consultation and communication with land and asset managers that has occurred throughout its development to ensure an informed and collaborative approach to managing bushfire risk.

The BRM plan has been prepared with due consideration of the requirements stated in the *Guidelines for Preparing a Bushfire Risk Management Plan* (the Guidelines) published by the Office of Bushfire Risk Management (OBRM) including the principles described in *ISO 31000:2018 Risk Management*.

## 1.2 Objective of the Bushfire Risk Management Planning program

The BRM planning program supports local governments to reduce the threat posed by bushfire. The City of Cockburn BRM Plan will contribute to achieving the objective of the BRM program by:

- Guiding and coordinating a cross-tenure, multi-stakeholder approach to BRM planning
- Facilitating the effective use of the financial and physical resources available for BRM activities
- Supporting integration between risk owners, strategic objectives and tactical outcomes
- Integrating bushfire risk management into the business processes of local government, landowners and other agencies
- Ensuring there is integration between landowners and bushfire risk management programs and activities
- Documenting processes used to identify, monitor and review the implementation of treatments to ensure risk is managed to an acceptable level.

## 1.3 Legislation, policy and standards

Legislations, policy and standards that were applied in the development of this BRM Plan can be found in the *Bushfire Risk Management Planning Handbook – Appendix 1 – Summary of Related Legilsation, Policy and Guidelines.*

The following legislation, policy and standards were considered to be applicable in the development and implementation of the BRM Plan:

- ***Aboriginal Heritage Act 1972 (as amended by the Aboriginal Heritage Legislation Amendment and Repeal Act 2023)***
- ***Biodiversity Conservation Act 2016***
- ***Building Act 2011***
- ***Bush Fires Act 1954 (as amended, 2024)***
- ***Conservation and Land Management Act 1984***
- ***Country Areas Water Supply Act 1947***
- ***Emergency Management Act 2005***
- ***Environmental Protection Act 1986***
- ***Environmental Protection and Biodiversity Conservation Act 1999 (Cth)***
- ***Fire Brigades Act 1942***
- ***Fire and Emergency Service Act 1998***
- ***Metropolitan Water Supply, Sewerage and Drainage Act 1909***
- ***Rottnest Island Authority Act 1987***
- ***Bush Fires Regulations 1954***
- ***Emergency Management Regulations 2006***
- ***Planning and Development (Local Planning Scheme) Regulations 2015***
- ***City (Local Government Act) Local Laws 2000***
- ***State Emergency Management Policy (SEMC, 2025)***
- ***State Emergency Management Plan (State Emergency Management Committee (SEMC), 2022)***
- ***State Emergency Management Procedures (SEMC 2026)***
- ***State Hazard Plan – Fire (SEMC 2025)***
- ***State Planning Policy 3.4: Natural Hazards and Disasters (Western Australian Planning Commission (WAPC) 2006) (SPP 3.4)***
- ***State Planning Policy 3.7 – Bushfire (2024) WAPC***

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# Chapter 2: The risk management process



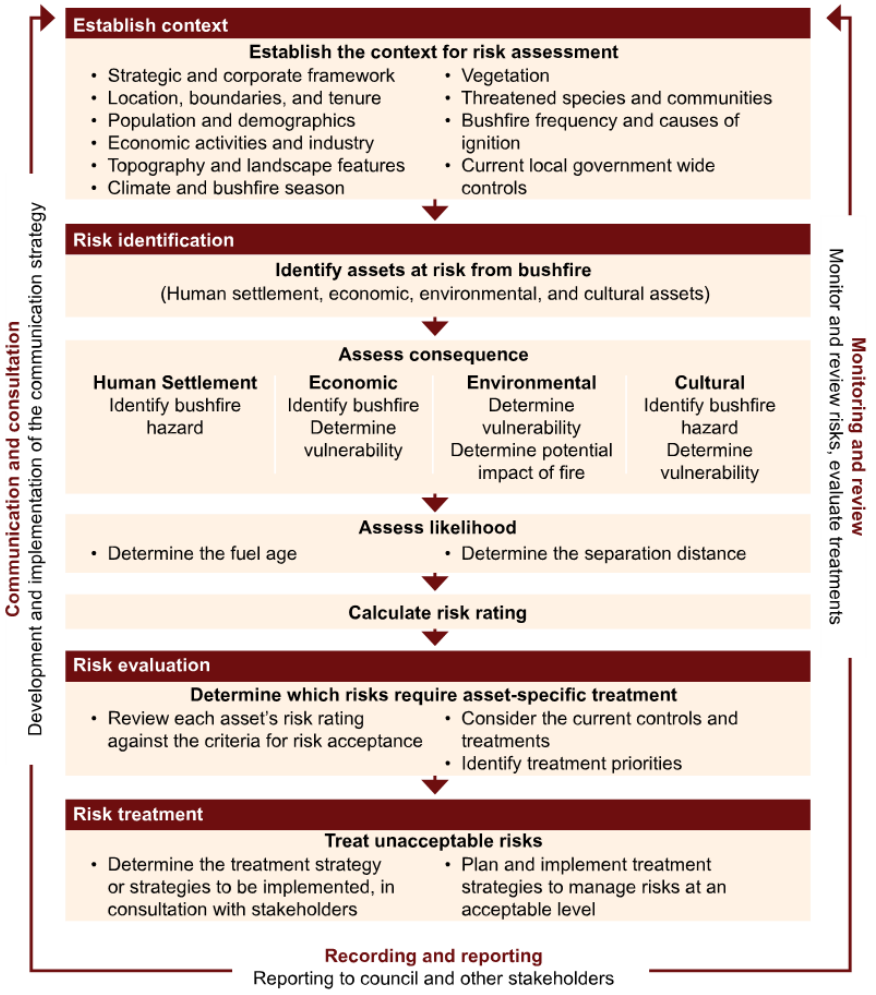

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# Chapter 2 The risk management process

The BRM planning process is a cycle of understanding the context and assessing and treating risks. Each of these steps is informed by communication and consultation and supported by monitoring and review. The three products produced during the BRM planning process are the BRM Plan, Asset Risk Register and Treatment Schedule.

The risk management processes used to identify and address risk in this BRMP are aligned with the international standard for risk management, *ISO 31000:2018 Risk Management*, as described in NERAG. This process is outlined in Figure 1.

Figure 1 – An overview of the risk management process adapted from *ISO 31000:2018 Risk Management*.



## 2.1 Roles and Responsibilities

The roles and responsibilities of the key stakeholders involved in the development of the BRM Plan are outlined in Table 1.

Table 1 - Roles and responsibilities in the Bushfire Risk Management (BRM) planning process

| Stakeholder | Roles and responsibilities |
|---|---|
| All landowners (State and Local Govt, Private etc.) | • Implement treatment strategies<br>• Comply with the City's Fire Control Order if applicable. |
| Local government | • Custodian of the BRM Plan<br>• Coordinate the development and ongoing review of the BRM Plan<br>• Undertake bushfire risk assessment of the local government area<br>• Submit the draft BRM Plan to OBRM for review and endorsement<br>• Develop and implement a Treatment Schedule for local government managed land<br>• Encourage risk owners to treat identified risks<br>• As treatment manager, implement treatment strategies in consultation with land managers, environmental policy, planning staff and groups and appropriate compliance requirements, with consideration of the protection of environmental assets<br>• Communicate the plan to the community<br>• Enforce compliance with the City's Fire Control Order as per the Bush Fires Act 1954 (as amended 2024). |
| DFES | • Contribute to the development and implementation of the BRM Plan.<br>• Facilitate involvement of State and Federal government agencies in the BRM planning process<br>• Support local government through expert knowledge and advice in relation to the identification, prevention and treatment of bushfire risk<br>• Undertake treatments on unmanaged reserves and unallocated Crown land within gazetted town sites<br>• By agreement, implement treatment strategies for other land managers<br>• Endorse BRM Plans as consist with the Guidelines, BRM Program and dynamic risk environment<br>• Administer the Mitigation Activity Fund Grants Program. |

| Stakeholder | Roles and responsibilities |
|---|---|
| Office of Bushfire Risk Management (OBRM) | • Ensure bushfire risk is managed in accordance with ISO 31000 and reporting on the state of bushfire risk across Western Australia<br>• Review BRM Plans for consistency with the Guidelines prior to final approval by Council. |
| Department of Biodiversity, Conservation and Attractions (DBCA) | • Contribute to the development of the BRM Plan<br>• Implement their treatment program on DBCA managed land<br>• Provide advice on environmental assets and appropriate treatment strategies for their protection. |
| Department of Planning, Lands and Heritage | • Identify managed assets<br>• Provide advice on management of Aboriginal Cultural Heritage. |
| Other State and Commonwealth Government agencies and public utilities | • Identify managed assets<br>• Provide advice on current risk treatment programs<br>• Contribute to the development of BRM Plans<br>• Undertake treatments on lands they manage. |
| Corporations and private landowners | • Identify managed assets.<br>• Provide advice on current risk treatment programs<br>• Undertake treatments on lands they manage. |
| Public Utilities | • Assist the local government by providing information about their assets and current risk treatment programs<br>• Participation in and contribution to the development and implementation of BRMP's<br>• Implementation of treatment strategies. |
| Bushfire Advisory Committee (BFAC) and Local Emergency Management Committee (LEMC) | • Provide advice and feedback on current treatments.<br>• Monitor the effectiveness of the currency and implementation of BRMP. |

| Stakeholder | Roles and responsibilities |
|---|---|
| Corporations and Private Landowners | • Implementation of treatment strategies<br>• Comply with the City's Fire Control Order. |

## 2.2. Stakeholder engagement

Engagement with stakeholders during the development, implementation and review of the BRM Plan ensures planning is based on comprehensive information and considers the values and objectives of the entire community.

As part of the development of the BRM Plan in 2023, the City engaged an external consultant to assess the City's bushfire risk according to State methodology before commencing community consultation. Once a draft BRMP was prepared with an indicative treatment schedule, the City invited community feedback and targeted key local stakeholders to provide input.

A **Communication Strategy** (see: Appendix 1) has been prepared to ensure appropriate and effective communication occurs with relevant stakeholders in the development, implementation and evaluation of this BRM Plan.

The following table identifies key stakeholders in the BRM planning process. These are stakeholders that are identified as having a significant role or interest in the planning process or are likely to be significantly impacted by the outcomes.

Table 2 - Key stakeholders identified in the BRM planning process for the City of Cockburn.

| Stakeholder | Role or interest | Level of impact of outcomes | Level of engagement |
|---|---|---|---|
| Bushfire Friends of Groups (including Roe 8 Rehabilitation) | Interested Party | Medium | Consult |
| Community Residents Groups | Interested Party | Medium | Consult |
| City | Asset / Landowner and Treatment Manager | High | Consult |

| | | | |
|---|---|---|---|
| City Bush Fire Advisory Committee (includes local Bush Fire Brigades) | Interested Party | High | Consult |
| City Local Emergency Management Committee | Interested Party | Medium | Inform |
| DFES (BRM Branch, OBRM) | Treatment Manager and Bushfire Risk Management Program Coordinator | High | Collaborate |
| DBCA (including Regional Park Community Advisory Committee) | Asset / Landowner and Treatment Manager | Medium | Consult |
| Department of Education / other private school | Asset / Landowner and Treatment Manager | Low | Consult |
| DPLH | Asset / Landowner | Low | Consult |
| Land Leases on City reserves and properties | Interested Party | Medium | Consult |
| Main Roads | Asset / Landowner and Treatment Manager | Low | Consult |
| Private landowners | Asset / Landowner and Treatment Manager | High | Consult |
| Water Corporation | Asset / Landowner and Treatment Manager | Low | Consult |
| Western Power | Asset / Landowner and Treatment Manager | Low | Consult |
| Other Local Governments | Interested Party | Low | Inform |

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# Chapter 3: Establising the context



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# Chapter 3 Establishing the context

## 3.1 Strategic and corporate framework

### 3.1.1 Strategic Community Plan 2020-2030

The City's Strategic Community Plan 2020 – 2030 (SCP) provides the long-term vision to make the City of Cockburn 'the best place to be'. It sets out community priorities and builds on the City's history and previous planning to guide our growth. The SCP also outlines key population and demographic trends that shape service delivery and strategic planning.

The BRMP supports the SCP by facilitating and advocating for increased community safety and resilience by outlining the framework by which the City will identify, analyse and evaluate bushfire risks and integrating these practices into business processes. The objectives of the BRMP align with the City's objective to promote a vibrant, healthy, safe, inclusive and connected community (Outcome 3: Community, Lifestyle and Security).

### 3.1.2 Local Emergency Management Arrangements

The BRMP forms part of the City's Local Emergency Management Arrangements (LEMA) and is prepared in accordance with the requirement of the Emergency Management Act 2005 and the State Emergency Management Framework. As a component of LEMA, the BRMP supports community resilience by guiding the City's prevention, mitigation, preparedness, response and recovery activities for bushfire risk.

### 3.1.3 Climate Change Strategy 2020-2030

The City's Climate Change Strategy 2020-2030 (CCS) is a roadmap with 14 objectives to mitigate and adapt to the impacts of climate change. Damage to or loss of biodiversity, natural habitat, infrastructure, and public health caused by the impacts of climate change is identified in the CCS as having the potential to impact the City's service delivery, natural environment, local community and infrastructure.

The BRMP facilitates outcomes for objectives: 10 Conserve Biodiversity, 13 Protect Community Infrastructure, and 14 Enhance Health and Wellbeing in reducing the impact of bushfires.

### 3.1.4 Natural Area Management Strategy 2012-2022 (Current)

The City's Natural Area Management Strategy 2012-2022 (NAMS) outlines the City's approach to managing its vested natural areas and strengthening its capacity to conserve local biodiversity. The Strategy focuses on protecting and enhancing the City's natural environment by monitoring environmental changes and addressing key threats.

The BRMP supports the NAMS by incorporating its objectives into the bushfire risk assessment process, ensuring that the environmental values of natural areas are considered when identifying, analysing and evaluating bushfire risk. The NAMS also guides the City's approach to managing unauthorized access to reserves and undertaking fuel load reduction activities.

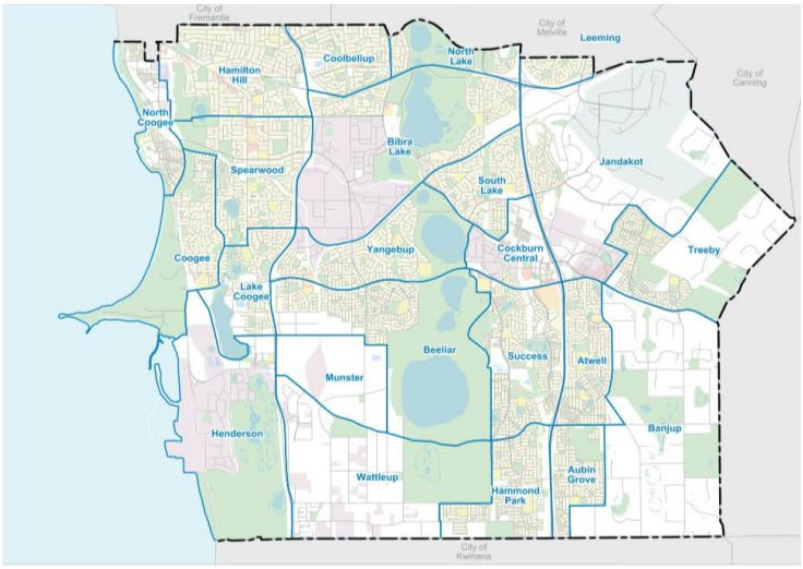
### 3.1.5 Other related City plans and strategies

- Community Safety and Crime Prevention Plan 2022-2027
- Urban Forest Plan 2018-2028
- Local Government Inventory Heritage List Significant Tree List 2021
- Economic Development Framework

## 3.2 Land use and tenure

The City of Cockburn encompasses a total land area of approximately 170 square kilometres, including lakes, beaches and parkland. The City is located south of Perth Metropolitan, approximately 15 kilometres from the Perth CBD. There are 23 suburbs within the City, these are shown in Figure 2.

Figure 2 – Map of the City of Cockburn




The Cities of Fremantle and Melville bound the City to the north, the Cities of Canning and Armadale bound the City to the East, and the City of Kwinana bounds the City to the South.

Figure 3 – Map of the City of Cockburn's Boundary Local Governments




The City of Cockburn local government boundaries include Rottnest Island and Carnac Island, located 18 and 10 kilometres respectively, offshore to the west.

The Rottnest Island Authority is a statutory non-Government agency established by the Western Australian State Government to maintain the day-to-day operation of Rottnest Island. As Rottnest Island falls under the control of the Rottnest Island Authority (Rottnest Island Authority Act 1987), the Island has not been assessed as part of the BRM Plan.

Carnac Island is an uninhabited island and is principally managed by the Department of Biodiversity, Conservation and Attractions (DBCA).

The City of Cockburn features a variety of land uses and tenures that reflect a diverse landscape with a mix of natural and developed environments. Key components of the land use and tenure include:

## Residential land

Residential land is the predominant land use within the City, comprising established suburbs, new growth areas and infill development across a range of densities. These areas are primarily located on urban-zoned freehold land, with tenure held by private landowners, community housing providers and State Government agencies. Residential zones include low-, medium-, and high-density housing, as well as mixed-use precincts that integrate residential, commercial and community functions. The distribution of residential land, its interface with bushland reserves, and the presence of at-higher-risk populations such as young families, older residents and people with limited mobility are important considerations in bushfire risk assessment, evacuation planning and community preparedness.

## Industrial and commercial land

Industrial and commercial areas form a significant component of the City's land-use pattern, concentrated in Bibra Lake, Henderson, Jandakot, Cockburn Central and Spearwood. These precincts are generally located on urban-zoned freehold land, with tenure held by private operators and in some cases, State Government agencies – particularly within the Australian Marine Complex at Henderson. Industrial land supports manufacturing, logistics, warehousing and marine engineering while commercial centres accommodate retail, office and mixed-used development. Their scale, operational characteristics and proximity to transport corridors mean they play an important role in bushfire preparedness, access planning and risk mitigation across the City.

## Agricultural and horticultural land

Agricultural and horticultural land is limited within the City but remains an important component of the peri-urban landscape, particularly in Banjup, Jandakot and part of

Wattleup. These areas are typically located on rural-zoned freehold land, with tenure held by private landowners engaged in small-scale grazing, market gardening, equestrian activities and horticultural production. Although not extensive, these land uses contribute to local food production, landscape character and ecological values. Their vegetation cover and interface with bushland reserves influence fire behaviour and suppression planning.

## Community facilities

Community facilities including libraries, community centres, sporting complexes, youth facilities, cultural venues and emergency-service sites form an essential part of the City's social infrastructure network. These facilities are generally located on Crown reserves vested in the City or on freehold land owned by the City or the State. Classified under 'Community Purpose', Public Purpose' or 'Parks and Recreation' zones, these high-occupancy and high-value assets require specific considerations in bushfire risk assessment, particularly regarding access, evacuation capacity and their potential role as assembly or relief locations.

## Aged care, lifestyle villages and healthcare facilities

Aged-care lifestyle villages and healthcare facilities within the City accommodate residents and patients who may be more vulnerable during a bushfire emergency. These include residential aged-care homes, retirement and lifestyle villages, general practices, medical centres and allied health services, most of which are located on urban-zoned freehold land operated by private or not-for-profit providers. These sites often house people with reduced mobility, higher support needs and have elevated occupancy levels, and thus require priority consideration in bushfire risk management to ensure safe evacuation, continuity of care and effective emergency response.

## Parks, recreation and public open spaces

The City contains an extensive network of public open space, including district parks, neighbourhood parks, sporting reserves and foreshore areas. These areas are generally located on Crown reserves vested in the City and zoned 'Parks and Recreation'. While providing important community and environmental functions, unmanaged vegetation within these reserves can influence bushfire behaviour and requires coordinated mitigation and maintenance.

## Conservation and environment reserves

Significant conservation areas, including Beeliar, Jandakot and Woodman Point Regional Parks, Bush Forever sites and wetlands form a major component of the City's environmental land base. These areas are predominantly Crown reserves managed by the City, State government agencies or joint management arrangements. Their high ecological value, dense vegetation and connectivity to surrounding bushland make them important considerations in bushfire risk assessment and mitigation planning.

## Transport and infrastructure corridors

Major transport infrastructure, including the Kwinana Freeway, Roe Highway, freight rail lines, Cockburn Central Station and key arterial roads play a critical role in evacuation, emergency access and continuity of services. These corridors are generally located on State-owned land and require coordinated management to ensure safe movement during bushfire events.

## Utilities and critical infrastructure

Utilities and essential service assets including Western Power substations, Water Corporation infrastructure, telecommunications towers and waste-management facilities are distributed across the City on a mix of Crown and freehold land. These assets are vital to community functioning and require protection through mitigation, access planning and resilience measures.

Table 3 – Overview of land tenure and management within the City of Cockburn

| Land Manager/Agency | Local Government Area % (approximate) |
|---|---|
| Commonwealth Government | 5.9% |
| Department of Biodiversity, Conservation and Attractions | 9.6% |
| Local government | 20.1% |
| Other State Government | 18.4% |
| Private and other | 46% |
| **Total** | **100** |

## 3.3 Community demographics and values

The City has a diverse community with a mix of residential, light and heavy industry. The City is home to 125,123 people and has a median age of 37 years (City REMPLAN, 2023), and population growth is projected to exceed 170,000 by 2036 (City of Cockburn 'Our People and Suburbs', 2026). Higher-density residential areas are concentrated along the coastal corridor and in growth suburbs such as Hammond Park, Success, Treeby and Cockburn Central, while rural-residential communities are located in Jandakot, Banjup and parts of Wattelup. This distribution influences exposure to bushfire risk, demand on emergency services, and pressure on transport corridors and evacuation routes.

Several demographic characteristics influence the community's resilience and vulnerability to bushfire. One higher-risk factor is the population of culturally and linguistically diverse residents in the City, with 21.6 per cent speaking a non-English language at home and 2.6 per cent reporting limited English proficiency (ABS Census, 2021). This highlights the importance of multilingual communication strategies for bushfire education, preparedness and response. Another higher-risk group includes residents needing assistance due to disability (4.5 per cent), which intersect with the City's ageing population (7.6 per cent aged 70-84yrs, and 1.5 per cent aged 85yrs+) (ABS Census, 2021). Additionally, vulnerability factors include socioeconomic disadvantage, single-parent households, residents without private transport, transient or high-density accommodation areas, social isolation and those living in bushfire-interface areas. The City's Local Emergency Management Arrangements (LEMA) outline how vulnerable communities are identified and supported across preparedness, response and recovery.

The eastern side of Cockburn contains rural-zoned blocks in Jandakot, Banjup and Treeby, many with remnant bushland. Wattleup and parts of Munster and Beeliar also contain market gardens and private businesses. These areas are more susceptible to bushfire impacts due to vegetation, lot size and limited access routes.

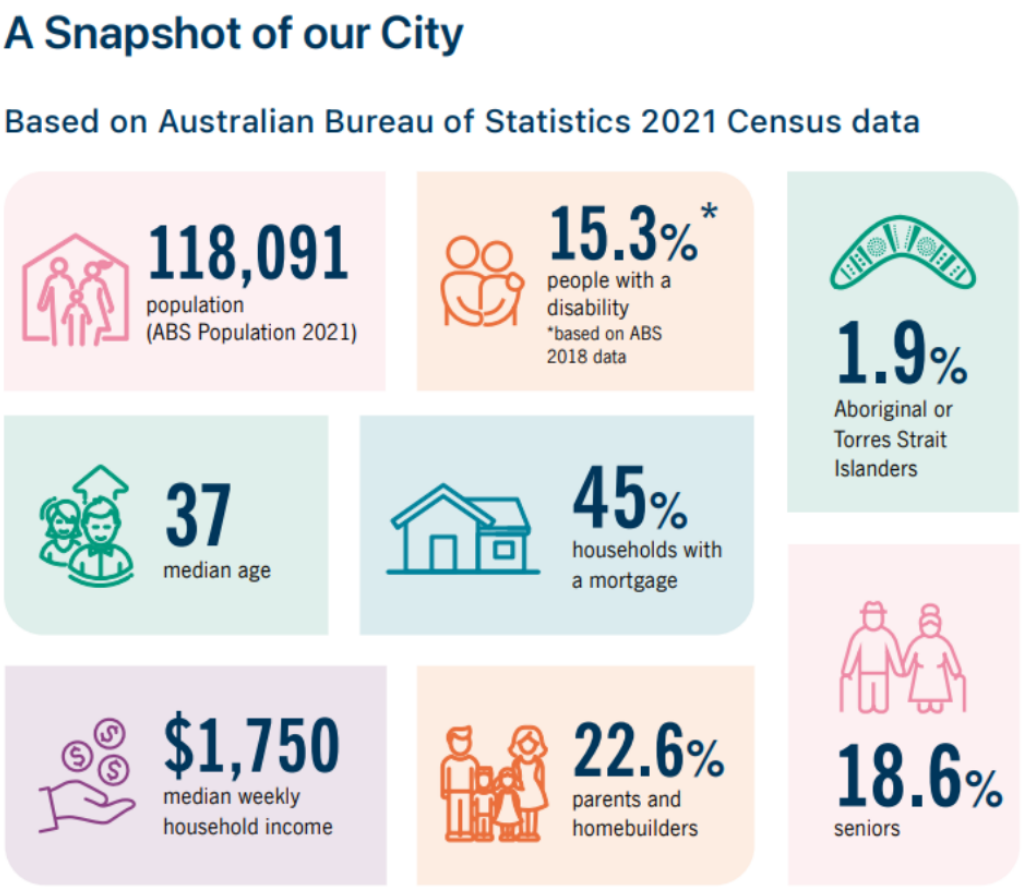
Community values also influence bushfire risk management. Residents place high value on natural areas, wetlands, wildlife habitat, coastal amenity and recreational spaces, which can shape preferences for vegetation management, prescribed burning and fuel-reduction activities. Protecting community facilities, neighbourhood character and local environmental assets is a key priority for many residents.

The City engages the community in bushfire preparedness through public education and seasonal messaging, community workshops, hazard-reduction notifications and collaboration with local volunteer emergency service groups. These activities support

shared responsibility and help build community capability to prepare for, respond to and recover from bushfire events.

A comprehensive breakdown of information, trends and forecasts about the City population and economy can be viewed on the City's online interactive demographic, economic and community tools.

Figure 4 – Overview of the City population from the City Annual Report 2024-2025




## 3.4 Cultural Heritage

The City of Cockburn acknowledges the Whadjuk Nyungar people of the Beeliar Boodja as the Traditional Owners of the land and recognises their enduring connection to and care for Country.

The City will identify Aboriginal stakeholders and areas of protected cultural heritage by engaging with Native Title holders, Traditional Owners and Aboriginal knowledge holders to ensure bushfire risk management activities respect and incorporate cultural values. This includes recognising the cultural authority of Whadjuk Nyungar representatives and maintaining an up-to-date register of relevant stakeholders with an interest in bushfire management.

Culturally appropriate engagement will be undertaken across planning, mitigation, response and recovery phases, recognising cultural authority and supporting meaningful participation where appropriate. Existing arrangements relevant to land or fire management – such as Native Title determinations, Indigenous Land Use Agreements (ILUAs), Cultural Heritage Management Plans and any Memoranda of Understanding – will be considered in operational planning and decision-making.

Bushfire mitigation works, including firebreak installation and hazard reduction activities, will be planned to avoid or minimise impacts on Aboriginal Cultural Heritage Inquiry Systems (ACHIS) and seeking cultural advice where required. When supported by Traditional Owners, the City will seek opportunities to incorporate cultural burning knowledge and practices into bushfire risk management to support landscape resilience, cultural outcomes and community safety.

Registered Aboriginal Cultural Heritage sites and Protected Areas are shown in the Aboriginal Cultural Heritage Inquiry System (ACHIS). This system will be consulted and appropriate approvals obtained when planning bushfire mitigation activities. The City also maintains a list of culturally significant landmarks and places, which will be considered during bushfire planning and operations. See below:

Table 4 – Registered Aboriginal Cultural Heritage Sites and Protected Ares as listed within ACHIS

| ACH Identifier | Name | Place Type | Culturally Sensitive | Culturally Sensitive Nature |
|---|---|---|---|---|
| ACH-00000120 | KOGOLUP LAKE 01 | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00000121 | COCKBURN LIGHTHOUSE | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00003292 | THOMSONS LAKE | Artefacts / Scatter | No | No Gender / Initiation Restrictions |

| | | | | |
|---|---|---|---|---|
| ACH-00003294 | NORTH LAKE N. | Artefacts / Scatter; Camp | No | No Gender / Initiation Restrictions |
| ACH-00003295 | NORTH LAKE, COOLBELLUP | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00003418 | ROTTNEST: PEACOCK HILL | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00003428 | HAMMOND ROAD SWAMP. | Artefacts / Scatter; Creation / Dreaming Narrative; Hunting Place; Water Source | No | No Gender / Initiation Restrictions |
| ACH-00003429 | BARTRAM ROAD SWAMPS. | Artefacts / Scatter; Creation / Dreaming Narrative; Hunting Place; Water Source | No | No Gender / Initiation Restrictions |
| ACH-00003440 | ROTTNEST: CYCLEWAY | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00003447 | MATHER RESERVE, BANJUP. | Creation / Dreaming Narrative; Hunting Place | No | No Gender / Initiation Restrictions |
| ACH-00003467 | ROTTNEST: TRANSIT CELL | Traditional Structure | No | No Gender / Initiation Restrictions |
| ACH-00003468 | ROTTNEST: OLD HOSPITAL | Historical | No | No Gender / Initiation Restrictions |
| ACH-00003513 | LUKIN SWAMP. | Artefacts / Scatter; Camp; Other | No | No Gender / Initiation Restrictions |
| ACH-00003540 | ROTTNEST: LODGE/QUAD. | Ritual / Ceremonial; Historical; Repository / Storage Place | No | No Gender / Initiation Restrictions |
| ACH-00003707 | ROBB JETTY CAMP. | Camp; Historical; Traditional Structure | No | No Gender / Initiation Restrictions |
| ACH-00003709 | NORTH LAKE AND BIBRA LAKE. | Camp; Creation / Dreaming Narrative; Hunting Place | No | No Gender / Initiation Restrictions |
| ACH-00003780 | ROTTNEST: LONGREACH BAY | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00003781 | Wadjemup Aboriginal Prisoners Cemetery (ROTTNEST) | Burial | No | No Gender / Initiation Restrictions |

| | | | | |
|---|---|---|---|---|
| ACH-00003782 | ROTTNEST : GOLF COURSE | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00003784 | ROTTNEST : STABLES | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00004103 | SWAMP 81 | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00004106 | NORTH LAKE SW | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00004311 | ACOURT ROAD | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00004357 | WATTLEUP ROAD SWAMP | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00004358 | MASON ROAD SWAMP | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00015838 | LAKE COOGEE 1 | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00015839 | LAKE COOGEE 2 | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00015840 | COCKBURN ROAD | Creation / Dreaming Narrative | No | No Gender / Initiation Restrictions |
| ACH-00015841 | WOODMAN POINT | Creation / Dreaming Narrative | No | No Gender / Initiation Restrictions |
| ACH-00015934 | THOMPSONS LAKE 01 | Other | No | No Gender / Initiation Restrictions |
| ACH-00018332 | Clontarf Hill | Artefacts / Scatter; Camp; Ritual / Ceremonial; Creation / Dreaming Narrative; Historical; Hunting Place; Massacre | No | No Gender / Initiation Restrictions |
| ACH-00018937 | Yangebup Lake | Ritual / Ceremonial; Creation / Dreaming Narrative; Historical; Plant Resource; Water Source | Yes | No Gender / Initiation Restrictions |
| ACH-00018938 | Thomsons Lake | Ritual / Ceremonial; Creation / Dreaming Narrative; Historical; Plant Resource; Water Source | Yes | No Gender / Initiation Restrictions |
| ACH-00020866 | Lake Coogee | Creation / Dreaming Narrative | No | No Gender / Initiation Restrictions |
| ACH-00021809 | Thomsons Reservoir 1 | Artefacts / Scatter | No | No Gender / Initiation Restrictions |

| | | | | |
|---|---|---|---|---|
| ACH-00021810 | Thomsons Reservoir 2 | Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00021811 | KRAEMER RESERVE | Camp; Creation / Dreaming Narrative; Hunting Place; Meeting Place; Water Source | No | No Gender / Initiation Restrictions |
| ACH-00025022 | Beeliar Regional Park 4 | Sub surface cultural material; Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00031746 | Golf Course South Glass Artefact Scatter | Sub surface cultural material; Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00031747 | Golf Course Northeast Site Glass Artefact Scatter | Sub surface cultural material; Artefacts / Scatter | No | No Gender / Initiation Restrictions |
| ACH-00039235 | WAD-2021-001 | Artefacts / Scatter; Historical | No | No Gender / Initiation Restrictions |
| ACH-00039236 | WAD-2021-003 | Artefacts / Scatter; Historical | No | No Gender / Initiation Restrictions |
| ACH-00039237 | WAD-2021-002 | Artefacts / Scatter; Historical | No | No Gender / Initiation Restrictions |
| ACH-00039238 | WAD-2021-004 | Sub surface cultural material; Artefacts / Scatter; Historical | No | No Gender / Initiation Restrictions |
| ACH-00039239 | SSPAA-2017-01 | Sub surface cultural material; Artefacts / Scatter; Historical | No | No Gender / Initiation Restrictions |
| ACH-00039697 | SM22-A-01 | Artefacts / Scatter; Historical; Other; Quarry | No | No Gender / Initiation Restrictions |

## 3.5 Economic activities and industry

The City supports a diverse and growing economy, with major activity concentrated in industrial, commercial, marine, logistics and service sectors. Key economic precincts include the Australian Marine Complex in Henderson, one of Australia's largest marine engineering and defence-industry hubs; the Bibra Lake industrial area, which accommodates warehousing, transport and waste-management operations; and the Jandakot Airport industrial precinct, supporting aviation, logistics and commercial enterprises. These areas contain high-value assets, critical supply-chain functions and large employment bases, and are economically significant and potentially vulnerable to bushfire impacts. High daily workforce movements also influence population distribution, which can affect emergency access, evacuation planning and exposure to bushfire risk.

The manufacturing sector contributes $8 billion to regional output (28.87 per cent), while construction is the largest employer with 7,766 jobs (14.95 per cent) (City REMPLAN, 2023). The City is home to the Australian Marine Complex and Jandakot Airport, Western Australia's busiest general aviation airport and home to a large range of businesses and tenants. Jandakot Airport supports statewide emergency services and bushfire activities, including the Department of Biodiversity and Conservation Aviation Operations for aerial fire surveillance and suppression, DFES emergency rescue helicopter service, and the Royal Flying Doctor Service of Australia. These sectors could be significantly impacted by a major bushfire, particularly given the reliance on strategic transport routes connecting industry to Fremantle Port and the Western Trade Coast.

Economic activity across these precincts may be exposed to bushfire risk, particularly where industrial operations interface with vegetated reserves, rural land or transport corridors. Activities involving machinery, hot works, outdoor storage, fuel handling or flammable materials can also elevate ignition risk if not managed appropriately. These risks are mitigated through compliance with fire-prevention regulations, site-specific fire management plans, and education for businesses operating in higher-risk environments.

The City also contains rural enterprises in Banjup, Jandakot and Wattleup, including equestrian facilities, market gardens and small-scale horticulture which may be directly exposed to bushfire due to their proximity to bushland and reliance on open-air operations. Tourism, recreation and seasonal visitation – particularly around coastal areas, Woodman Point, Coogee Beach and major events can cause temporarily increased populated density, placing additional pressure on evacuation routes, emergency services and public infrastructure during the high-threat season.

Strategic transport routes such as the Kwinana Freeway, Roe Highway, Stock Road, Beeliar Drive and freight rail corridors are essential to the City's economic activity and emergency response capability. Maintaining the resilience and availability of these routes during bushfire events is critical to supporting business continuity, supply-chain stability and safe community movement.

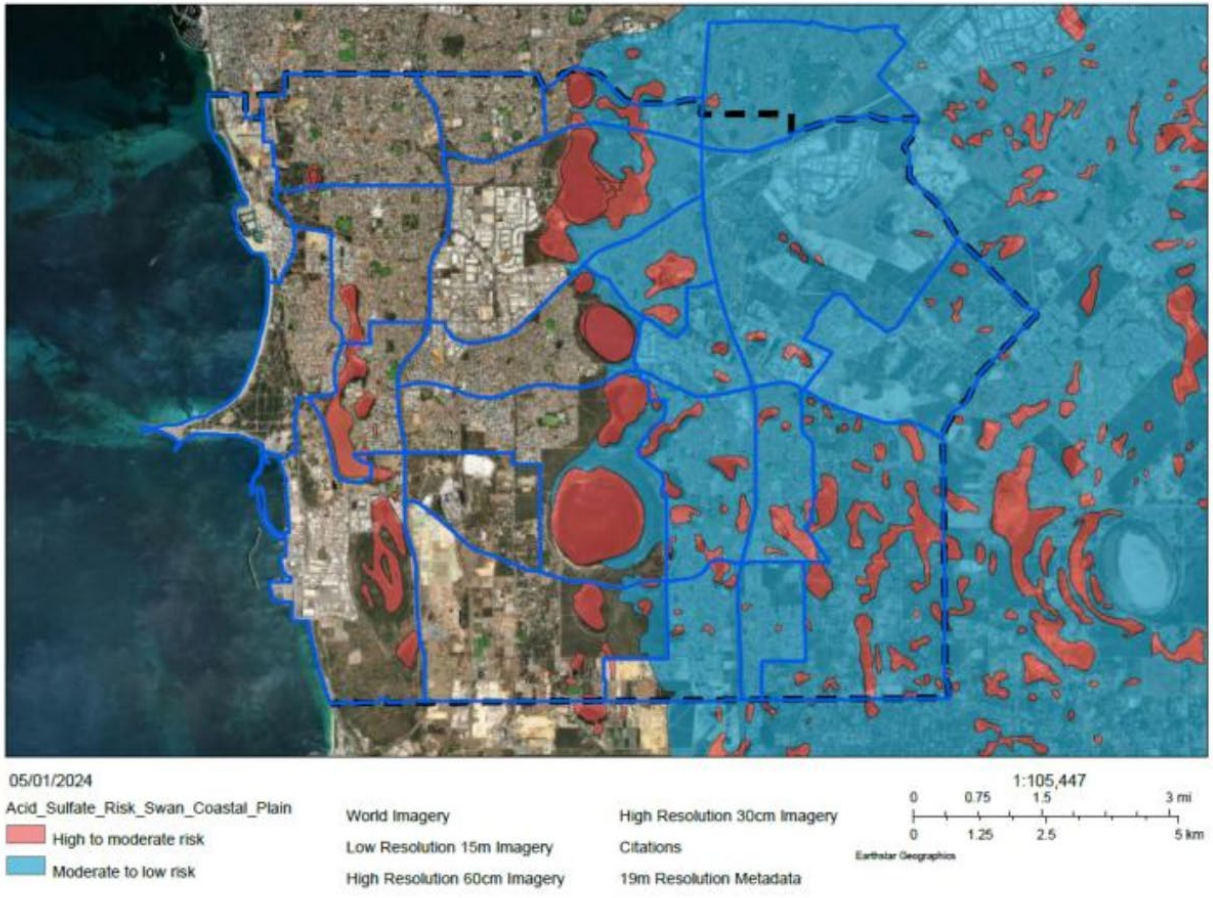
Disruption caused by bushfire has the potential to result in short-term impacts to the City's economy and industry including business interruption, supply chain delays and loss of productivity, as well as longer-term effects including economic recovery challenges, reduced investment confidence and impacts to employment.

## 3.6 Topography and landscape features

The City is relatively flat and low lying. Ground elevation across the City varies between 0.09m and 78.9m above sea level. Some areas with the highest elevation in bushfire prone areas include Manning Park, areas of Munster, and parks and businesses immediately west of Bibra Lake. Steep slopes and prevailing winds can increase fire intensity.

The Beeliar wetlands chain pass through the centre of the City, creating a series of wetlands and seasonal damplands. Controlled burns should not be undertaken in wetland areas because the organic-rich soils have the potential to smoulder underground for weeks or months (Fire Facts DBCA, 2023). Peatlands store more carbon than any other ecosystem and burning would result in large carbon emissions (Pemberton, 2005) as well as potentially trigger the presence of acid sulphates that could pollute groundwater and waterways, killing flora and fauna (Fire Facts DBCA, 2023). Figure 5 depicts acid sulphate soil risks within the City of Cockburn which is taken into consideration when planning controlled burns.

Figure 5 – Acid Sulphate Soil Risk Within the City of Cockburn



## 3.7 Climate and weather

The City is characterised as having a Mediterranean climate as it experiences warm, dry summers and cool, wet winters. The bushfire season is typically from late spring through to early autumn, peaking in summer, when the moisture content in vegetation is low. These characteristics, as well as evidence indicating an increase in extreme fire weather days *(State of Climate Report 2022, Bureau of Meteorology; Sixth Assessment Report of the Intergovernmental Panel on Climate Change 2022*) will mean that treatment strategies to bushfire risk management are required to be dynamic and timely, and multiple treatments applied to comprehensively mitigate risks.

Weather conditions, including humidity, wind, rainfall, lightning and temperature, influence fire weather behaviour such as the size, intensity, and speed of bushfires. The *State of Climate Report 2022* indicates anthropogenic (human-caused) climate change is increasing weather and climate extremes resulting in an increase in the number of dangerous fire weather days and a longer fire season for southern and eastern Australia. Adverse weather and climate change also have large impacts on vegetation and therefore their capacity as fuel for fire.

Summer days with high temperatures, low humidity and strong winds are especially conducive to the spread of fires. This risk of bushfires is enhanced if thunderstorms develop, accompanied by lightning with little or no rain.

As part of the development of the City's Climate Change Strategy, Ernst and Young were engaged to undertake a risk assessment and update the climate change risk register. The final report concluded that the loss or damage to properties, buildings and infrastructure, and community safety, health and wellbeing due to bushfire are extreme risks.

The Bureau of Meteorology (BoM) states that extreme fire weather conditions in the Perth region typically occur with strong easterly or north easterly winds associated with a strong high to the south of the state and a trough offshore. Easterly winds represent about 60 per cent of extreme fire weather days compared to less than 5 per cent associated with southerly winds.

The City, along with the majority of the Metropolitan local governments, follows the seasonal patterns detailed above when implementing their prohibited and restricted burning times, the City on average will maintain the following seasonal restrictions:

- Prohibited burning is declared from December 1 through until March 31
- Restricted burning period April 1 until May 31 and October 1 until November 30
- Unrestricted burning period June 1 to September 30.

These are subject to change in seasonal conditions.

## 3.8 Vegetation and fuel

The City is located within the South West Botanical Province of Western Australia, which is recognised as one of the world's top 25 biodiversity hotspots (Natural Heritage Trust, 2003). Biodiversity hotspots are recognised as globally significant due to a high diversity and endemism (occurring nowhere else) of species. These hotspots are also under threat due to significant habitat loss through clearing and urban development (NAMS, 2012-22).

There is a range of vegetation types and floristics communities within the City's boundaries as depicted in Figure 4. Within the City, six different vegetation complexes are represented. The most western section supports coastal vegetation and coastal heath underlain by limestone outcrops.

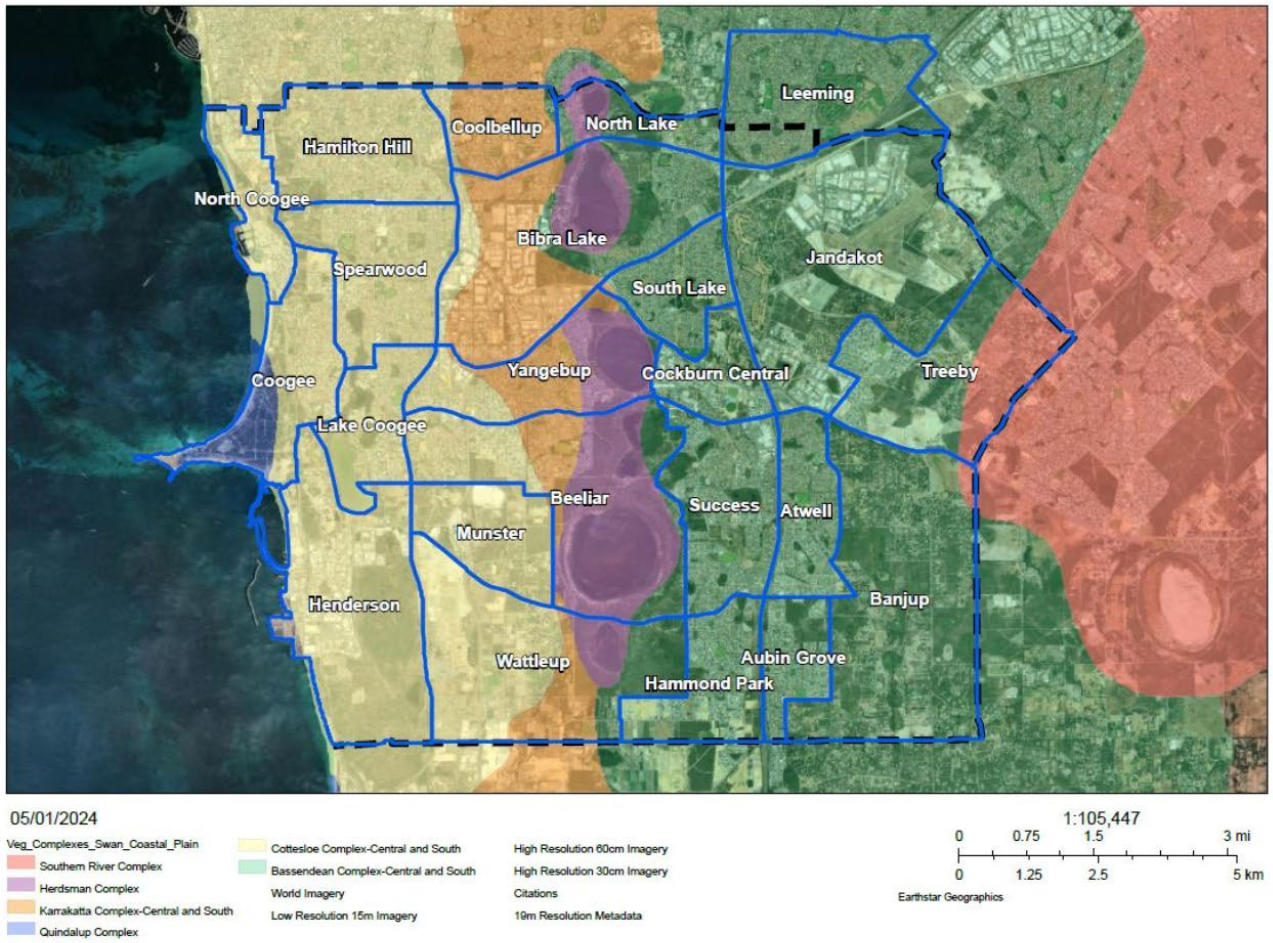
Across the City, vegetation conditions have been subject to degradation due to past land uses causing invasion by non-native species. The majority of the non-native species are grasses which significantly increases bushfire risk. These grasses increase the risk of fast-moving and intense bushfires that threaten life, property and the environment.

In managing bushfire risks, treatments should aim to protect natural areas and biodiversity, and any impacts of fuel management treatments should thoroughly be considered. The City's NAMS objectives to consider in undertaking the bushfire risk management include;

- Threatened Ecological Communities (TEC)
- threatened fauna species habitat, such as Black Cockatoo species
- maintaining ecological corridors
- weed and disease management
- minimise illegal access and dumping
- reducing the likelihood of unplanned fires
- rehabilitation of degraded natural areas.

Bushland reserves contain large amounts and continuous vegetation in large areas. They are at risk of damage by bushfire and provide risks to nearby property if a large and out of control bushfire occurs. They are the largest fuel loads that occur and can aggravate any bushfire situation. All reserves within the City of Cockburn are listed in the Asset Risk Register and risk ratings have been assigned in accordance with the risk assessment process. Courses of action and the hierarchy of treatments are found in Table 12 and Figure 8 respectively.

Figure 6 – Vegetation Mapping within the City of Cockburn



## 3.9 Important Species and Communities

Important species and communities are listed on the Department of Biodiversity, Conservation and Attractions (DBCA) website. This website will be consulted with due diligence practiced to protect identified species and communities when planning and conducting appropriate bushfire mitigation activities.

The City contains a variety of native vegetation types, as depicted in Figure 4; much of which is representative of the Banksia Woodlands of the Swan Coastal Plain, an Endangered Threatened Ecological Community (TEC). Banksia Woodlands were listed as endangered under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999), on 16 September 2016. This TEC predominantly occurs on the Bassendean soil complex, which is widespread on the eastern half of the City of Cockburn. Banksia Woodlands are a fire-managed ecosystem and low-intensity burning can be used to stimulate regeneration when supported by appropriate planning and post-fire weed control. Recommended fire intervals from 8 to 16 years, and a maximum of 40 years (DBCA, Fire Information Note - *Banksia Woodlands of the Swan Coastal Plain*). Inappropriate fire frequency can lead to loss of obligate-seeding specifies, increased weed invasion and reduced ecosystem resilience.

Tuart Woodlands and forests of the Swan Coastal Plain, listed as Critically Endangered under the *EPBC Act 1999*, are predominantly found on the Quindalup and Spearwood dune systems. Within the City, Tuart communities occur in Manning Park, Woodman Point Regional Park, reserves in Henderson, and along the Beeliar Wetlands chain. These woodlands are sensitive to disturbance, particularly due to invasive weeds and the reliance on fauna to mature hollow-bearing trees. Prescribed burning in Tuart communities requires careful planning, extensive post-fire weed management, and consideration of fauna conservation (*EPBC Act, Approved Conservation Advice, 2019*). Fire intervals of more than 10 years to allow regeneration are generally required to allow for seeding establishment and maturity (*EPBC Act, Approved Conservation Advice, 2019, C.5*).

Several areas of the City also support populations of *Caledenia huegelii* (a Critically Endangered orchid), along with nine flora species considered to be ‘conservation significant’ by DBCA under the *Biodiversity Conservation Act 2016*. These species are at varying levels of extinction risk and require specific consideration during bushfire mitigation planning. Numerous wetlands throughout the City support *Melaleuca* (paperbark) and native sedge vegetation communities while the eastern reserves contain highly diverse Banksia Woodland vegetation that provides habitat for several threatened fauna species, including Black Cockatoos and quenda.

Dieback (*Phytophthora cinnamomi*) is listed as a Key Threatening Process and presents a major threat to Banksia Woodland TEC. Although Banksia Woodlands are fire dependent over long time intervals, they are highly susceptible to dieback infection. Dieback has been identified in several bushland reserves across the City and can be easily spread through soil movement on vehicles, boots and equipment (City of Cockburn, 2018). Hygiene measures – including vehicle and equipment wash down during fire suppression and prescribed burning – are recommended to limit spread (Department of the Environment and Energy 2018).

The presence of weeds and invasive grasses within bushland areas, road reserves and public open spaces increases the likelihood of fires igniting from accidental, deliberate or natural causes. Effective grass-fuel management is therefore essential to minimise fire risk (Attorney-General's Department, 2014). The City undertakes a range of fuel-load reduction works in City-managed reserves, including:

- Controlling illegal vehicle access to reduce instances of arson.
- Managing environmental weeds, particularly Perennial Veldt Grass.
- Selecting fire retardant species for revegetation projects in proximity to dwellings.
- Implementing asset-specific treatments such as mechanical works, vegetation removal and hazard-reduction burns.

More information on threatened species and communities is available in the City's Natural Area Management Strategy (NAMS). These environmental assets are highly valued by the community, and their ecological characteristics, fire sensitivity and legislative protections inform the timing, method and extent of bushfire mitigation activities undertaken within the City.

## 3.10 Historical bushfire occurrence

Ignition frequency of unplanned fires can vary on seasonal conditions and location. Table 3 demonstrates that human causes, such as arson, have contributed to most bushfires within the City. Most occurrences of arson within the City are believed to be carried out within or close to residential areas. However, the frequency of arson in rural areas may be higher than expected due to the difficulty in identifying fire ignition causes within these areas.

The City's Community Safety and Crime Prevention Plan 2022-2027 (CSCP Plan) outlines initiatives the City will implement to deter criminal activity and ensure the community feel safe. The CSCP Plan aims to reduce the opportunity for crime through technology, namely

CCTV, and facilitate early intervention initiatives to improve the wellbeing of our community.

Table 5 – Summary of Ignition Causes 2020/21 – 2024/25 By Highest Average Ignition Cause (as of March 2026, Department of Fire and Emergency Services, City of Cockburn Local Government Report Package)

| Year: | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 |
|---|---|---|---|---|---|---|
| **No. of Bushfires of all sizes** | **133** | **159** | **184** | **184** | **143** | **114** |
| Suspicious/deliberate | 71 | 107 | 89 | 77 | 76 | 43 |
| Cigarette | 25 | 23 | 36 | 45 | 27 | 27 |
| Reignition of previous fire | 6 | 8 | 24 | 20 | 8 | 4 |
| Power lines | 4 | 5 | 4 | 6 | 8 | 3 |
| Burn off fires | 5 | 4 | 3 | 4 | 3 | 1 |
| Other open flames or fire | 5 | 2 | 3 | 1 | 2 | 4 |
| Hot works (grinding, cutting, drilling, etc.) | 3 | 2 | 3 | 2 | 5 | 1 |
| Unreported | 0 | 0 | 7 | 5 | 0 | 4 |
| Vehicles (incl. farming / equipment / activities) | 3 | 1 | 1 | 3 | 2 | 2 |
| Improper fueling / cleaning / storage / use of material ignited | 5 | 2 | 1 | 3 | 1 | 0 |
| Campfires / bonfires / outdoor cooking | 1 | 1 | 2 | 2 | 2 | 4 |
| Weather conditions – lightning | 0 | 0 | 3 | 4 | 0 | 4 |
| Weather conditions – high winds, natural | 2 | 1 | 2 | 1 | 2 | 1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| combustions (excluding lightning) | | | | | | |
| Undetermined | 0 | 2 | 0 | 1 | 0 | 6 |
| Sleeping / Alcohol / Drugs / Physical-Mental Impairment | 0 | 0 | 0 | 2 | 2 | 5 |
| Electrical distribution (excl. power lines) | 1 | 1 | 1 | 2 | 1 | 0 |
| Equipment – mechanical or electrical fault | 1 | 0 | 0 | 3 | 0 | 1 |
| Children misadventure | 0 | 0 | 0 | 0 | 3 | 2 |
| Human error (left on, knock over, unattended etc.) | 1 | 0 | 0 | 2 | 1 | 1 |
| Fireworks / flares | 0 | 0 | 2 | 0 | 1 | 1 |
| Yard maintenance, hand held equipment | 0 | 0 | 1 | 0 | 0 | 0 |
| Heat from other hot objects or friction | 0 | 0 | 1 | 0 | 0 | 0 |
| Construction, installation, design deficiency | 0 | 0 | 1 | 0 | 0 | 0 |
| Equipment – operational deficiency | 0 | 0 | 0 | 1 | 0 | 0 |

Planned fires, utilising the City's Fire Control Order and permit system, account for most planned/controlled burning activities undertaken within the City's rural landholdings. The permit system is heavily utilised by many residents, with 806 permits being issued between 2017-2025.

Historical evidence shows that the City has experienced several fires requiring large, multi-agency responses. Notably, the 2014 Banjup bushfire burned through multiple reserves

and rural residential properties before reaching urban areas in Atwell. This incident led to community evacuations, minor damage to homes and the loss of outbuildings, sheds and fencing.

During the 2020-21 bushfire season, the number of multi-agency incidents increased compared to previous years. Of note were the Aubin Grove bushfires, which subjected the community to severe ember attacks and resulted in residents sheltering in place.

Other significant events have included the 2022 bushfire on Cocos Drive in Bibra Lake; a fire in the natural vegetation corridor along Kwinana Freeway in 2023, which resulted in the evacuation of Hammon Park Secondary School; the South Lake/Bibra Lake Reserves peat-soil fire in February 2024, and the Gibbs Road fire in November 2025.

## 3.11 Bushfire risk controls

Local government-wide controls are activities already being undertaken by the City, State agencies and other stakeholders that reduce the overall bushfire risk. These Treatments are not linked to specific assets and are applied across the City:

- Enforcement of the Bush Fires Act 1954, including applicable fuel management requirements, firebreak standards and annual enforcement programs
- Distribution and capability of local fire and emergency services
- Public education campaigns and the use of PWS and DFES Statewide programs, tailored to suit local needs
- Statewide arson prevention programs, developed in conjunction with WA Police and DFES
- State planning framework and local planning schemes, implementation of appropriate land subdivision and building standards in line with DFES, Western Australian Planning Commission and Building Commission policies and standards, such as State Planning Policy 3.7 Planning in Bushfire Prone Area
- Monitoring performance against the BRM Plan and reporting annually to the Council and OBRM.

The table below also lists controls that are desirable or should be implemented in the future.

Table 6 – Current bushfire risk controls in the City of Cockburn

| Control | | Action or activity description | Lead agency | Other stakeholder(s) | Notes and comments |
|---|---|---|---|---|---|
| 1 | Enforcement of the *Bush Fires Act 1954* | City Fire Control Order (Section 33) | City | Landowners | The City's Fire Control Order is distributed annually with the City's Rates Notices and the City undertakes a proactive inspections program of properties to ensure compliance with the Fire Control Order. |
| 2 | | Declaration of Total Fire Bans | DFES | City | A Total Fire Ban (TFB) is declared because of extreme fire weather conditions or when current operational commitments have reduced state-wide resources/capabilities. A TFB is declared by DFES following consultation with the LG. |
| 3 | | Declaration of Harvest Vehicle Movement Bans | City, Chief Bushfire Control Officer | DFES, Fire Control Officers | Bans imposed when the CBFCO and FCOs are of the opinion that the use of engines, vehicles, plant or machinery is likely to cause/contribute to the spread of a bushfire. |
| 4 | | Restricted and prohibited burning times and issuing of permits to set fire to the bush | City | Chief Bushfire Control Officer, Fire Control Officers, DFES | Regulate burning requirements in the City during the restricted and prohibited burning times. |
| 5 | | Distribution and capability of local fire and emergency services, including Cockburn Career Fire and Rescue Service (DFES), South Coogee and Jandakot Volunteer Bush Fire Brigades (City). | DFES/City | Chief Bushfire Control Officer, DBCA | Ensure local emergency services are appropriately capable and equipped to respond effectively to bushfires within the City. |
| 6 | State Planning Policy 3.7 – Planning in | Enforcement of SPP 3.7 in declared bushfire prone areas | City | DFES, DPLH | Implement the Guidelines for Planning in Bushfire Prone Areas to ensure bushfire risk is addressed when planning, designing or assessing a |

| | | | | | |
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| | Bushfire Prone Areas | | | | planning proposal within a designated bushfire prone area. Bushfire prone areas mapping can be viewed here: https://www.dfes.wa.gov.au/hazard-information/bushfire/bushfire-prone-areas#map-of-bpa |
| 7 | Local Emergency Management Arrangements | Local emergency management plan is maintained. | Local Emergency Management Committee membership, hazard management agencies, and support organisations. | - | Local plan including Local Recovery Plan, resource register and is regularly reviewed, exercised, and updated. |
| 8 | Bushfire Advisory Reference Group | Strategic oversight of bushfire risk management within the City. | Membership, includes local bushfire brigades | - | Advise and advocate on effective bushfire risk management. |
| 9 | Local Community Education Campaigns | Implement local emergency and bushfire education and preparedness campaigns. | City | DFES | Public education campaigns and the use of PWS and DFES state-wide programs, tailored to suit local needs to ensure the community is actively undertaking bushfire risk management activities and prepared should a bushfire occur in their local area. Examples of community education include;<br>• Maintaining Australian Fire Danger Rating Signs<br>• Providing resources and advice to the community<br>• Providing community events/workshops on bushfire safety and readiness |
| 10 | State-wide Education Campaigns | Implement State-wide emergency and bushfire | DFES, WA Police | City, DBCA | State-wide messaging and information to raise community awareness and resilience, |

| | | | | | |
|---|---|---|---|---|---|
| | | education and preparedness campaigns. | | | including arson prevention programs developed by WA Police and DFES. |
| 11 | South Metro Bushfire Risk Management Working Group | Coordinate and advise on local bushfire risk management. | DFES | Membership, including Local Governments, public utilities and State agencies | Advise and advocate on effective bushfire risk management. The Group is a formal avenue for the City to advocate with public utilities and State agencies about priority risks. |
| 12 | Annual weed and maintenance works in City managed road and bushland reserves | Implement an annual program of works to maintain road and bushland reserves to an acceptable level of risk. | City | Private landowners | The City's Environment, Parks and Streetscapes coordinate regular works to be completed throughout the City, including verge mowing, weed control, and maintaining existing firebreaks and asset protection zones. |
| 13 | Residential Bulk Garden Organics Verge Collections | Provide bulk garden organics verge collection service to residential landowners. | City | Private residential landowners | The City's Waste Services provide bulk garden organic services to the community and assists in removing dead vegetation and assisting the community in maintaining their properties. |
| 14 | Illegal access to conservation areas | Implement measures to limit unauthorised access to conservation reserves in accordance with the Natural Area Management Strategy. | City | DBCA | Preventing access to vegetated areas reduces the spread of weeds and the likelihood of arson. |
| 15 | Weed control for Cockburn residents living in the rural, rural living and resource zones | Landowner Biodiversity Conservations Grant | City | Private landowners | The City's Sustainability and Environment Team coordinate a grant program for residents to apply for up to $3,000 per property to conserve and enhance the natural bushland, including weed control services. |

The following table is a list of proposed local government-wide controls to adopt during the life of the BRM Plan that were identified through the development and consultation of the BRM Plan.

Table 7 – Proposed Local Government-Wide controls

| Control | | Action or activity description | Lead agency | Other stakeholder(s) | Estimated cost | Notes and comments |
|---|---|---|---|---|---|---|
| 1 | Bushfire Risk Management Officer | Dedicated Bushfire Risk Management position in the City to implement Bushfire Risk Management Plan | City | Landowners (private, State agencies and others) | $100,000 per annum | The City to employ a dedicated resource to oversee the coordination of bushfire risk management, including regular review of Asset Risk Register and Treatment Schedule maintained in BRMS, report on progress of BRMP, and oversee the implementation of asset-specific treatments, such as tailored community education programs and working with all land owners and managers to refine and implement the Treatment Schedule.<br>The position is estimated to result in a net increase in expenditure by $40,000, as the City currently outsources part of this work to a consultant for $60,000. Due to the volume of work required by this position, the current consultancy arrangement is only used for significant mitigation programs and periodically. |
| 2 | Capture FDR data to inform future controls | Report on Fire Danger Rating Days over the life of the BRMP under the new Australian Fire Danger Rating System (AFDRS). | Bureau of Meteorology | City | N/A | Feedback received during the consultation of the BRMP expressed that the City should report on any trends on Fire Danger Rating day, particularly any increases. As the new AFDRS was adopted from September 2022, there is limited contemporary data to inform any further controls required. |

| | | | | | | |
|---|---|---|---|---|---|---|
| **3** | Local bushfire risk management funding for private properties | Investigate the feasibility of a coordinated or co-funded program for bushfire risk management activities on private properties | City/DFES (ESL 1 areas) | Private landowners | Business as usual | The City to investigate implementing a program to support private landowners to implement bushfire risk management strategies on their properties, including but not limited to, maintaining water supply (including a power supply) for firefighting purposes and private property burning subsidy. This will be achieved by liaising with local Bushfire Brigades and reviewing State and National reviews into significant bushfires. Feedback received during consultation on the BRMP, noted that the City could co-fund the supply of resources. |
| **4** | Fire and smoke detection technology | Investigate the market for fire and smoke detection technology to enhance local firefighting capabilities and opportunities to invest in technology to increase bushfire resilience. | City | - | Indicative costs if deemed feasible to implement = $120,000 over two years | The City to investigate emerging technologies for early fire and smoke detection to enhance firefighting capabilities and opportunities to partner with education institutions for learning and knowledge development. |

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# Chapter 4: Asset identification and risk assessment




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# Chapter 4 Asset identification and risk assessment

Assets at risk from bushfire in City of Cockburn are recorded in the Asset Risk Register in the BRMS. Assets are divided into four categories: human settlement, economic, climate, and cultural. Each asset has been assigned a bushfire risk rating between low and extreme based on the risk assessment methodology described in the guidelines and handbook.

## 4.1 Local Government asset risk profile

Risk assessment uses a combination of consequence and likelihood to determine the level of bushfire risk. Once the City has identified, mapped and categorised an asset, a risk assessment can be conducted to determine an asset's exposure to bushfire risk. The level of exposure to bushfire risk is called the risk rating.

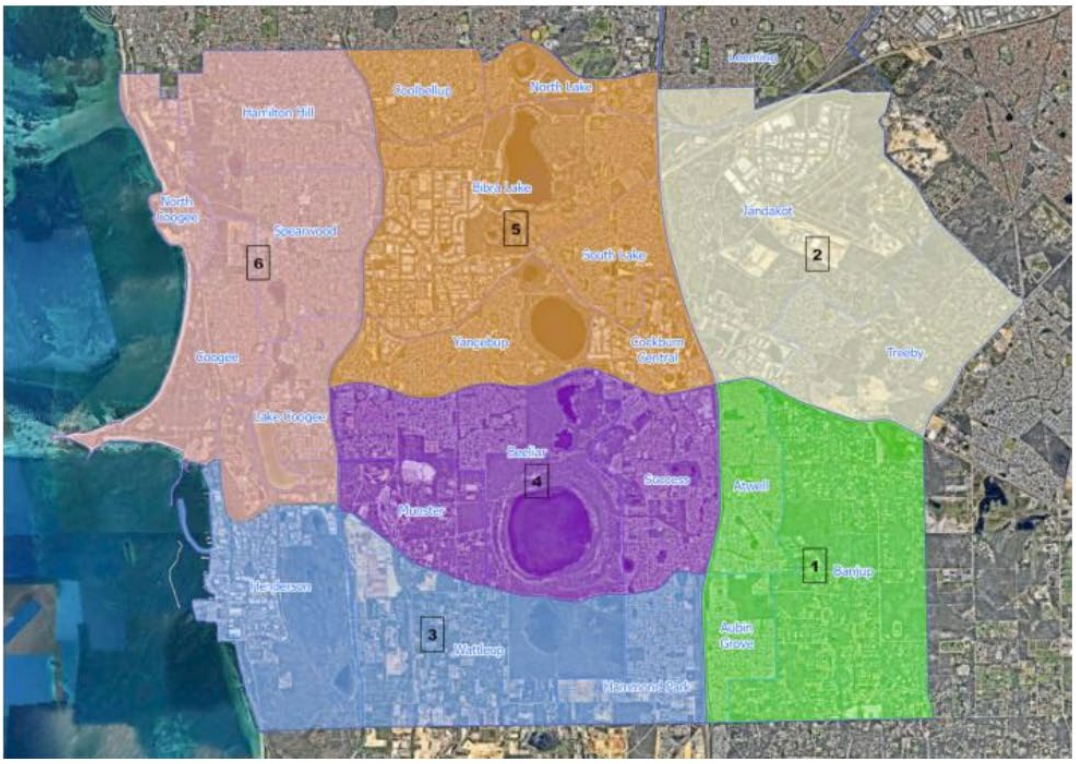
Detailed information about asset identification and risk assessments are available for viewing and are recorded in the City's online Cockburn Mapping Hub within the "Fire Management" web maps under the "BRMS Assets" layer. The Cockburn Mapping Hub can be viewed here: https://maps-cockburn.hub.arcgis.com/

### Planning areas

The City is divided up into six bushfire risk planning areas. The planning areas were determined using existing geographic features. These are:

1. Banjup / Atwell / Aubin Grove
2. Jandakot / Treeby
3. Southern Coast to Hammond Park
4. Beeliar Regional Park
5. North Lake / Yangebup Lake
6. Northern Coastal Strip.

Figure 7: Map of Planning Areas in the City of Cockburn




## Asset identification

Asset identification and risk assessment have been conducted at the local level using the methodology described in the Guidelines using BRMS. In reviewing the BRMP, all previously identified assets have been reviewed. New assets identified during the review have been mapped, recorded and assessed in BRMS. Identified assets are categorised into the following categories and subcategories in the table below.

Table 8 – Asset Categories and Subcategories

| Asset Category | Asset Subcategory |
|---|---|
| **Human settlement** | **Residential areas**<br>Dwellings including rural urban interface areas and rural properties.<br>**Places of temporary occupation**<br>Commercial, mining and industrial areas located away from towns and population centres. |

| | |
|---|---|
| | Special risk and critical facilities<br>Locations and facilities where occupants may be especially vulnerable to bushfire for one or more of the following reasons:<br>1. Occupants may have limited knowledge about the impact of bushfires<br>2. Occupants may have a reduced capacity to evaluate risk and respond adequately to a bushfire event<br>3. Occupants may be more vulnerable to stress and anxiety arising from a bushfire event or the effects of smoke<br>4. There may be significant communication barriers with the occupants<br>5. Relocations and/or management of occupants may present unique challenges or difficulties, such as transportation or providing alternative accommodation, healthcare or food supplies.<br>6. Facilities that are critical to the community during a bushfire emergency. |
| **Economic** | **Agricultural**<br>Pasture, grazing, livestock, crops, viticulture, horticulture and other farming infrastructure.<br>**Commercial and industrial**<br>Major industry, waste treatment plants, mines, mills and processing and manufacturing facilities and cottage industry.<br>**Critical infrastructure**<br>Power lines and substations, water and gas pipelines, telecommunications infrastructure, railways, bridges, port facilties and waste water treatment plants.<br>**Tourist and recreational**<br>Tourist attractions and recreational sites that generate significant tourism and/or employment within the local area.<br>**Commercial forests and plantations**<br>**Drinking water catchments** |
| **Environmental** | **Protected**<br>Rare, protected and threatened flora and fauna, ecological communities and wetlands as listed in the aforementioned environmental legislation.<br>**Priority**<br>Priority Flora and Priority Fauna Lists held by DBCA (Priorities 1-3), PEC and wetlands.<br>**Locally Important**<br>Nature conservation and research sites, habitats, species and communities, areas of visual amenity and local value, and Priority Flora and Priority Fauna Lists held by DBCA (Priorities 4-5). |
| **Cultural** | **Aboriginal heritage**<br>Places of Indigenous significance determined by DPLH or the local community<br>**Recognised heritage** |

| | |
|---|---|
| | Assets afforded legislative protection through identification by the National Trust, State Heritage List or Local Planning Scheme Heritage List<br>**Local heritage**<br>Assets identified in a Municipal Heritage Inventory of by the community<br>**Other**<br>Other assets of cultural value, for example community centres and recreation facilities. |

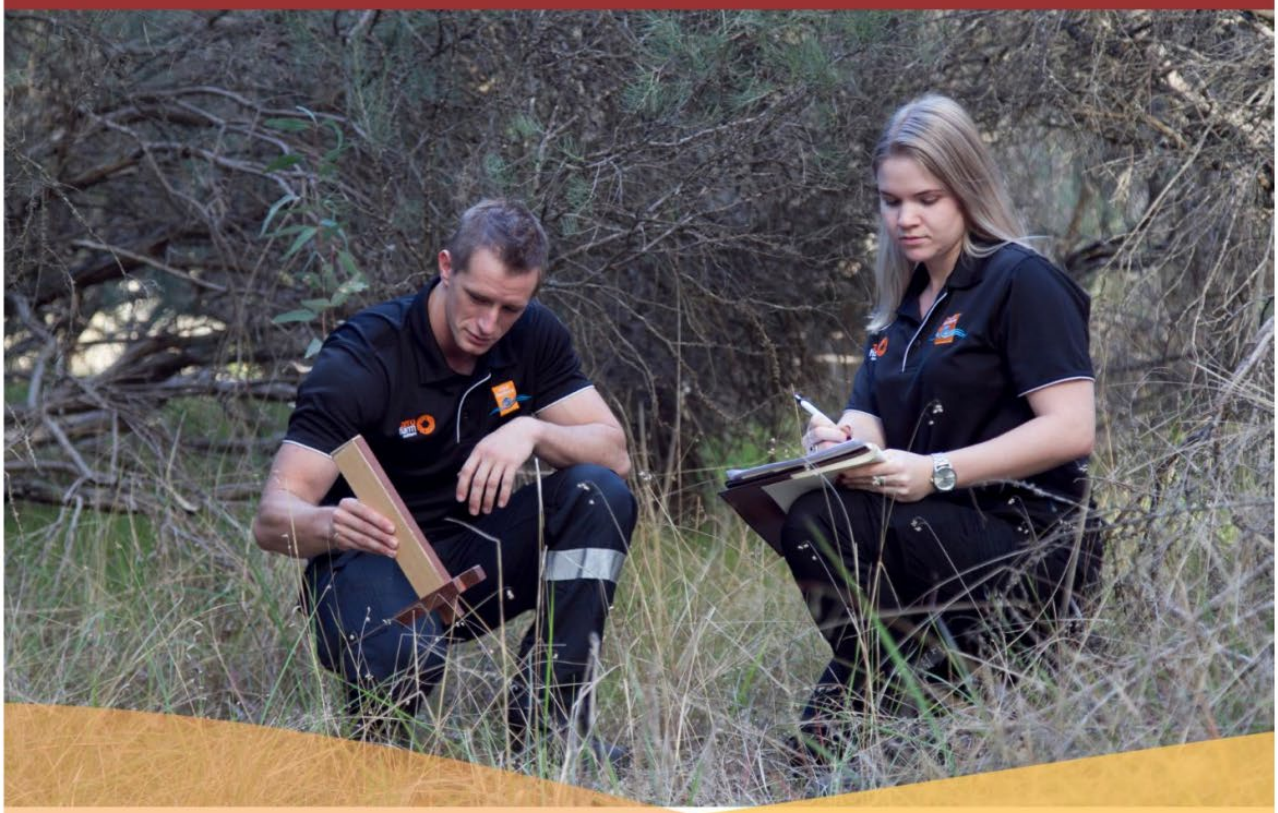
A summary of the risks assessed in City of Cockburn is shown in Table 9. This table shows the proportion of assets at risk from bushfire in each risk category at the time the BRM Plan was endorsed. This table was correct at the time of publication but may become outdated as risks are treated or additional risks are identified and assessed. A report may be generated from the BRMS to provide the most current risk profile.

Table 9 - Local Government asset risk summary

| Asset Category | Risk Rating | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Low | Medium | High | Very High | Extreme | Totals % |
| | **Human Settlement** | 6% | 3% | 16% | 14% | 33% | 73% |
| | **Economic** | 1% | 2% | 4% | 3% | 1% | 10% |
| | **Environmental** | 0% | 1% | 8% | 2% | 0% | 12% |
| | **Cultural** | 0% | 1% | 1% | 3% | 0% | 6% |
| | **Totals %** | 6% | 7% | 29% | 23% | 35% | 100% |

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# Chapter 5: Risk evaluation



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# Chapter 5 Risk evaluation

## 5.1 Risk assessment criteria

The acceptable level of risk for each asset category is shown in Table 10. A risk that is assessed as exceeding these limits will be considered for treatment.

Table 10 - Risk acceptance criteria for bushfire risk in City of Cockburn.

| | Asset category | | | |
|---|---|---|---|---|
| | **Human settlement** | **Economic** | **Environmental** | **Cultural** |
| **Acceptable risk level** | High | High | High | High |

Risks below the acceptable level do not require treatment during the life of this BRM Plan. They will be managed by routine bushfire risk controls and monitored to detect any increase in their risk rating.

## 5.2 Treatment priorities

Risk assessments have been undertaken for each asset or group of assets identified using the methodology described in the guidelines. The Asset Risk Register will be maintained in BRMS and will be updated as new assets are identified.

### Likelihood assessment

Likelihood is described as the chance of a bushfire igniting, spreading and reaching an asset. The approach used to determine the likelihood rating is the same for each asset category: human settlement, economic, environmental and cultural.

There are four possible likelihood ratings:

1. Almost certain
2. Likely
3. Possible
4. Unlikely

## Consequence assessment

Consequence is described as the outcome or impact of a bushfire event on the local community, infrastructure, natural environment and local economy. The approach used to determine the consequence rating is different for each asset category: human settlement, economic, environmental and cultural.

There are four possible likelihood ratings:

1. Minor
2. Moderate
3. Major
4. Catastrophic

The methodology used to determine the consequence rating for each asset category is based on the following:

**Human settlement, economic and cultural cssets**

The outcome or impact of a bushfire event on the asset, or a group of assets, measured by the hazard posed by the classified vegetation and the vulnerability of the asset.

**Environmental assets**

The outcome or impact of a bushfire event on the asset, or group of assets, measured by the vulnerability of the asset and the potential impact of a bushfire or fire regime.

## Evaluating bushfire risk

The risk rating for each asset has been assessed against the likelihood and consequence descriptions to ensure:

- The risk rating for each asset reflects the relative seriousness of the bushfire risk to the asset
- Likelihood and consequence ratings assigned to each asset are appropriate
- Local issues have been considered.

## Treatment priorities

The treatment priority for each asset has been automatically assigned by BRMS, based on the asset's risk rating. Table 11 shows how likelihood rating and consequence assessment combine to give the risk rating and subsequent treatment priority for an asset.

Table 11 – Treatment priorities based on likelihood rating and consequence assessment

| Likelihood | Consequence: Minor | Moderate | Major | Catastrophic |
|---|---|---|---|---|
| Almost certain | 3D (High) | 2C (Very High) | 1C (Extreme) | 1A (Extreme) |
| Likely | 4C (Medium) | 3A (High) | 2A (Very High) | 1B (Extreme) |
| Possible | 5A (Low) | 4A (Medium) | 3B (High) | 2B (Very High) |
| Unlikely | 5C (Low) | 5B (Low) | 4B (Medium) | 3C (High) |

## Risk acceptability

Risks of 'high' and below were not considered to require specific treatment during the life of this BRM Plan. They will be managed by local government-wide controls and monitored for any significant change in risk. The City's approach to this element of the BRM Plan has been supported by DFES and the guidelines.

In most circumstances, the landowner will determine risk acceptability and treatment in collaboration with the City and other relevant authorities. However, the following courses of action, as illustrated in Table 11, have been adopted for each risk rating as a general rule.

Table 12 – Criteria for acceptance of risk and course of action

| Risk Rating | Criteria for Acceptance of Risk | Course of Action |
|---|---|---|
| **Extreme (Priorities 1A, 1B, 1C)** | Only acceptable with excellent controls. Urgent treatment action is required. | Routine controls are not enough to adequately manage the risk. Immediate attention is required as a priority. |

| | | |
|---|---|---|
| | | Specific action is required in the first year of the BRM Plan. Annual monitoring is required, or more frequently if required in the treatment schedule.<br><br>Treatments will be approached by:<br>• Treatments will be priorities where the maximum benefits are achieved for multiple assets and/or critical infrastructure.<br>• Treatments that benefit vulnerable communities will be given priority.<br>• Tenure blind strategic mitigation with multiple stakeholders / partnerships.<br><br>Communication with asset owners will be in line with the City's Communication Plan (see Appendix X) |
| **Very High (Priorities 2A, 2B, 2C)** | Only acceptable with excellent controls. Treatment action is required. | Routine controls are not engouh to adequately manage the risk. Specific action will be required during the period covered by the BRM Plan.<br><br>Quarterly monitoring is required. |
| **High (Priorities 3A, 3B, 3C, 3D)** | Only acceptable with adequate controls. Treatment action may be required. | Risk may be managed with routine controls and monitored annually. |
| **Medium (Priorities 4A, 4B, 4C)** | Acceptable with adequate controls. Treatment action is not required but risk must be monitored regularly. | Risk may be managed with routine controls and monitored periodically throughout the life of the BRM Plan. |
| **Low (Priorities 5A, 5B, 5C)** | Acceptable with adequate controls. Treatment action is not required but risk must be monitored. | Risk will be managed with routine controls and monitored as required. |

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# Chapter 6: Risk treatment



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# Chapter 6 Risk treatment

The purpose of risk treatment is to reduce the potential impact of bushfire on the community, economy and environment. This is achieved by implementing treatments that modify the characteristics of the hazard, the community or the environment to make bushfires less likely or less harmful.

There are many strategies available to treat bushfire risk. The Treatment strategy (or combination of treatment strategies) selected will depend on the level of risk and the type of asset being treated. Not all treatment strategies will be suitable in every circumstance.

## 6.1 Treatment strategy

The Treatment Strategy describes the overall approach to managing bushfire risk in the medium- to long-term in the City of Cockburn. The strategy is shaped by factors such as the distribution of risk in the landscape, the community's values and objectives, stakeholders' mitigation programs and constraints on treatment options. The Treatment Strategy helps guide the development of integrated annual treatment schedules

### Asset-specific treatment strategies

Asset-specific treatments are implemented to protect an individual asset or group of assets, identified and assessed in the BRMP as being at-risk from bushfire. There are six asset-specific treatment strategies:

1. **Fuel management** – treatment reduces or modifies the bushfire fuel through manual, chemical and prescribed burning methods.

2. **Ignition management** – treatment aims to reduce potential human and infrastructure sources of ignition in the landscape.

3. **Preparedness** – treatments aim to improve access and water supply arrangements to assist firefighting operations

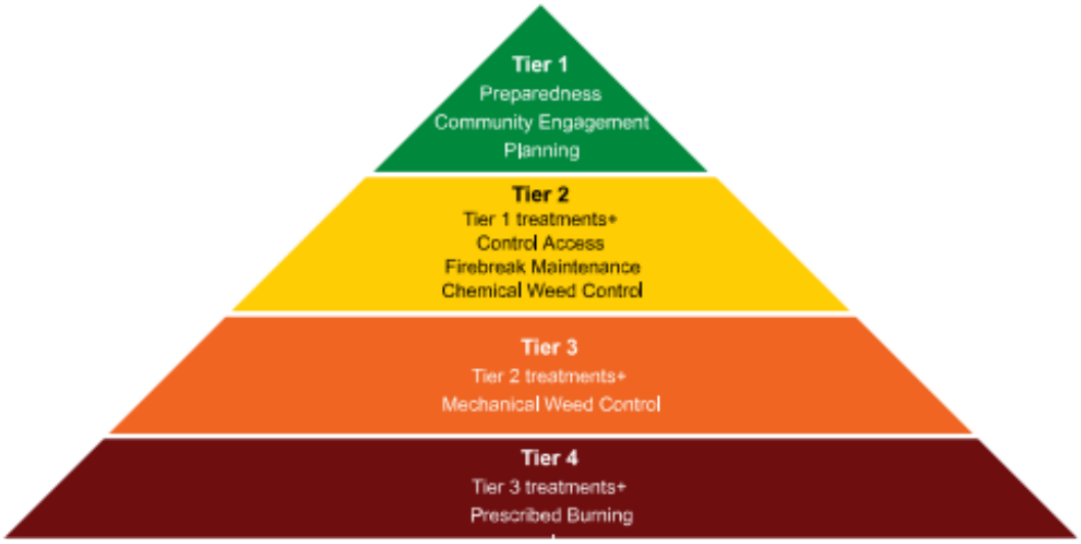
4. **Planning** – treatments focus on developing plans to improve the ability of firefighters and the community to respond to bushfire

5. **Community Engagement** – treatments seek to build relationships, raise awareness and change the behaviour of people exposed to bushfire.

6. **Other** – local-government wide controls, such as enforcement of the Bush Fires Act 1954 and planning policies, will be used to manage the risk. Asset-specific treatment is not required or not possible in these circumstances.

As part of the treatment hierarchy, the BRM Plan proposed a tiered treatment solution as depicted in Figure 8 below. This depicts the City's approach to applying asset-specific treatments, ensuring that community engagement, planning and preparedness activities are the first priority to reduce bushfire risks. When they do not adequately reduce risks to an acceptable standard, tier 2 treatments are required and so on.

Figure 8 - City treatment hierarchy for the asset-specific treatment strategies




## Resourcing the Bushfire Risk Management Plan

Bushfire risk management is currently managed through several areas within the City, including the:

- Environment, Parks and Streetscapes Team, responsible for the maintenance of reserves firebreaks, fuel load reduction activities on City land and fire response plans
- Environment Management, Planning and Policy, who provide advice and technical expertise on natural area management and advise on impact of fuel management treatment strategies

- Fire and Emergency Management Team, responsible for enforcement legislation, issuing of burning approvals and Section 33 notices, providing advice on bushfire risk management, and who own the BRM Plan
- Planning and Development Services, responsible for enforcement of the State Planning Strategy 3.7.

The City is participating in the DFES Bushfire Risk Mitigation Program with the City of Mandurah, sharing a Bushfire Risk Mitigation Coordination (BRMC) position. The BRMC will coordinate treatments for suitable rated assets. The allocation of City resources will be reviewed in due course to manage bushfire risks within the City of Cockburn.

## 6.2. Treatment schedule

The Treatment Schedule is a list of bushfire risk treatments recorded in the BRMS. It is developed regarding the outcome of the risk assessment process and Treatment Strategy and in consultation with stakeholders.

A treatment schedule for the City of Cockburn covering the 2026/2027 period has been entered to BRMS. This is a live document and will be regularly updated throughout the life of the BRM Plan.

Land managers / owners are ultimately responsible for implementing agreed treatments on their land. This includes costs associated with the treatment and obtaining the relevant approvals, permits or licences to undertake an activity. Where agreed, another agency may manage a treatment on behalf of a land manager.

The City works closely with landowners to ensure adequate treatments are put in place to address bushfire risk. The City’s recommended treatments will be communicated with stakeholders according to the Communications Strategy (appendix one) with landowners during the implementation of this Plan and will report on these activities to Council.

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# Chapter 7: Monitoring and review




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# Chapter 7 Monitoring and review

Monitoring and review processes are in place to ensure that the BRM Plan remains current and considers the best available information.

## 7.1. Monitoring and review

City of Cockburn will monitor the BRM Plan and BRMS data to identify any need for change.

The LEMC will be encouraged to be actively involved during the lifecycle of the BRMP. The LEMC has many stakeholder group leaders that will be able to provide important advice and feedback to assist in guiding the BRMP process. The advice received in relation to implementing appropriate land treatments and during the review stages will be highly valued.

The Plan and BRMS data will be reviewed at least every two years to ensure they continue to reflect the local context, assets at risk, level of risk and treatment priorities. Significant circumstances that may warrant an earlier review of the BRMP include:

- Changes to the BRMP area, organisational responsibilities, or legislation
- Changes to the bushfire risk profile of the area
- Following a major fire event.

BRMS will be used to monitor the risk ratings for each asset identified in the BRMP and record the treatments implemented. Risk ratings are reviewed on a regular basis.

## 7.2. Reporting

The City of Cockburn CEO or their delegate will provide to OBRM the outcomes of the two-year review of the BRM Plan. This is required to maintain OBRM endorsement of the Plan.

The City of Cockburn will contribute information about their BRM Program to the annual OBRM *Fuel Management Activity Report*.

Regular reporting on the activities undertaken to implement the BRMP will ensure transparency with key stakeholders to the BRMP, including private landowners.

Progress and review of the BRMP will be reported by utilising the ongoing information input into BRMS. Progress against the BRMP will be continuously monitoring and reported to the City's Executive monthly and then Council via the LEMC and BRFAC.

At any time, landowners may request from the City a copy of the treatment plans for their locality.

The City will provide an annual report to Council and a bi-annual pre- and post-bushfire season report to community groups. The reports will outline extreme and very high risk assets, describe the objective of their risk treatment, the works to be undertaken and their timings, the progress towards their completion, and the outcome.

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# Chapter 8: Glossary




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## Chapter 8 Glossary

| | |
|---|---|
| **Asset** | A term used to describe anything of value that may be adversely impacted by bushfire. This may include residential houses, infrastructure, commercial, agricultural, industry, environmental, cultural and heritage sites. |
| **Asset category** | There are four categories that classify the type of asset – Human Settlement, Economic, Environmental and Cultural. |
| **Asset owner** | The owner, occupier or custodian of the asset itself. Note: this may differ from the owner of the land the asset is located on, for example a communication tower located on leased land or private property. |
| **Asset register** | A component within BRMC used to record the details of assets identified in the BRM Plan. |
| **Asset risk register** | A report produced within the BRMS that details the consequences, likelihood, risk rating and treatment priority for each asset identified in the BRM Plan. |
| **Bushfire** | Unplanned vegetation fire. A generic term which includes grass fires, forest fires and scrub fires both with and without a suppression objective. |
| **Bushfire hazard** | The hazard posed by the classified vegetation, based on the vegetation category, slope and separation distance |
| **Bushfire risk management plan** | A development related document that sets out short, medium and long-term bushfire risk management strategies for the life of a development. |
| **Bushfire risk** | The chance of a bushfire igniting, spreading and causing damage to the community or the assets they value. |
| **Bushfire risk management** | A systematic process to coordinate, direct and control activities relating to bushfire risk with the aim of limiting the adverse effects of bushfire on the community. |
| **Bushfire risk** | The chance of a bushfire igniting, spreading and causing damage to the community or the assets they value. |

| | |
|---|---|
| **Consequence** | The outcome or impact of a bushfire event. |
| **Draft bushfire risk management plan** | The finalised draft BRM Plan is submitted to the Office of Bushfire Risk Management (OBRM) for review. Once the OBRM review is complete, the BRM Plan is called the 'Final BRM Plan' and can be progressed to local government Council for approval. |
| **Geographic Information System (GIS)** | A database technology, linking any aspect of land-relating information to its precise geographic location. |
| **Landowner** | The owner of the land, as listed on the Certificate of Title; or leaser under a registered lease agreement; or other entity that has a vested responsibility to manage the land. |
| **Likelihood** | The chance of something occurring. In this instance, it is the potential of a bushfire igniting, spreading and impacting on an asset. |
| **Locality** | The officially recognised boundaries of suburbs (in cities and larger towns) and localities (outside cities and larger towns) |
| **Map** | The mapping component of the BRMS. Assets, treatments and other associated information is spatially identified, displayed and recorded within the Map. |
| **Planning area** | A geographic area determined y the local government which is used to provide a suitable scale for risk assessment and stakeholder engagement |
| **Priority** | See Treatment Priority |
| **Risk acceptance** | The informed decision to accept a risk, based on the knowledge gained during the risk assessment process. |
| **Risk analysis** | The application of consequence and likelihood to an evet in order to determine the level of risk. |
| **Risk assessment** | The systematic process of identifying, analysing and evaluating risk. |
| **Risk evaluation** | The process of comparing the outcomes of risk analysis to the risk criteria in order to determine whether a risk is acceptable or tolerable. |

| | |
|---|---|
| **Risk identification** | The process of recognising, identifying and describing risks. |
| **Risk register** | A component within the BRMS used to record, review and monitor risk assessments and treatments associated with assets recorded in the BRM Plan. |
| **Rural** | Any area wherein residences and other developments are scattered and intermingled with forest, range or farmland and native vegetation or cultivated crops. |
| **Rural urban interface** | The line or area where structures and other human development adjoin or overlap with undeveloped bushland. |
| **Slope** | The angle of the ground's surface measured from the horizontal. |
| **Tenure blind** | An approach where multiple land parcels are considered as a whole, regardless of individual ownership or management arrangements. |
| **Treatment** | An activity undertaken to modify risk, for example, a planned burn. |
| **Treatment objective** | The specific aim to be achieved or action to be undertaken, in order to complete the treatment. Treatment objectives should be specific and measurable. |
| **Treatment manager** | The organisation, or individual, responsible for all aspects of a treatment listed in the Treatment Schedule of the BRM Plan, including coordinating or undertaking work, monitoring, reviewing and reporting. |
| **Treatment planning stage** | The status or stage of a treatment as it progresses from proposal to implementation. |
| **Treatment priority** | The order, importance or urgency for allocation of funding, resources and opportunity to treatments associated with a particular asset. The treatment priority is based on an asset's risk rating. |
| **Treatment schedule** | A report produced within the BRMS that details the treatment priority of each asset identified in the BRM Plan and the treatments scheduled. |
| **Treatment strategy** | The broad approach that will be used to modify risk, for |

| | |
|---|---|
| | example, fuel management. |
| **Treatment type** | The specific treatment activity that will be implemented to modify risk, for example, a planned burn. |
| **Vulnerability** | The susceptibility of an asset to the impacts of bushfire. |

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# Chapter 9: Common abbreviations



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## Chapter 9 Common Abbreviations

| | |
|---|---|
| BFAC | Bush Fire Advisory Committee |
| BRM | Bushfire Risk Management |
| BRM Branch | Bushfire Risk Management Branch (DFES) |
| BRMP / BRM Plan | Bushfire Risk Management Plan |
| BRMS | Bushfire Risk Management System |
| CCS | Climate Change Strategy |
| CSCP | Community Safety and Crime Prevention |
| DBCA | Department of Biodiversity, Conservation and Attractions |
| DFES | Department of Fire and Emergency Services |
| DPLH | Department of Planning, Lands and Heritage |
| EPBC Act | Environmental Protection and Biodiversity Conservation Act |
| LEMA | Local Emergency Management Arrangements |
| LEMC | Local Emergency Management Committee |
| NAMS | Natural Area Management Strategy |
| OBRM | Office of Bushfire Risk Management (DFES) |
| PEC | Priority Ecological Community |
| SEMC | State Emergency Management Committee |
| SCP | Strategic Community Plan |
| TEC | Threatened Ecological Community |
| UCL | Unallocated Crown Land |
| WA | Western Australia |
| WAPC | Western Australian Planning Commission |

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# Appendices




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# Appendix 1 Communications Strategy

## 1. Introduction

A list of all stakeholders whom this Communications Strategy pertains to can be found in Section 2.2: Stakeholder Engagement, Table 2 - Key stakeholders identified in the BRM planning process for the City of Cockburn.

This Communication Strategy accompanies the BRM Plan and documents the following:

- Communication objectives
- Roles and responsibilities for communication
- Key stakeholders
- Stakeholders engaged in the development of the BRM Plan and Treatment Schedule
- Communications Plan for the implementation and review of the BRM Plan including:
- Target audiences and key messages at each project stage
- Communication risks and strategies for their management
- Communication monitoring and evaluation procedures

## 2. Communications Overview

### Communication objectives

The communication objectives for the development, implementation and review of the BRM Plan are as follows:

1. Key stakeholders understand the purpose of the BRM Plan and their role in the planning process
2. Stakeholders who are essential to the bushfire risk management planning process, or can supply required information, are identified and engaged in a timely and effective manner
3. Relevant stakeholders ae involved in decisions regarding risk acceptability and treatment

4. Key stakeholders engage in the review of the BRMP as per the schedule in place for the local government
5. The community and other stakeholders engage with the BRM planning process and as a result, are better informed about bushfire risk and understand their responsibilities to address bushfire risk on their own land.

## Roles and responsibilities

The City is responsible for the development, implementation and review of the Communication Strategy. Key stakeholders support local government by participating in the development and implementation of the Communications Strategy as appropriate. An overview of the communication roles and responsibilities are as follows:

1. Communications and Marketing team, City of Cockburn, responsible for external communication within the local government area
2. Fire and Emergency Management team, City of Cockburn, responsible for operational-level communication between the City and DFES.

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This information is available in alternative formats upon request.

Paper from responsible sources.

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# Community Feedback Report

## Port Coogee Marina Expansion Stage Four

January 2026




Document Set ID: 12690119
Version: 4, Version Date: 22/04/2026

# Table of Contents

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# Acknowledgement of Country

The Mayor, Councillors and staff of the City of Cockburn acknowledge the Whadjuk Nyungar people of Beeliar boodja as the traditional custodians of this land. We pay our respect to the Elders, past and present.



Document Set ID: 12690119
Version: 4, Version Date: 22/04/2026

# Background

The Port Coogee Marina is in North Coogee and is bounded by the suburbs' residential and commercial estates to the north, east and south. The site is owned and operated by the City of Cockburn. After three stages of development, the marina is operating at capacity, which is 90 per cent due to some planned jetty maintenance. The marina offers 231 pens on floating jetties for recreational vessels up to 30 metres in length. Additionally, it includes visitor and service jetties, boardwalks and a marina lounge.

The master developer of Port Coogee, Frasers Property Australia, is currently developing the public open space and boardwalks on the land south of the marina. Port Coogee Marina has been a prominent feature of North Coogee and was planned as part of the broader Port Coogee estate, which was constructed in the early 2000's. The initial concept envisioned a marina with up to 300 mooring pens, to be developed based on demand. A total of 150 pens were constructed in 2010 and 2012 as part of stages one and two to support the land sales for the new development.

Due to high occupancy at the marina, the City commenced development of a Business Case in 2018 for stage three of the marina expansion. This stage included a boardwalk, floating jetties and associated infrastructure at the southern end of Maraboo Island. The plan was finalised in 2020 following significant stakeholder input. Stage three of the marina expansion was completed in September 2022, which resulted in the addition of 70 new mooring pens, two secure gatehouses, parking adjustments and a 90-metre boardwalk.

There continues to be a strong demand for boat pens, with high occupancy rates across marinas in the Perth metropolitan region. Furthermore, vessel registrations in the southern metropolitan area of Perth are projected to increase 40 per cent from their 2018 levels by 2036. To meet this growing demand, the Department of Transport recommended that the Port Coogee Marina is expanded to offer up to 150 additional boat pens between 2018 and 2036.

High level stakeholder consultation was undertaken by a consultant, for the City to develop the stage four expansion business case and was used to inform the layout options. Key themes that emerged from the stakeholder consultation included tourism attraction, Rottnest Island ferry service/public jetty, pen sizes, services, and infrastructure.



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With the marina at capacity, the City has recognised the need to expand Port Coogee Marina to accommodate the growing demand for recreational boating and associated activities.

In stage four, the City plans to construct 32 additional private pens. This proposed expansion is intended to complement and enhance the current facility and aims to achieve the following key objectives:

- Address size for additional pens by vessel demand
- Develop complementary services and infrastructure
- Optimise jetty and pen layouts within a restricted waterway area.



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## Process

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Between Tuesday 4 November 2025 and Friday 19 December 2025, the City invited participants to provide feedback in the following ways:

- Online survey
- Hard copy survey (available on request)
- In writing
- In person
- Phone call
- Email.

To raise awareness and encourage input, the City distributed the following communications about the project:

- Project page on the City's Comment on Cockburn website
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- E-newsletter to marina pen waitlist
- E-newsletter to Port Coogee Community Association, Coogee Beach Progress Association, and Catherine Point Community Group
- Flyers to neighbouring businesses
- Signage installed around the marina
- Promotional tile on the main City of Cockburn website
- Social media via the City of Cockburn Facebook page
- Article in the November Cockburn Soundings e-newsletter to 9,453 recipients
- Press advertising in The West Australian and PerthNow Cockburn.

During the comment period, the email notifying Comment on Cockburn subscribers of the submission period, was opened by 6,028 people and the project page on the Comment on Cockburn website received 1,443 visits. The opportunity to book a 30-minute in-person meeting with the project team was available; however, there were zero responses to this engagement method.

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Coogee Marina, with one hardcopy survey submitted. 12 people provided written submissions via email to comment@cockburn.wa.gov.au, including the Department of Transport and Major Infrastructure Maritime (DTMI) and the Port Coogee Community Association (PCCA). These are the submissions that have been tabled as a Schedule of Submissions with City responses in a separate document.

This document provides a summary of the data and key themes from community feedback.



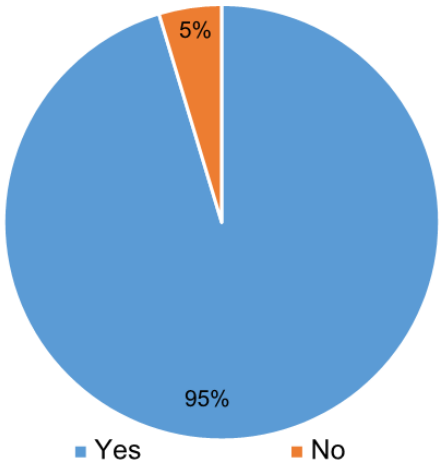
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# Feedback Summary

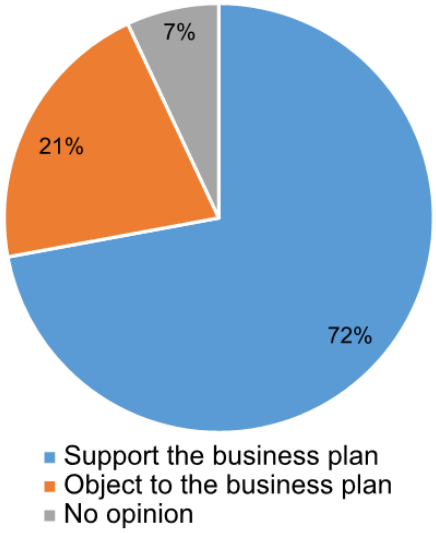
The community was asked via online survey, **about their level of support and satisfaction of the business plan.** The following data is based on the 42 survey responses only. Written responses are included in the Schedule of Submissions document.

- 95 per cent of respondents had read the business plan
- Over 70 per cent of respondents support the business plan, 21 per cent object to the business plan, and seven per cent noted no opinion
- Over 60 per cent of survey respondents were very satisified or satisfied with the business plan, 12 per cent of survey respondents were neutral, 21 per cent were unsatisfied, and five per cent were very unsatisfied.

**Have you read the information in the business plan?**



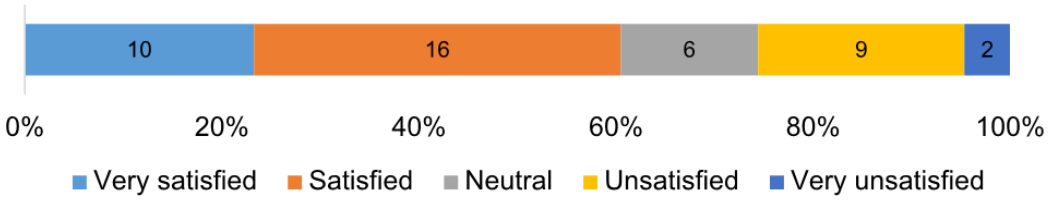

**Do you support or object to the business plan?**






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**Overall, how satisfied are you with the Port Coogee Marina Expansion Business Case (the business plan)?**





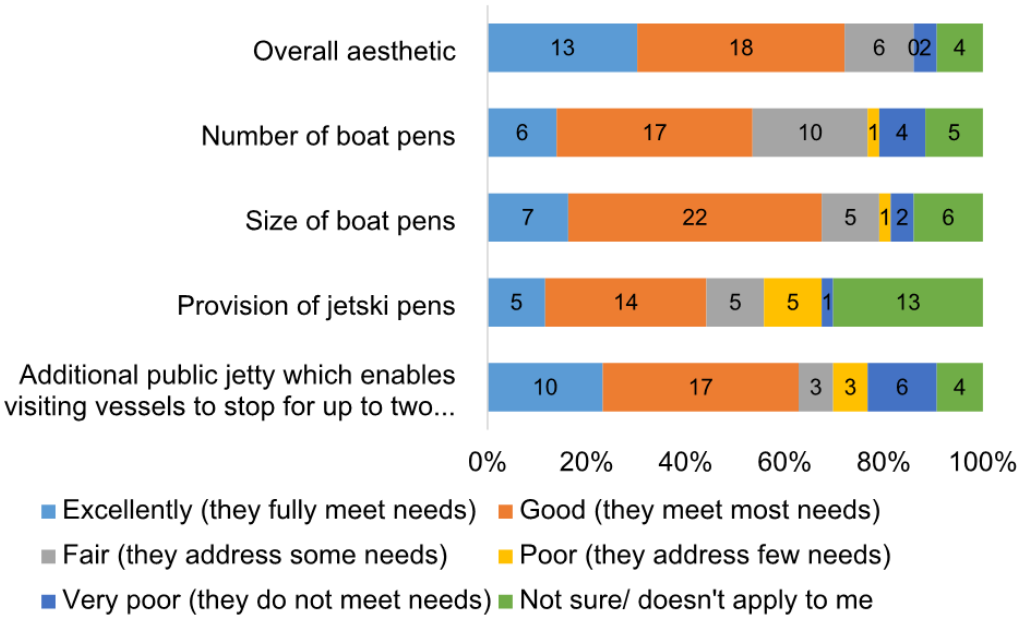

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The community was asked via online survey, **how well the proposed features in the business plan and concept plan met community and marina users' needs.**

- **65 per cent** of survey respondents advised they thought the **overall aesthetic** either **fully met needs or met most needs** of the community and marina users
  - Five percent of respondents felt the overall aesthetic was fair (addressed some needs)
  - 21 per cent felt the overall aesthetic was poor or very poor
  - Nine per cent advised the overall aesthetic did not apply to them or they were unsure
- **Over 50 per cent** of survey respondents advised they thought the **number of boat pens** either **fully met needs or met most needs** of the community and marina users
  - 23 per cent of respondents felt the number of boat pens was was fair (addressed some needs)
  - 12 per cent felt the number of boat pens was poor or very poor
  - 12 per cent advised the number of boat pens did not apply to them or they were unsure
- **67 per cent** of survey respondents advised they thought the **size of boat pens** either **fully met needs or met most needs** of the community and marina users
  - 12 per cent of respondents felt the size of boat pens was was fair (addressed some needs)
  - Seven per cent felt the size of boat pens was poor or very poor
  - 14 per cent advised the size of boat pens did not apply to them or they were unsure
- **45 per cent** of survey respondents advised they thought the **provision of jetski pens** either **fully met needs or met most needs** of the community and marina users
  - 12 per cent of respondents felt the provision of jetski pens was was fair (addressed some needs)
  - 14 per cent felt the provision of jetski pens was poor or very poor
  - 29 per cent advised provision of jetski pens did not apply to them or they were unsure
- **64 per cent** of survey respondents advised they thought the **additional public jetty to allow visiting vessels to stop for up to two hours to use the surrounding facilities and businesses** either **fully met needs or met most needs** of the community and marina users
  - Five per cent of respondents felt the additional public jetty was was fair (addressed some needs)
  - 21 per cent felt the additional public jetty was poor or very poor
  - 10 per cent advised the additional public jetty did not apply to them or they were unsure.



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The community was asked via online survey, **how well the existing features at Port Coogee Marina met community and marina users' needs.**

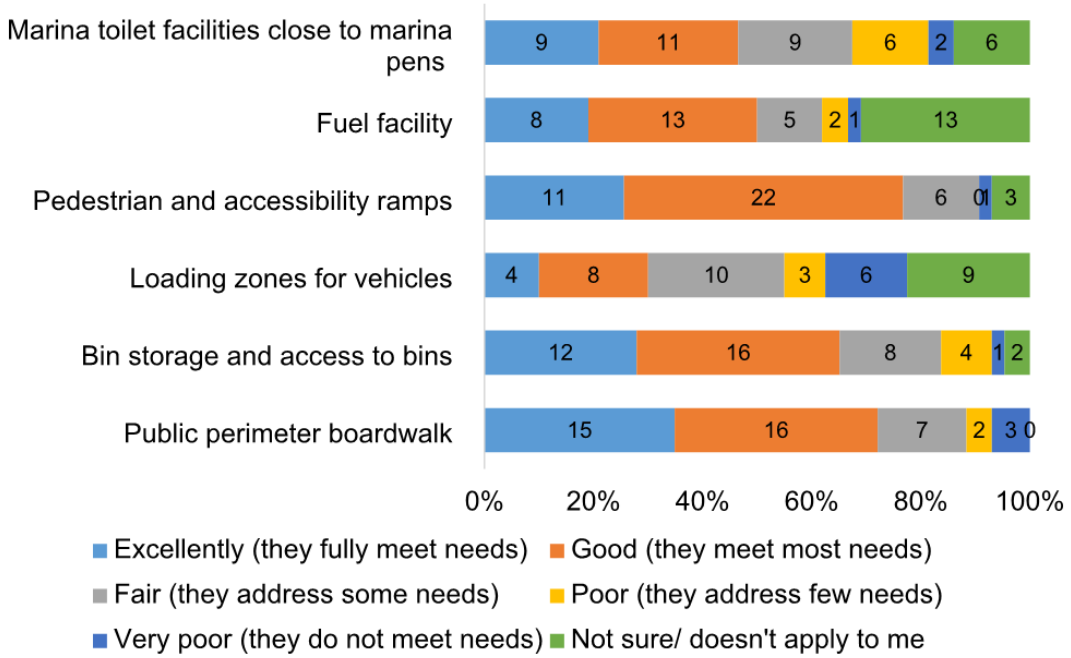
- **48 per cent** of respondents advised they thought the **marina toilet facilities close to marina pens** either **fully met needs or met most needs** of the community and marina users
  - 21 per cent of respondents felt the marina toilet facilities were fair (addressed some needs)
  - 17 per cent felt the marina toilet facilities were poor or very poor
  - 14 per cent advised the marina toilet facilities did not apply to them or they were unsure
- **Over 50 per cent** of respondents advised they thought the **fuel facility** either **fully met needs or met most needs** of the community and marina users
  - 12 per cent of respondents felt the fuel facility was fair (addressed some needs)
  - 7 per cent felt the fuel facility was poor or very poor
  - 29 per cent advised the fuel facility did not apply to them or they were unsure
- **79 per cent** of respondents advised they thought the **pedestrian and accessibility ramps** either **fully met needs or met most needs** of the community and marina users
  - 12 per cent of respondents felt the pedestrian and accessibility ramps were fair (addressed some needs)
  - Two per cent felt the pedestrian and accessibility ramps were poor or very poor
  - 7 per cent advised the pedestrian and accessibility ramps did not apply to



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them or they were unsure

- **29 per cent** of respondents advised they thought the **loading zones for vehicles** either **fully met needs or met most needs** of the community and marina users
  - 25 per cent of respondents felt the loading zones for vehicles were fair (addressed some needs)
  - 24 per cent felt the loading zones for vehicles were poor or very poor
  - 22 per cent advised the loading zones for vehicles did not apply to them or they were unsure
- **66 per cent** of respondents advised they thought the **bin storage and access** either **fully met needs or met most needs** of the community and marina users
  - 19 per cent of respondents felt the bin storage and access was fair (addressed some needs)
  - 10 per cent felt the bin storage and access was poor or very poor
  - Five per cent advised the bin storage and access did not apply to them or they were unsure
- **Over 70 per cent** of respondents advised they thought the **public perimeter boardwalk** either **fully met needs or met most needs** of the community and marina users
  - 17 per cent of respondents felt the public peritimeter and boardwalk was fair (addressed some needs)
  - 12 per cent felt the public peritimeter and boardwalk was poor or very poor
  - Zero per cent advised the public peritimeter and boardwalk did not apply to them or they were unsure.






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The community was asked via online survey, **for any further feedback regarding the stage four expansion of the Port Coogee Marina.** Written feedback also answered this question. The key themes that emerged were:

- Seeking more parking, dedicated bays for pen holders, loading/drop-off zones, and worries about parking impacts from added pens and additional visitors to the area
- Strong demand for more 8–10m pens and dedicated catamaran pens, noting frustration that waitlists are full or closed and suggestions to prioritise Cockburn ratepayers
- Concerns about the business case assumptions, debt servicing, above-CPI price rises, staffing, and cost estimates, with advice for tighter cost discipline
- Mixed views on the short-stay public jetty, with support noting this should boost access and local visitation, with opposition noting fears of an increase in crime with security and trespass risks
- Worries about pollution and loss of pristine character, with suggestions to reduce anchor damage to seagrass via mooring buoys
- Requests for more toilets, rubbish bins, and more cafes and restaurants
- Requests to fix damaged fingers, ensure ongoing maintenance, and avoid perceived management excesses.

The community was asked via online survey**, how the City could better connect the marina with the wider Port Coogee community.** Some of the ideas included:

- More parking required
- Improve access to toilets and showers
- Provide better access to bins, seating and public picnic areas to increase gathering spaces
- Improve access to the general public (not just boat owners).

The community was asked via online survey**, whether there are any community amenities or facilities, not already mentioned, that could complement the marina expansion.** Participants noted:

- More parking required
- Bring back the swim pontoon.

The community was asked via online survey**, for any ideas for small scale events, programs, or activities that could make Port Coogee Marina a more vibrant community hub.** Some of the responses included:

- Music sunset concerts
- Food trucks (already occurring and working well)
- A Community Centre for market stalls
- Boat shows.



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Respondents noted that for more events to occur, parking would need to be improved/increased.

*"Friday night bites for Coogee (with food trucks coming) during summer would be a great idea. Using the maritime trail to create a once-year running event could help make people discover it. Having a first responder cabin somewhere could help the increasing marina users. We can promote wellness events aka Yoga on the Beach or so. Creating a Coogee farmers' market in partnership with Coogee Common would be very much interesting for all users and community members."*

***Online survey response***

The community was asked via online survey**, their concerns around construction and what key considerations should the City make when planning construction to reduce our impact on residents and visitors.** Participants noted:

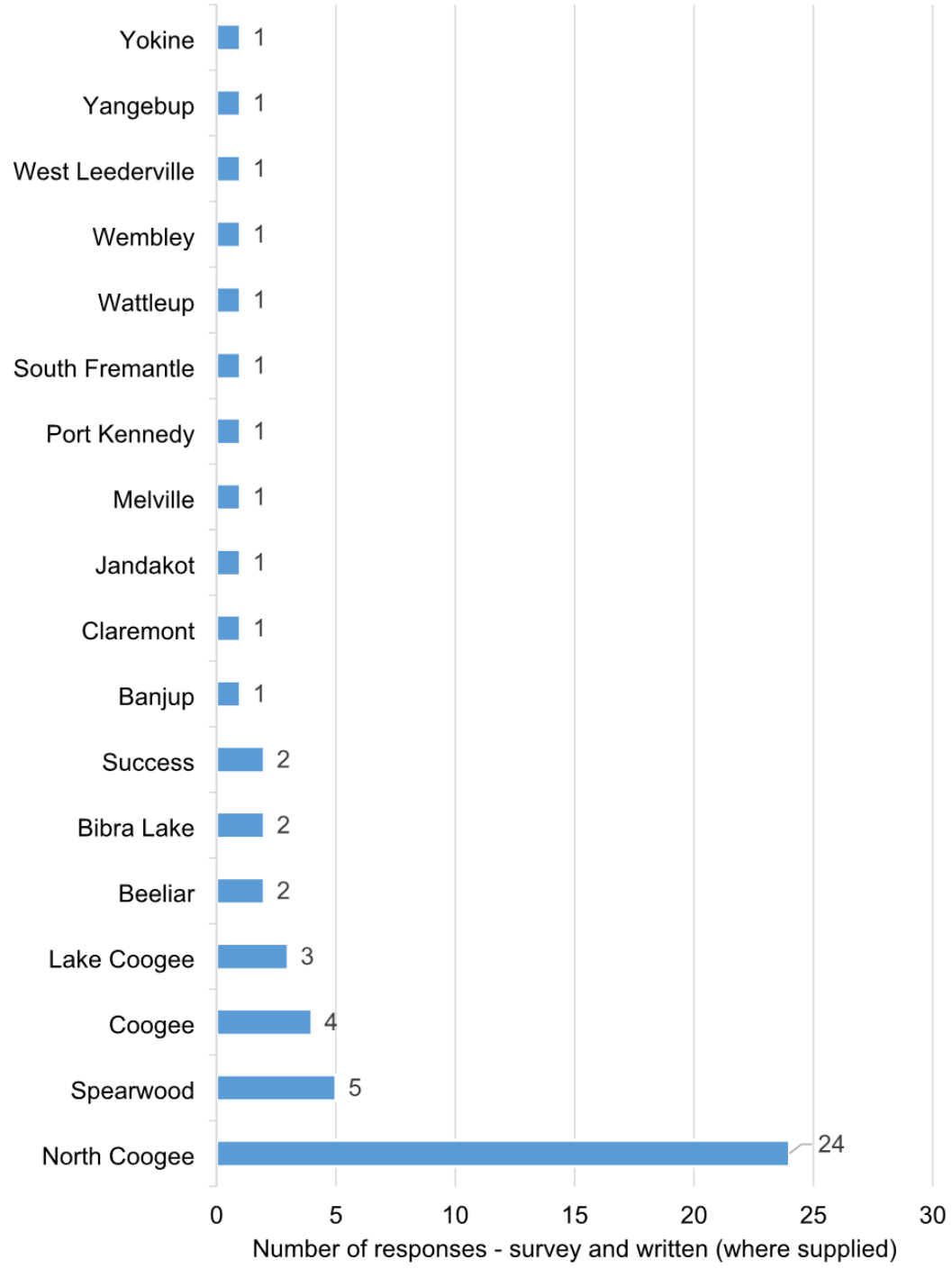
- Dust mitigation and management need to be considered
- Timing of construction needs to be considered, preferring off peak season (winter), reasonable hours of the day, and a short/realistic construction timeframe
- Traffic management and parking will be further exacerbated
- Do not impair boat traffic
- Do not impact the sea life and marina environment.



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# Response demographics

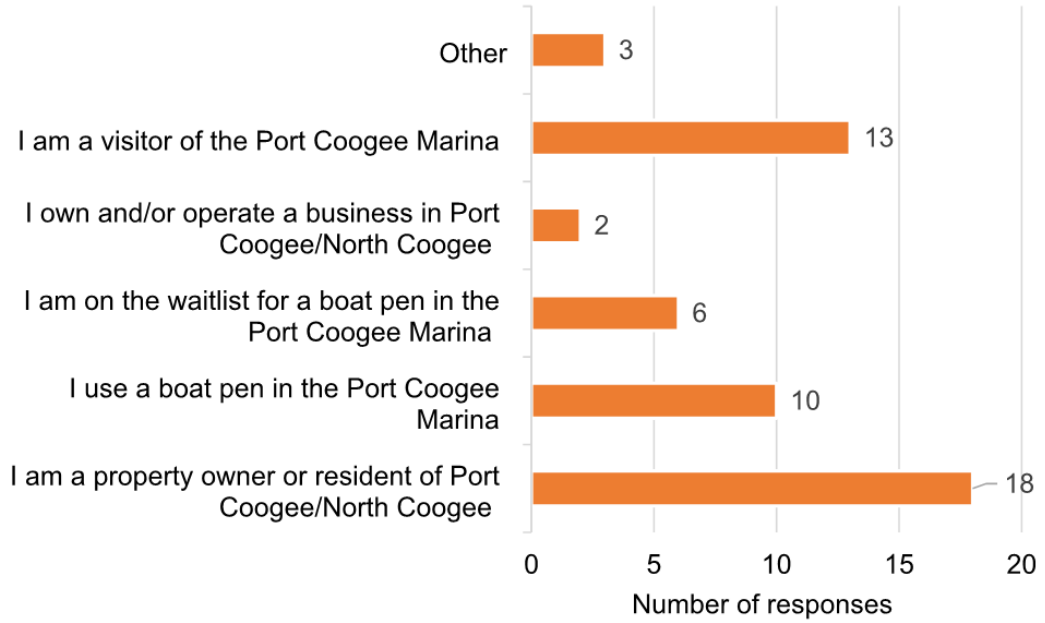
## Suburb





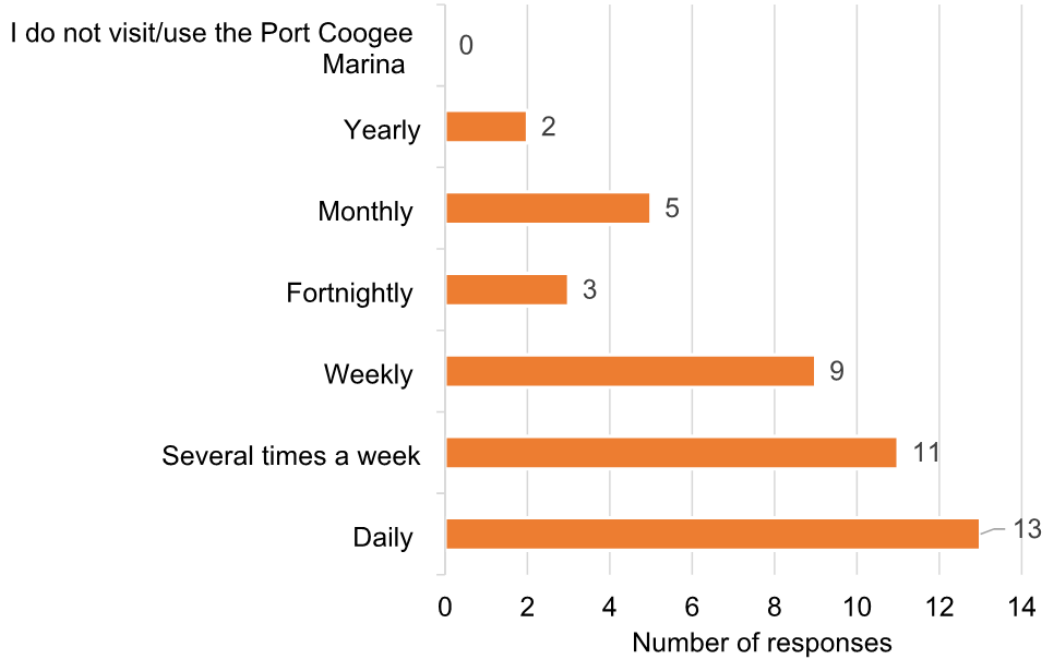

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### What is your connection to the Port Coogee Marina?




*Some responders indicated more than one relationship to the area and therefore total responses does not equate to total submissions.

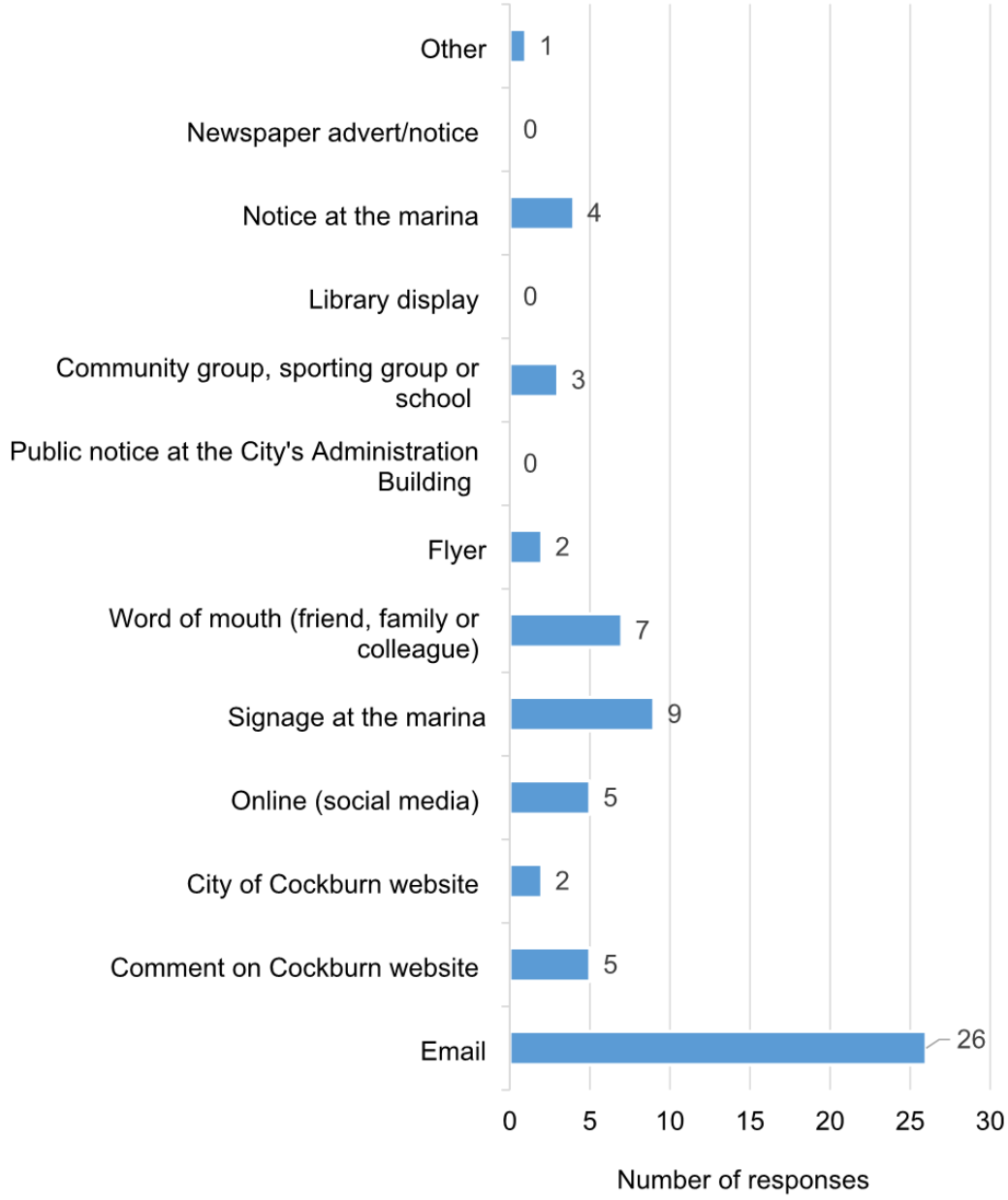
### How often do you visit Port Coogee Marina?






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## How did you find out about this project






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## Next Steps

The City of Cockburn would like to thank the community for their involvement in the community consultation process for the Port Coogee Marina Expansion Stage Four.

Community feedback will be taken into consideration, with next steps, as well as any outcomes or decisions about this project published on the Comment on Cockburn website when available.

For further information, please contact the City of Cockburn at 08 9411 3444 or email comment@cockburn.wa.gov.au.



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**City of Cockburn**
Whadjuk Boodja

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www.cockburn.wa.gov.au

ABN 27 471 341 209

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# Submissions Received

## Port Coogee Marina Expansion Stage Four

January 2026



## Process

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Coogee Marina, with one hardcopy survey submitted. 12 people provided written submissions via email to comment@cockburn.wa.gov.au, including the Department of Transport and Major Infrastructure Maritime (DTMI) and the Port Coogee Community Association (PCCA). These are the submissions that have been tabled as a Schedule of Submissions with City responses.

# Survey Participant Submissions and City Responses

Submissions are shown as received, and therefore some spelling and grammatical errors may exist.

| Have you read the information in the business plan? | |
|---|---|
| Survey Responses | |
| Yes | 41 |
| No | 2 |

| Do you support or object to the business plan? | |
|---|---|
| Survey Responses | |
| Support the business plan | 31 |
| Object to the business plan | 9 |
| No opinion | 3 |

| Overall, how satisfied are you with the Port Coogee Marina Expansion Business Case (the business plan)? | |
|---|---|
| Survey Responses | |
| Very satisfied | 10 |
| Satisfied | 16 |
| Neutral | 6 |
| Unsatisfied | 9 |
| Very unsatisfied | 2 |

| How well do you think the proposed features in the business plan and concept plan meet community and marina users' needs? | |
|---|---|
| Survey Responses | |
| Additional public jetty which enables visiting vessels to stop for up to two hours to use the surrounding facilities and businesses | |
| Excellently (they fully meet needs) | 10 |
| Good (they meet most needs) | 17 |
| Fair (they address some needs) | 3 |
| Poor (they address few needs) | 3 |
| Very poor (they do not meet needs) | 6 |
| Not sure/ doesn't apply to me | 4 |
| Provision of jetski pens | |
| Excellently (they fully meet needs) | 5 |
| Good (they meet most needs) | 14 |
| Fair (they address some needs) | 5 |
| Poor (they address few needs) | 5 |
| Very poor (they do not meet needs) | 1 |
| Not sure/ doesn't apply to me | 13 |
| Size of boat pens | |
| Excellently (they fully meet needs) | 7 |
| Good (they meet most needs) | 22 |
| Fair (they address some needs) | 5 |
| Poor (they address few needs) | 1 |
| Very poor (they do not meet needs) | 2 |
| Not sure/ doesn't apply to me | 6 |
| Number of boat pens | |
| Excellently (they fully meet needs) | 6 |

| | |
|---|---|
| Good (they meet most needs) | 17 |
| Fair (they address some needs) | 10 |
| Poor (they address few needs) | 1 |
| Very poor (they do not meet needs) | 4 |
| Not sure/ doesn't apply to me | 5 |
| Overall aesthetic | |
| Excellently (they fully meet needs) | 13 |
| Good (they meet most needs) | 18 |
| Fair (they address some needs) | 6 |
| Poor (they address few needs) | 0 |
| Very poor (they do not meet needs) | 2 |
| Not sure/ doesn't apply to me | 4 |

Several online and written submissions received were similar in nature and issues raised. Table one includes a response to these submissions (submissions 1 to 13) and a list of these submissions. Submissions requiring individual responses are included in table two (submissions 14 to 44).

| **Table One** |
|---|
| **Do you have any further feedback regarding the stage four expansion of the Port Coogee Marina?** |
| **Response** |
| The City notes that the planning framework is able to accommodate parking for the proposed marina expansion with the already planned and provided parking in the locality. This is on the basis that the parking bays allocated to pen holders are not exclusive but for public use.<br><br>The City's long-term strategic planning for the Port Coogee precinct promotes a reciprocal parking approach between different land uses, such as commercial, residential and marina-related activities; to maximise overall efficiency and availability of parking. As part of this approach, short-stay and loading bays have been provided near the marina to support vessel loading and unloading activities. |

The City continues to monitor parking demand both now and into the future and will use data insights and community feedback to guide ongoing improvements, ensuring parking remains safe, convenient and accessible for all users. The City's **Parking Management Plan (2018–2028)** outlines management concepts and guiding principles that support a balanced and sustainable approach to parking. These principles recognise that simply increasing parking supply does not, on its own, resolve access or congestion challenges. Instead, effective parking management focuses on shared use, demand management and sustainable transport options to create a well-connected coastal destination.

While on-street parking management principles are relevant to this context, they are not currently required given that the precinct is still developing. These broader parking management measures will become more pertinent as the area reaches full build-out but are outside the scope of this proposed development.

| # | Submission |
|---|---|
| 1. | Parking, it's already congested especially on weekend when the marina is mostly used.<br>So moving forward when more apartments, home plus commercial we is EVERY one going to park.<br>I left a river yacht club because of parking isues, for my family plus quests.<br>The council needs to look at the big plan and work out issues, not do a section at a time as they are part of a big plan which must suit all user. |
| 2. | Additional secure car parking needs to be considered. For pen holders only. |
| 3. | The business plan did not tackle additional parking or security. Therefore I do not support the current plan |
| 4. | With no parking any where in summer adding more marina pens isnt helping with the problem. A 700 person tavern and more boat pens<br>Where are all these cars going? |
| 5. | Where are people going to park? There is not enough parking anywhere along the Coogee coast. |
| 6. | Yes - how is it possible to have a business plan that excludes the most critical element -<br>EXTRA PARKING. How is it possible to have 231 boat pens and no allocated parking bays other than public parking? Your business plan says<br>Parking Opportunities The City notes that the planning framework is able to accommodate parking for the proposed marina expansion with the already planned and provided parking in the locality. This is on the basis that the parking bays allocated to pen holders are not exclusive but for public use. From the annual marina customer satisfaction surveys, the City is aware of the challenges this provides pen holders and is actively pursuing alternate arrangements to better service the marina requirements, which is outside of the scope of this business case. |

| | |
|---|---|
| 7. | I am very concerned about the parking situation in Coogee. We are residing in Success and would avoid to visit Coogee when there are festivals because the parking situation is horrendous already. By increasing foot traffic with the completion of the project, the parking situation will become dire for residents, visitors and marina users. |
| 8. | What is going to be done to satisfy the additional parking for craft owners and anticipated visitor? At present there is insufficient parking and this will be exasipated by a new tavern and closure of temporary parking sites. This needs parking issue needs the most serious consideration. |
| 9. | My main concern is that we do not have enough parking down here for all these additional infrastructure plans including for the 700 person Tavern. As a resident, we don't want hundreds of people coming down here when a number just trash the place and don't care all on top of not enough parking. Not sure how you can create more parking when we have run out of space unless you do more underground parking eg under the Tavern. |
| 10. | Well it's good for the area but your main concern is what about the parking situation, in all the time I have lived in the marina area every summer we have the same issues parking and young ones.The parking issue needs to be resolved first I think. |
| 11. | Dear Deputy Mayor and West Ward Councillors,<br>I am writing to you, on behalf of the PCCA and Port/North Coogee residents, in respect to two issues.<br>Firstly, as you know the next phase of the Port Coogee Marina expansion is currently out for public comment.<br>Whilst we have no objections, whatsoever, to the planned expansion we do have a serious problem with its potential impact on parking and the fact no provision appears to have been made for the undoubted increase in vehicles.<br>As you would know also, Port Coogee experiences a significant influx of visitors especially during the summer months. At present, with the temporary parking areas, adjacent to the shopping centre, plus the new bays on the Peninsula the area seems to be coping reasonably well.<br>However, the business plan for the expansion does not appear to make any provision for additional parking but relies on the use of existing public bays. Whilst short stay and loading bays have been provided for loading and unloading activities this does not resolve the issue of long-term parking whilst boat owners are onboard their boats.<br>Accordingly, with respect, we would ask you to bear this well in mind when the plan is presented to Council for approval. |
| 12. | My only concern with the marina expansion is the lack of parking.<br><br>There is already a shortage of parking in the area and, with more apartments, short stay accommodation and eateries coming, the parking will only get worse. Adding more boat pens will simply exacerbate the problem. |

| | |
|---|---|
| 13. | Hi - Impressive planning - well done.<br>As a Marina user there are two issues that are major for pen users.They are original design flaws and planning issues.<br><br>First is dedicated and close parking for marina users.<br><br>Second is the crazy design that inhibits all users from being able to drive up and drop off.<br><br>Unless there is close parking as the expansion continues you will lose customers. There is little that can be done about the original access design which gave no thought about easy access to boats. The 4 metre drop and 150 m wheelbarrow carry before you get to your jetty in 40 degrees really does make the boats rather inaccessible.<br>Good luck |

| **Table Two** | | |
|---|---|---|
| **Do you have any further feedback regarding the stage four expansion of the Port Coogee Marina?** | | |
| **Survey responses** | | |
| **#** | **Submission** | **Response** |
| 14. | In moving forward as the Marina adds value to the whole precinct please ensure pen holders are not carrying too much of the cost in maintaining the precinct. Sooner it is complete the better for all | Submission Received. |
| 15. | Why are you ruining the water front? It's pristine and looks so ugly | Submission Received. |
| 16. | Should develop more catamaran pens because there is a massive shortage in Perth metro | Submission Received. |
| 17. | Fully support expanding the marina, especially allowing public to visit and expanding access. I'm also building on the Peninsula so I have enormous interest in this development. | Submission Received.<br><br>The proposed Port Coogee Marina expansion has been designed to be an accessible, safe, and easy-to-use marina for everyone. The proposed design features clear, simple pathways for boats and users, ensuring a great experience for both private pen holders and public visitors. |

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| 18. | The supporting data does not provide a true evaluation. The last 5 years of boat registrations was spiked due to Covid. People purchase boats with upto a 2 year build time. It has dropped off.<br><br>Secondly the people and housing stats, where is the available land, the builders, the trade to meet the projections?<br>This is a set of numbers that are miss leading for such a proposal.<br><br>Thirdly it does not address the parking issue at all. Boats in pens can have 2 to 3 cars of friends who require parking. It does not exist nor is it addressed within the plan.<br><br>I'm happy to discuss my comments at any time. | Submission Received.<br><br>See table one for the response related to parking. |
| 19. | Area needs additional 10m pens , i have been waiting for over 4 years and was told they have closed the waiting list | Submission Received.<br><br>Option 5C has been designed to provide a varied pen mix (up to 15m) ensure flexibility and future-proofing. It does provide fewer private pens; however, more berths at the proposed public jetty (4 in total), enhancing recreational facilities. |
| 20. | None | Submission Received. |
| 21. | This Marina is a major asset to Perth; we are so lucky to have such a beautiful precinct on our door step. Everything must be done to make it accessible to as many people as possible, by land and sea. | Submission Received.<br><br>The proposed Port Coogee Marina expansion has been designed to be an accessible, safe, and easy-to-use marina for everyone. The proposed design features clear, simple pathways for boats and users, ensuring a great experience for both private pen holders and public visitors. |
| 22. | I am opposed to public jetty access, as our current security management is sadly | Submission Received. |

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| | lacking and insufficient, with pen holders exposed to regular trespassing and crime. Providing easier access to non-pen holders runs the risk of increased crime with no notable mitigations being offered in the plan. The plan also does not call out the elephant in the room, which is that there is not enough parking for current pen holders, and nowhere is a suitable solution being considered. The additional pens would increase pressure on already non-existent parking and doesn't consider the base of loyal pen holders that have sustained the marina for years. | The City is committed to effective crime prevention and community safety strategies and is focused on developing, introducing and resourcing measures to prevent and discourage crime and to promote community safety.<br><br>See table one for the response related to parking. |
| 23. | Analysis of pen supply and demand to maintain high occupancy<br>A proposal for a new public jetty to encourage visitors to the area - NO, seriously do any of the council live here, the last thing we need is even more visitors , there is NO parking, we cant have our own families find parking, rubbish, noise, parking on kerbs in driveways, nightmare.<br>Optimised jetty and pen layouts to maximise available space - people with pens dont even necessarily live here, the ones I know do not live in Port coogee yet we are paying a levi, so more pens and pricing then our levy should come off maintaining everything for visitors.<br>Financial analysis covering cost estimates, revenue forecasts, and payback periods. As Above remove our levi, we have a mess for gardening/verges, visitors everwhere with rubbish and no parking we seem to be paying for the broader community.<br>An implementation plan with a detailed timeline, resourcing, and risk management measures. | Submission Received.<br><br>See table one for the response related to parking. |
| 24. | The Marina is good enough and once more will only benefit the rich. There are PLENTY other areas that need improvement in Cockburn and need some well deserved | Submission Received. |

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| | money invest. That area is the ABSOLUTELY last needed of Improvement and money invested. It's extremely frustrating to even think that more money has been put towards an area that will not benefit the needed area in Cockburn. Stop this non sense and use the tax payers money in areas in need.<br>Total ABSURD, even this survey is done in a way that all the answers is guided to the continuity od the project and not for the whole community overview of the project.<br>This is so bad! It's rich area to be developed to be even richer while other areas get completely abandoned. | |
| 25. | Marina berths availability and waiting list, should be prioritised to City of Cockburn rate payers first. | Submission Received. |
| 26. | It's good to see larger boats being accommodated in this plan, as well as the short-stay public jetty, which is much needed | Submission Received.<br><br>Option 5C has been designed to provide a varied pen mix (up to 15m) ensure flexibility and future-proofing. It does provide fewer private pens; however, more berths at the proposed public jetty (4 in total), enhancing recreational facilities. |
| 27. | Hey guys hope my answers about do not come across Negative - I've lived in the area my whole life (Born in Freo) and absolutely love what is going on in the development could not be happier at this stage....<br><br>I just think we really need more smaller boat pens...<br>I like APPENDIX B \| OPTIONS ANALYSIS \| SHORT-LISTED OPTION 2 the Best<br><br>I live a very short stroll from the Marina on Ceylon turn and would love to have my boat in there - ATM there's a wait list for the under 10m pens ( I have a 8m like many | Submission Received.<br><br>Option 5C has been designed to provide a varied pen mix (up to 15m) ensure flexibility and future-proofing. It does provide fewer private pens; however, more berths at the proposed public jetty (4 in total), enhancing recreational facilities. |

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| | others ) that I cannot even join the wait list ( like many others ) because it is so full - There is available bigger pens already not filled so it makes sense to me to have more smaller 10m pens to suit demand. | |
| 28. | Whilst I support the expansion there is no solution (or discussion) to offer parking to existing penholders. At an absolute minimum there should be provision for dedicated loading bays.<br>I object to forecasting an increase in revenue in excess of CPI ie forecast period assumes circa 5% increase in existing revenues. I'd be interested to understand the justification for above CPI increases.<br>I also can't understand the need/justification for additional staff.<br>There needs to be much better financial discipline in managing the costs of running the marina. | Submission Received.<br><br>See table one for the response related to parking. |
| 29. | No more expansion | Submission Received. |
| 30. | If there is an issue with vessels at the beach over summer it is invariably jetskis and therefore I am not supportive of encouraging more by providing an increase in the number of pens available for jetskis. I think the rest of the plan is fantastic. | Submission Received. |
| 31. | How about looking into providing temporary mooring buoys at the Omeo wreck outside of the snorkeling area. This would provide boaters options to moor and then snorkel in the area. Surely this is a better option than dropping anchors into the sea grass.<br>I know this was knocked back several years ago but the audience at the time were not boaters | Submission Received. |
| 32. | I would like to see Chieftain Espanade closed to general traffic.<br>It should become pedestrian and a sociable area, not only for the safety aspect but it would become a great al fresco dining area. | Submission Received. |

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| | The traffic flow could be easily diverted away from this area as it is for Food truck nights etc<br>Imagine music and alfresco dining with entertainment without the danger of traffic in the area.<br>This area is already a buzz and such a great area if opened up to alfresco dining and entertainment. | |
| 33. | I am local to the area and live in Eliza Ponds estate. Boating is a huge part of our family lifestyle and we would be on the water most weekends in summer and ehenever we can in winter. I believe that a public jetty at Port Coogee would be the perfect location for those withing to utilize the fantastic fishing, squid, crabs and exploring that the area has to offer. It gives a great alternative to driving to East Fremantle which is often too crowded to park and a 20 minute boat trip just to get out the heads. Woodman Point is a fantastic facility but often also means a return trip battle into a SW wind with young kids. I fully support the idea and will help in any way that I can to get it over the line. It will also bring many people to the local area and to experience all that Port Coogee has to offer. | Submission Received. |
| 34. | Really need more cafes / restaurants overlooking our gorgeous ocean. There is too much residential blocking the ocean for other residents of city of Cockburn…. | Submission Received. |
| 35. | I don't see dedicated catamaran pens in the plan. Your data shows 15m cat pens being the most sought vs number of existing pens. The trend of cruising yacht is away from monohull and into catamarans. Perhaps the 3 pens along the jetty could be resized to cater for cats. | Submission Received.<br><br>Option 5C has been designed to provide a varied pen mix (up to 15m) ensure flexibility and future-proofing. It does provide fewer private pens; however, more berths at the proposed public jetty (4 in total), enhancing recreational facilities. |

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| 36. | No JetSki please. And fix the existing, damaged fingers please. Please don't let the marina management keep buying bigger boats for them to run around in thanks. | Submission Received. |
| 37. | More parking needs to be provided. Toilet facilities need to be provided.<br>Rubbish bins/services for the extra influx of visitors. | Submission Received.<br><br>See table one for the response related to parking. |
| **Written responses** | | |
| **#** | **Submission** | **Response** |
| 38. | I strongly oppose any further expansion of the marina as it contradicts the original proposal that was presented by developers.<br><br>I visit the area frequently, on average on a weekly basis since 1997 and have seen the detrimental effects and benefits the Port Coogee development has had.<br>Many opposed the original plan commenting that it opens up a highly valued costal area eroding its status by inundating it with further/ future knock on commercial developments which require more car parks and so forth, that seriously detract from the original merits of the location and why people may chose to live or visit the area.<br><br>Cockburn Sound area made up of South Fremantle, Spearwood (North Coogee), Coogee, Munster (Coogee beach / Woodman Point) is popular for its natural attractions, which is exactly what the city of Cockburn are destroying not enhancing, by allowing inappropriate development to continue such as expanding a marina, which pollutes the Sound and its coastal areas. This increasing pollution is evident and measurable.<br><br>To maintain the integrity of this area Cockburn City must reject all further development in the area does not embody | Submission Received.<br><br>Information regarding the planning framework for Port Coogee can be viewed here - Port Coogee - City of Cockburn, with the Port Coogee Local Structure Plan and Port Coogee Marina Village Built Form Codes available to view.<br><br>The adopted Port Coogee Local Structure Plan envisages a marina with adjacent commercial and residential development and is not proposed to be modified as part of the proposed marina expansion. |

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| | the original containment of the master plan and reject the TBB planning proposals that in my mind align more for the purpose of enriching property developers not communities.<br><br>I would insist that the term “adequate controls” be made more specific and expanded so that the ‘outcomes’ needed to maintain a healthy Cockburn Sound be achieved not thwarted for the benefit of short sighted ‘commerce’ which will degrade the area.<br><br>Can you comment on what exactly are the ‘codes’ that *ensure adequate control over development?* Because I have found very little that supports this claim from TBB. | |
| 39. | We want an 18 hole golf course for everyone not a marina which only the rich can afford. | Submission received.<br><br>Information regarding the proposed Coogee Golf Complex can be viewed at Coogee Golf Complex - City of Cockburn and is considered an active proposal in the City’s Community Infrastructure Plan - Sport and Recreation Plans and Strategies - City of Cockburn. |
| 40. | In regards to the below<br>• Analysis of pen supply and demand to maintain high occupancy<br>• A proposal for a new public jetty to encourage visitors to the area<br>• Optimised jetty and pen layouts to maximise available space<br>I truly believe as home owner and boat owner within the Marina space<br><br>**APPENDIX B \| OPTIONS ANALYSIS \| SHORT-LISTED OPTION 2**<br>Is **by far a superior** idea catering to the small water craft up to 10m | Submission received. |

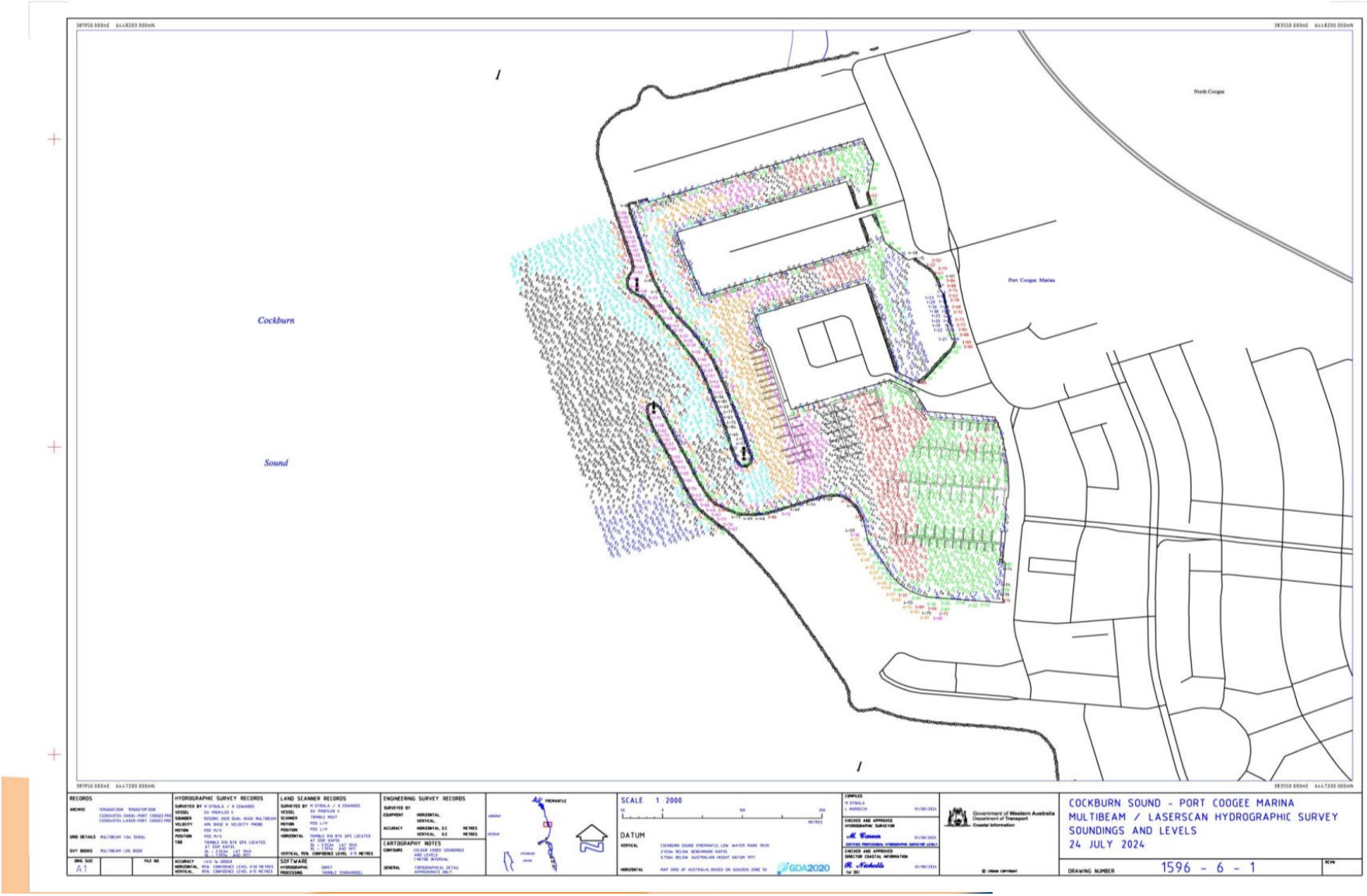
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| | There are many residence including ourselves that have the under 10m boats that can not even get onto the waiting list.<br><br>BTW fantastic job so far !! | |
| 41. | Firstly, I've been a boatie all my adult life, owning a 12ft dinghy, a brooker centre console, a baron 18ft fibreglass, 21 foot Razerline and now a 6.4m trophy — with a mate. Anyway, my wife and I moved in to a ground floor apartment in Marina Edge — with a fabulous view of the Marina — 3 years ago. Love it here. The blue I made was only putting my name to the 8m list, and not also to the 10m list. Subsequently I'm top of the 8m list but with only five pens, the Dockers will have five flags before I get a look in. I know I'm a very small fish in a big pond, but given the swing away from big land blocks and in our case, to an apartment, storing a boat off the water is nigh-on impossible.<br>I know you fellows have a tough job accommodating all sizes of boats, and obviously the bigger they are the bigger the financial return but I'm terribly disappointed that the 8m pens don't get a look in for the Marina expansion.<br>I'd ask that consideration at least be given to some sort of system where a ratio of the current 10m pens earmarked for the expansion could be offered to the those boat owners on the current 8m waitlist.<br>Thanks for hearing me out, | Submission received. |
| 42. | City have published a Business Case on the City website and seek consultative comments from the public.<br>I have reviewed the published Business Case and have the following comments.<br>**1. The Financial Analysis Cash Flow**<br>Based on the published document the addition of stage 4 works to the Port Coogee Marina becomes a burden on City finances | Submission received. |

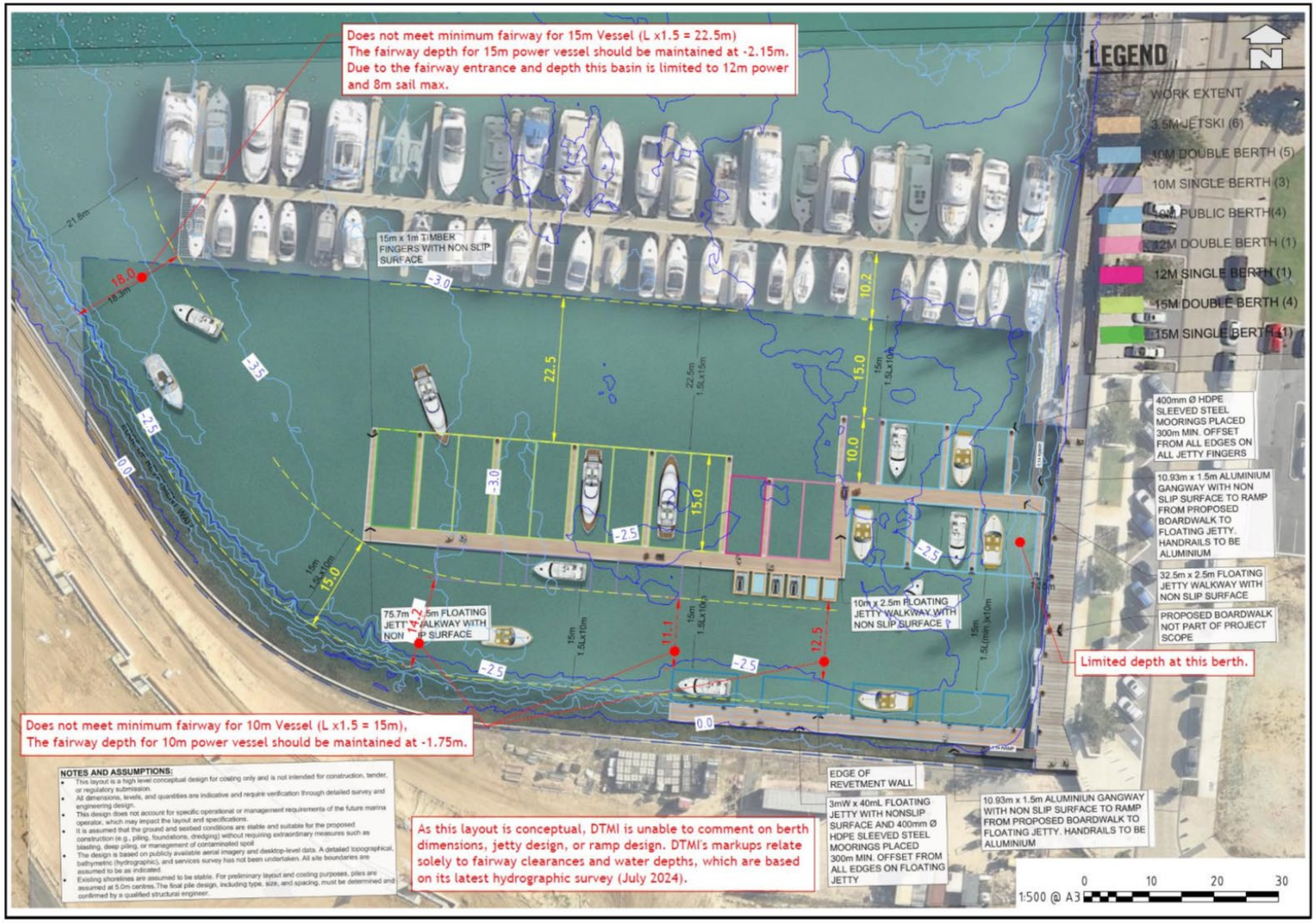
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| | for over 10 years from FY 2029 with 10 year debt servicing. The existing marina project encompassing Stage 3 apparently produces a positive net cash flow for City ratepayers which would be eliminated by construction of Stage 4 with 10 year debt servicing.<br>The overall project (inclusive of Stage4) would not be considered commercially viable in any ASX200 company. The projected deterioration in project cash flow is primarily due to high estimated costs for Stage 4.<br>A question arises for Council to consider – should Cockburn ratepayers fund this deficit in revenue for the very few individuals who will benefit from the additional berths - possibly not even residents of Cockburn.<br>The City is bound to consider this question by law (Local Government Act 1995)<br>The statement on page 4 of the Business Case that "the expansion project will provide $400,000 annually when compared to the marina operating as usual" is misleading as this position does not occur until FY32 even with a 20 year loan term.<br>**2. The Cost Estimate**<br>The cost estimate predominantly revolves around piling cost, walkways and finger jetties. The piling has been costed based on the number piles multiplied by a combined $ unit rate for material cost and an all in rate of installation of each pile. An assumed rate of 1 pile per day has been estimated which is a surprising low rate, since modern piling rigs such as the Movax SG-60V routinely operate at multiples of this rate. Virtually all of the remainder of the cost estimate is factored off these primary costs so if they are overstated then all of the factored costs will also be overstated. It is apparent that the primary costs are significantly overstated due to the high unit rate and low productivity rate used in the estimate. | |

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| | **3. The Project Plan**<br>The Project Plan (page 43) . The Project Plan shows an inordinate schedule of Key Milestones which directly impact (increase) the cost of the project.<br>Stage 4 of the project is a comparatively simple undertaking in concept, design and constructability. The detail design and delivery period of approx. 3 years is appropriate for large scale mining and petrochemical projects, not a small project where virtually all the materials, equipment, fabrication, construction and installation facilities and labour are available locally.<br>**4. Car Parking**<br>The Business Case states *"The City notes that the planning framework is able to accommodate parking for the proposed marina expansion with the already planned and provided parking in the locality. This is on the basis that the parking bays allocated to pen holders are not exclusive but for public use. From the annual marina customer satisfaction surveys, the City is aware of the challenges this provides pen holders and is actively pursuing alternate arrangements to better service the marina requirements, which is outside of the scope of this business case."*<br>The cost of securing land and building a car park to accommodate the additional pen holders exclusive use and public marina users should not be outside the scope of the business case- the potential cost is significant and would not be incurred but for the additional pen holders. The cost of this would further erode the economics of the business case. In the alternative, if additional car parking is not provided then the additional pen holders would use the public parking spaces reducing the amenity of the general public and potentially making it more difficult to park and less attractive for | |

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| | visitors to use the Port Coogee facilities such as restaurants.<br>Within the 13 August 2025 document it is stated *"The City recently amended a reserve on Maraboo Island to enable 29 existing car bays to be used for marina use. It is also examining if further car parking can be provided on a commercial basis for the exclusive use of pen holders."* It is not immediately clear what bays these were but it appears that the bays referred to were for general public use so it is unclear why it is now said the bays are for marina use. Clarification is required by City. | |
| 43. | The Department of Transport and Major Infrastructure Maritime (DTMI) have reviewed the proposed Port Coogee Marina Expansion. DTMI have noted the proposed layout of the pens system does not meet minimum fairway distances in several areas and water depths should also be considered. To assist with this, we have provided a marked-up version of your plan and attached a hydrographical survey of the area.<br><br>(Documents included in page 22-23) | Submission received. |
| 44. | For your consideration, please find attached offer to stage the world's first, a "one-off" granite stone monumental sculpture of Neptune Majestic.<br>It was inspired by the famous 459-years old Italian "Fountain of of Bologna".<br><br>It will elevate your special events at Port Coogee Marina Extension Case Project. It will bring lasting social, community and economic benefits to Cockburn by enticing tourist from afar. It will bring a commanding elegance and mythological grandeur to your high-profile cultural events, luxury product launch or a flagship brand activation.<br>Neptune Majestic is a 3.5 meter tall | Submission received. |

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| | standalone monolithic granite figure (it can be exhibited with or without a bay leaf/shell to cover it's private parts) or when placed on a plinth, it becomes a 5.5 meter high installation, which is entirely made of granite stone.<br><br>It is currently available in Perth WA for luxury brands and the exclusive cultural events.You may find details about this sculpture on a domain; www.neptune-majestic.com<br><br>Please reply for viewing the sculpture and to receive further details.<br><br>(Document included in page 24) | |


North Coogee
Port Coogee Marina
Cockburn
Sound
SCALE 1:2000
DATUM
COCKBURN SOUND - PORT COOGEE MARINA
MULTIBEAM / LASERSCAN HYDROGRAPHIC SURVEY
SOUNDINGS AND LEVELS
24 JULY 2024
DRAWING NUMBER 1596 - 6 - 1


Does not meet minimum fairway for 15m Vessel (L x1.5 = 22.5m)
The fairway depth for 15m power vessel should be maintained at -2.15m.
Due to the fairway entrance and depth this basin is limited to 12m power and 8m sail max.
LEGEND
WORK EXTENT
3.5M JETSKI (6)
10M DOUBLE BERTH (5)
10M SINGLE BERTH (3)
10M PUBLIC BERTH(4)
12M DOUBLE BERTH (1)
12M SINGLE BERTH (1)
15M DOUBLE BERTH (4)
15M SINGLE BERTH (1)
15m x 1m TIMBER FINGERS WITH NON SLIP SURFACE
400mm Ø HDPE SLEEVED STEEL MOORINGS PLACED 300m MIN. OFFSET FROM ALL EDGES ON ALL JETTY FINGERS
10.93m x 1.5m ALUMINIUM GANGWAY WITH NON SLIP SURFACE TO RAMP FROM PROPOSED BOARDWALK TO FLOATING JETTY. HANDRAILS TO BE ALUMINIUM
32.5m x 2.5m FLOATING JETTY WALKWAY WITH NON SLIP SURFACE
PROPOSED BOARDWALK NOT PART OF PROJECT SCOPE
Limited depth at this berth.
10m x 2.5m FLOATING JETTY WALKWAY WITH NON SLIP SURFACE
75.7m x 2.5m FLOATING JETTY WALKWAY WITH NON SLIP SURFACE
Does not meet minimum fairway for 10m Vessel (L x1.5 = 15m),
The fairway depth for 10m power vessel should be maintained at -1.75m.
NOTES AND ASSUMPTIONS:
As this layout is conceptual, DTMI is unable to comment on berth dimensions, jetty design, or ramp design. DTMI's markups relate solely to fairway clearances and water depths, which are based on its latest hydrographic survey (July 2024).
EDGE OF REVETMENT WALL
3mW x 40mL FLOATING JETTY WITH NONSLIP SURFACE AND 400mm Ø HDPE SLEEVED STEEL MOORINGS PLACED 300m MIN. OFFSET FROM ALL EDGES ON FLOATING JETTY
10.93m x 1.5m ALUMINIUN GANGWAY WITH NON SLIP SURFACE TO RAMP FROM PROPOSED BOARDWALK TO FLOATING JETTY. HANDRAILS TO BE ALUMINIUM
0 10 20 30
1:500 @ A3

# *Neptune Majestic*



**A Monumental Sculpture Available for Exclusive Events and Brand Collaborations**

www.neptune-majestic.com

**Capture the heart and soul of your audience—through art, not advertising**

If you're looking to elevate your next event, enrich a brand experience, or create a meaningful cultural moment, we invite you to inquire about exhibiting *Neptune Majestic*. Bring commanding elegance and mythological grandeur to your next event, campaign, or venue with *Neptune Majestic*—a large-scale sculpture available for short-term lease or exhibition. Crafted with bold artistry and timeless symbolism, *Neptune Majestic* captivates audiences and elevates environments. Whether featured at a luxury product launch, a high-profile cultural event, or a flagship brand activation, this sculpture provides an unforgettable focal point that speaks to both power and refinement.

## Available for:

- Cultural & Art Institutions
- Luxury Brands & Retail Spaces
- Sports Organizations & Events
- Public Installations & Galas
- Hospitality & Destination Venue

## Why Neptune Majestic:

Forget standard signage and conventional advertising. *Neptune Majestic* creates a strong emotional and visual impact, offering a more meaningful way to connect with your audience.

- **Art as Storytelling**: Align your brand or event with the timeless mythology and symbolism of Neptune—the god of the sea, strength, and transformation.
- **High-Impact Visuals**: Serve as a centerpiece for media coverage, social engagement, and immersive storytelling.
- **Cultural Relevance**: Enhance the prestige of your event or space through curated artistic expression.
- **Exclusive Appeal**: This is a rare opportunity to host a one-of-a-kind sculpture, offered only to select partners under limited-term agreements.

## Flexible Rental & Licensing Options

We offer customizable short-term rental or exhibition licenses for *Neptune Majestic*, with options tailored to your venue, event timeline, and logistical needs. Every arrangement is made with care to ensure artistic integrity and seamless execution.

- Conditional licensing agreements
- Location and duration flexibility
- Installation and transport coordination
- Optional co-branding and media opportunities

**Contact** Arck Storm-Director of Neptune Majestic Inc. via E-mail : storm@neptune-majestic.com

# Tell us more

The City asked further questions within the survey to determine the use of existing features, to further inform the engagement process.

| How well do you think the existing features at Port Coogee Marina meet community and marina users' needs? | |
|---|---|
| Survey Responses | |
| Public perimeter boardwalk | |
| Excellently (they fully meet needs) | 15 |
| Good (they meet most needs) | 16 |
| Fair (they address some needs) | 7 |
| Poor (they address few needs) | 2 |
| Very poor (they do not meet needs) | 3 |
| Not sure/ doesn't apply to me | 0 |
| Bin storage and access to bins | |
| Excellently (they fully meet needs) | 12 |
| Good (they meet most needs) | 16 |
| Fair (they address some needs) | 8 |
| Poor (they address few needs) | 4 |
| Very poor (they do not meet needs) | 1 |
| Not sure/ doesn't apply to me | 2 |
| Loading zones for vehicles | |
| Excellently (they fully meet needs) | 4 |
| Good (they meet most needs) | 8 |
| Fair (they address some needs) | 10 |
| Poor (they address few needs) | 3 |
| Very poor (they do not meet needs) | 8 |

| | |
|---|---|
| Not sure/ doesn't apply to me | 9 |
| Pedestrian and accessibility ramps | |
| Excellently (they fully meet needs) | 11 |
| Good (they meet most needs) | 22 |
| Fair (they address some needs) | 6 |
| Poor (they address few needs) | 0 |
| Very poor (they do not meet needs) | 1 |
| Not sure/ doesn't apply to me | 3 |
| Fuel facility | |
| Excellently (they fully meet needs) | 8 |
| Good (they meet most needs) | 13 |
| Fair (they address some needs) | 5 |
| Poor (they address few needs) | 2 |
| Very poor (they do not meet needs) | 1 |
| Not sure/ doesn't apply to me | 13 |
| Marina toilet facilities close to marina pens | |
| Excellently (they fully meet needs) | 9 |
| Good (they meet most needs) | 11 |
| Fair (they address some needs) | 9 |
| Poor (they address few needs) | 6 |
| Very poor (they do not meet needs) | 2 |
| Not sure/ doesn't apply to me | 6 |

| How can we better connect the marina with the wider Port Coogee community? |
| --- |
| Survey Responses |
| I think currently it is done reasonably well, marina management works well as team |
| Don't allow home owners be compromised by commercial and the marina.<br>Think ahead not 1 year 10 year minimum |
| You can't - the boats do not draw interest or aesthetic visitation - it's ruining the waterfront |
| Newsletters |
| Greater access, which will improve with this expansion and the opening of the new parkland. |
| More seating or gathering area |
| Facility showers and toilet |
| Ensure adequate parking for all visitors to the marina, but also ensuring there is enough parking for local residents too. Parking becomes a big issue in the warmer months. |
| Provide adequate parking for visitors. |
| If you are talking about the actual Port Coogee Community, restaurants. We dont have access into the exclusive private marina and the exclusive clubhouse they have. |
| More parking is required and nightly security guards walking and checking boats |
| Farmers market by the Marina, artist or sculpture installations , morning or sunset yoga and a Christmas light trail to encourage young families. |
| Investing this money to the wider borders of Cockburn!!! |
| Build another Marine facility near the old power station.<br>The old power station could be refurbished into a boat stacker storage, there's already an old canal into it. |
| More boardwalks and walkways for the community to enjoy |
| accouple more eaterys it thing or even quailty take away Thai / Indian type NOT maccas type |
| Add parking, add more security |
| I think its great how it is. Making the parking lots on mariboo island for marina users only is ridiculous - marina users will still use the public parking AND use the mariboo parking. |
| The toilets need to be cleaned more often |
| As already discussed in my own personal comments |
| A public ramp and washdown facility would be the number 1 along with allowing some commercial vessels to be able to load/ unload people such as charter operators (not commercial fishing). Most people would then buy coffees, food, drinks from Port Coogee for their boat trip and/ or indulge at the local restaurants/ bars afterwards. |

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| Not too make it bigger |
| Option number 1 would be purchase a block (should have been done years ago when you get the land for next to nothing) Build a multi story secure carpark, additionally put a community centre in the same building. There would be a good business case for parking income, rent from street from businesses and you solve all the problems. The longer you wait the cost will become more restrictive. |
| It fits in comfortably now |
| There will be a need for a multi-storey parking or improved public transport services between Cockburn Central and Coogee to encourage people to visit using public transportation to mitigate parking issues. Increase the access of public toilets and bins as users are present to picnic, enjoy the beach or for boating. We will need another fuel station nearby for marina users. |
| Better parking for boat owners and visitors |
| It's an intrinsic part of the development, not sure what else could be done. |
| Make it accessible for all |

| **Are there any community amenities or facilities, not already mentioned, that you feel could complement the marina expansion?** |
|---|
| Survey Responses |
| Parking |
| Additional secure car parking for pen holders. |
| Get rid of the marine and expansion |
| Parking for boat pen users |
| The marina building would make a great bar! |
| As above. |
| Parking for pen holders. |
| As above - more parking is required. |
| Already mentioned, the lack of parking must be addressed as a priority. |
| If the council is bent on bringing in even more visitors then parking has to be addressed it is appalling. |
| The Marina DOESN'T NEED expansion. |
| No |

| |
|---|
| A fishing jetty for the kids that love to fish there (but aren't allowed)... it's harmless, and provides them with so much enjoyment |
| haha ive mentioned the 10m pens - more please - thats the biggest by far for me |
| Parking/pen holder loading zones |
| More parking. Bring back the swim pontoon at ngarkle beach and some thing for teens to do. Security and more co safe patrols. A community centre, which could be used for marina pen users too |
| Bring the pontoon back to Ngarkal beach! A really poor decision based on the whingeing of a very small minority of nimby residents impacting the wider cockburn community. I walk past this beach every night and the number of incidents of bad behaviour would definitely be less than the number of loud parties by the main whinger including teenagers roaming the streets from the parties, leaving rubbish all over the grassed areas near the house. |
| Just parking. |
| Yes close of Cheiftain Esplanade to vehicular traffic. This would include both bicycles, E bikes skate boats etc. |
| No |
| More public spaces with more parking |
| Kiosk - ice creams etc |
| More showers would be welcomed as well as more signage for pedestrians to enjoy coastline walks and their options. |
| No |
| The ability to launch and recover small boats. |

| **Do you have any ideas for small scale events, programs, or activities that could make Port Coogee Marina a more vibrant community hub?** |
|---|
| Survey Responses |
| Don't need them |
| More native trees and less boats |
| Music concerts are a great idea - keep them up and have more |
| Food trucks and other events already meet expectations :) |
| Not really |
| N/A |

| |
|---|
| It's already a nightmare to access the area in events and activities, which means it is vibrant enough! |
| Improved parking conditions |
| I love the Friday night food stalls. Some regular markets would be awesome, as would band/music nights |
| food trucks are great. |
| doing a great job already keep it up |
| Community centre, market stalls, more food truck nights |
| Sunset concerts sponsored by the City? |
| Hold Boat show similar to what they have in Mandurah. Hold Skipper ticket training or classes. Sea safety classes. Hold sunset cruise charters, pick up and drop off at Coogee Marina. Bring back the seafood "off the back of the boat" sellers. |
| No |
| For events etc you need more parking |
| No |
| Friday night bites for Coogee (with food trucks coming) during summer would be a great idea. Using the maritime trail to create a once-year running event could help make people discover it. Having a first responder cabin somewhere could help the increasing marina users. We can promote wellness events aka Yoga on the Beach or so. Creating a Coogee farmers' market in partnership with Coogee Common would be very much interesting for all users and community members. |
| More community events |
| Farmers Market, |
| Pop up bars and food (not the food trucks).<br>Food stalls. |

| **We understand for nearby residents' construction can cause concern. What key considerations should we make when planning construction to reduce our impact on residents and visitors?** |
|---|
| Survey Responses |
| Dust control, my boat gets covered in dust for all of the construction |
| Don't do it |
| Dust mitigation - our boat has been covered in dust for the past few years. |

| |
|---|
| I am concerned about a point made in the business plan on page 44 that states 'Site environmental features are not adequately assessed'.<br>Why has no environmental impact assessment been included in this business plan? Surely the expansion of this area will negatively impact not only residents, but also local fauna. Will there be a full environmental impact evaluation performed? |
| Stop the expansion |
| Working at reasonable hours of the day |
| Enforcing hours to ensure no noise before 7am weekdays etc. Lots of builders are working earlier than that. |
| Parking.<br>Traffic management |
| Piling during business hours only, minimise dust. |
| A project execution strategy that minimises impact for current, paying pen holders. No need for pens to be vacated during construction, no impairment for boat traffic. |
| commence in off season May when cooler and less people or visitors will continue to push into the streets and our houses. |
| How about the impact of this money being totally wasted in something Cockburn doesn't need? How about considerations being made on how to reduce criminality in spearwood, hamilton Hill... how about using the money to improve surroundings of the ARC trainline in Rockingham Rd which look horrendous... how about restaurants and improvement around Spearwood, bibra lake, Hamilton Hill? Those are the key considerations that should be looked after. |
| It's complicated in such a compact space.<br>Construction costs are already exorbitant, be wary of lumping people with additional costs in attempts to improve temporary discomfort. |
| Dust suppression! It's a major issue, and hasn't been handled properly in the past |
| We walk are 2 dogs down to a Mariana every single day - So far construction has been very well managed - I work in construction as a Construction Manager and have worked in construction for 30 plus years I am very impressed and like I said I'm there twice a day 7 days a week - Well done ! |
| Noise, dust, parking, blocking streets off |
| Only concern is that it would reduce the sea life that frequents the Marina (seals, Dolphins and large fish) |
| Ensure construction program is as short as possible and on target. |
| If possible, most of the construction work and constraints should happen during day-time to avoid too much impact on residents and should be avoided during weekends and public holidays. |
| Control the dust issues created by the construction. |
| Limit trades working hours |
| Consider parking for the extra construction workers without impacting residents.<br>Obviously noise during acceptable times<br>Dust and rubbish. |

## Connection to the marina

The City asked further questions of respondents on their proximity and current use of the marina.

| What is your connection to the Port Coogee Marina? | |
|---|---|
| Survey Responses | |
| I am a property owner or resident of Port Coogee/North Coogee | 18 |
| I use a boat pen in the Port Coogee Marina | 10 |
| I am on the waitlist for a boat pen in the Port Coogee Marina | 6 |
| I own and/or operate a business in Port Coogee/North Coogee | 2 |
| I am a visitor of the Port Coogee Marina | 13 |
| Other | 3 |

| How often do you visit Port Coogee Marina? | |
|---|---|
| Survey Responses | |
| Daily | 13 |
| Several times a week | 11 |
| Weekly | 9 |
| Fortnightly | 3 |
| Monthly | 5 |
| Yearly | 2 |
| I do not visit/use the Port Coogee Marina | 0 |

## Respondent Statistics

| Suburb | |
|---|---|
| Survey Responses | |
| Banjup | 1 |
| Beeliar | 2 |
| Bibra Lake | 2 |
| Claremont | 1 |
| Coogee | 4 |
| Jandakot | 1 |
| Lake Coogee | 3 |
| Melville | 1 |
| North Coogee | 24 |
| Port Kennedy | 1 |
| South Fremantle | 1 |
| Spearwood | 5 |
| Success | 2 |
| Wattleup | 1 |
| Wembley | 1 |
| West Leederville | 1 |
| Yangebup | 1 |
| Yokine | 1 |

| How did you find out about this project? | |
|---|---|
| Survey Responses | |
| Email | 26 |
| Comment on Cockburn website | 5 |
| City of Cockburn website | 2 |
| Online (social media) | 5 |
| Signage at the marina | 9 |
| Word of mouth (friend, family or colleague) | 7 |
| Flyer | 2 |
| Public notice at the City's Administration Building | 0 |
| Community group, sporting group or school | 3 |
| Library display | 0 |
| Notice at the marina | 4 |
| Newspaper advert/notice | 0 |
| Other | 1 |

## Comment on Cockburn Statistics

| Type | |
|---|---|
| Visits to page | 1,443 |
| Contributions | 42 |
| Project followers | 27 |
| **E-newsletter** | |
| Recipients | 11,241 |
| Opens | 6028 |
| Clicks | 487 |
| **Top Traffic Channels** | |
| Direct | 986 |
| Social Media | 318 |
| Search engine | 70 |
| Website | 65 |

**City of Cockburn**
Whadjuk Boodja

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URBIS
PORT COOGEE
MARINA EXPANSION
BUSINESS CASE
FINAL REPORT
Prepared for City of Cockburn
June 2025

# ACKNOWLEDGEMENT OF COUNTRY

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist: Hayley Pigram
Darug Nation
Sydney, NSW



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# EXECUTIVE SUMMARY

**A $4.1 million expansion of 32 private pens (net increase of 29 due to the loss of 3 existing pens) and 4 berths on a public jetty for Stage 4 Port Coogee Marina expansion is recommended.**

The City of Cockburn (the City) is a fast growing local government area in Perth's south-west. With the population projected to rise from 135,150 to 178,010 by 2036, there is a pressing need for enhanced sporting and recreational facilities. Currently, the marina is at capacity, which is 90% due to some jetty maintenance and the City has recognised the need to expand Port Coogee Marina to accommodate the growing demand for recreational boating and associated activities.

The initial developers of Port Coogee, Port Catherine Developments Pty Ltd, constructed Stage 1 and 2 of the marina as part of the first phase of works of the area. The marina was handed over to the City in July 2016 and a business case was commissioned in 2019 for the Stage 3 expansion. This business case seeks to build on the previous work that was presented by Council and ultimately inform the development of Stage 4 expansion of the marina.

This project explored the need for additional pens and facilities. Key findings are noted below.

- **High waitlists**: The marina has a waitlist of approximately 235 pens. Of note, waitlists for pens sized 8-15 metres are closed due to long existing waitlists. There is additionally strong demand across competing marinas, with numerous other facilities with high waitlists (e.g. Fremantle Fishing Boat Harbour, Mandurah Ocean Marina, South of Perth Yacht Club, Pier 21 Marina and Aquarama Marina).
- **Increasing future demand**: Boat ownership levels have been increasing across Perth and are high in the surrounding areas (e.g. Fremantle has 3,147 vessel registrations). The projected population within the surrounding area is anticipated to increase 2.3% per annum over the next 12 years, with key growth in demographics more inclined to own boats and participate in recreational boating.
- **Boating trends**: Whilst boat ownership has been increasing at high rates across all vessel sizes and types, there has been the highest demand for personal watercraft, followed by boats between 5-8 metres and greater than 10 metres over the last 5 years in Australia.
- **Vessel registrations** – Currently, registrations in Coogee are primarily for vessels of the 10 metres length and below.

A collaborative assessment of 8 long list layout options led to further analysis of two shortlisted options. This analysis found that the most suitable options included a public jetty and pens of 10 to 15 metre lengths, due to demand and the physical constraints of the marina.

A ferry terminal was not recommended due to uncertainty of operator feasibility and parking, implications on existing boat pens (with likely removal of 11 to 35 existing pens to accommodate vessel movements) and associated costs and revenues. There is however an opportunity to explore this further as a potential future project, with a recommended location of the terminal at the future boardwalk, on the right-hand side of the harbour entrance.

Ultimately, the preferred option selected was 5C, as it offered greater social and community benefits, enhanced design life flexibility, stronger economic benefits, improved safety, and better financial returns for the life of the infrastructure.

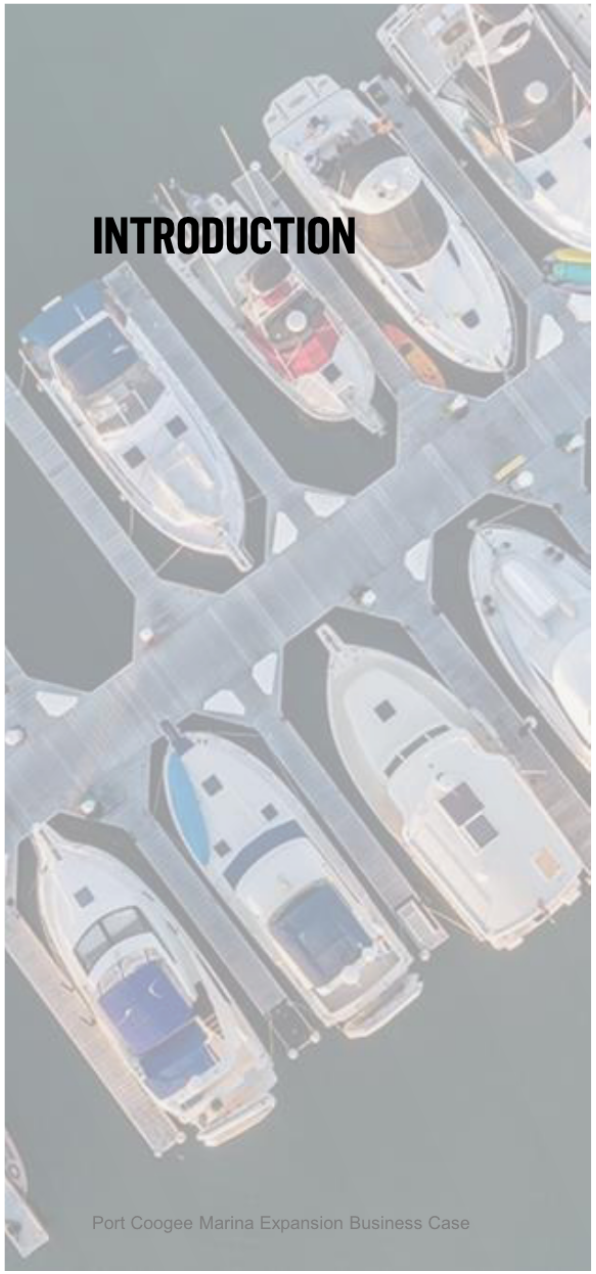
The financial analysis revealed that Option 5C will require lower annual debt servicing payments compared to Option 2, due to the smaller total loan amount needed given the lower project cost.

The preferred option is expected to support economic and community benefits such as:

- Local business growth;
- Property value increase;
- Tourism revenue;
- Community engagement;
- Recreational opportunities; and
- Tourism attraction.

A high level cost benefit analysis found that the expansion project is estimated to provide an additional $400,000 annually when compared to the marina operating as business as usual. As a result, the expanded marina will produce an economic value of approximately $3 million per year.

Project timing and other implementation considerations such as the risk management plan have also been included in this business case.



# INTRODUCTION

## BUSINESS CASE PURPOSE

Urbis was engaged to prepare a business case to guide the decision making and delivery of the Stage 4 expansion of the Port Coogee Marina.

Feasibility, economic, user group / stakeholder and cost estimation analysis, along with input from the Principal "the City", supported the development of this business case.

This business case sought to:

- Describe the background of the project;
- Demonstrate the need for the project;
- Describe the alignment of the project with relevant government policy and stakeholder aspirations;
- Describe the project components and staging rationale;
- Demonstrate the key benefits expected from development of the project;
- Describe the funding and operating budget considerations; and
- Describe how the project can be delivered.

## BUSINESS CASE STRUCTURE

This business case includes the following sections.

- **Project Background & Purpose**: Description of the project and its objectives.
- **Project Need**: Analysis of the need for the project.
- **Options Analysis**: Description of the preferred expansion option.
- **Budget and Funding Strategy**: Identification of funding options to support the delivery of the project.
- **Financial Analysis:** Financial model testing of the preferred option.
- **Economic Analysis**: Analysis of the economic and social benefits of the project.
- **Implementation Plans**: Identification of implementation strategies and actions to deliver the project.

Additional analysis which informed this business case is appended to this document.



# 01

# PROJECT BACKGROUND AND PURPOSE

# PROJECT BACKGROUND AND PURPOSE | PORT COOGEE MARINA BACKGROUND

Port Coogee Marina has been a prominent feature of North Coogee since 2005, planned as part of the broader Port Coogee estate development. The estate was constructed in 2006 and 2007, followed by the development of the first two stages of the marina by Port Catherine Developments (PCD). The original concept envisioned a harbour with up to 300 mooring pens for vessels up to 20 metres. However, PCD initially built 139 pens, later increasing to 150 pens as a requirement of handover to the City.

In 2010, M P Rogers & Associates published the 'Layout Investigations & Preliminary Business Case', outlining future expansion plans for the marina based on market conditions and anticipated demand. In July 2016, management of Port Coogee Marina transferred from the developer to the City of Cockburn, as per development approvals and agreements. At handover, the marina included 150 mooring pens (8 to 20 metres in length), 10 catamaran pens, service and visitor jetties, boardwalks, and a Marina Services Building.

With marina occupancy consistently high, the City engaged International Marina Consultants in 2018 to develop a Business Case for Stage 3 marina expansion. This expansion included a boardwalk, floating jetties, and related infrastructure on Maraboo Island's south side. The plan, developed with significant stakeholder input, was finalised in 2020.

Stage 3 Marina Expansion was completed in September 2022, adding 70 new mooring pens, two secure gatehouses, parking adjustments, and a 90-metre boardwalk. Although a project to reconfigure the fuel jetty for FY24 was halted due to budget constraints, the concept design and specifications are ready for tender with Stage 4 of the marina expansion.

**Ultimately, this Business Case is designed to gain Council approval and pave the way for detailed design and then construction through future tender opportunities for Stage 4 of the marina expansion.**

**Port Coogee Early Concept Plan**



*Source: M P Rogers and Associates.*

# PROJECT BACKGROUND AND PURPOSE | PORT COOGEE MARINA BACKGROUND

The Port Coogee Marina is located in North Coogee, a coastal suburb approximately 7 kilometres south of Fremantle and 30 kilometres south of Perth.

The Marina is bounded by the suburb's residential and commercial estates to the north, east and south. Notable locations near the subject site include:

- Coogee Beach
- Old South Fremantle Power Station;
- Dome Cafe;
- Regis Aged Care;
- Port Coogee Village Shopping Centre; and
- Maraboo Island residential estate.

As was mentioned on the previous page, the subject site is currently owned and operated by the City of Cockburn.

Today, after three stages of development, the Marina offers 231 pens on floating jetties for recreational vessels up to 30 metres in length. It also includes visitor and service jetties (fuel and sullage), boardwalks, and a Marina Services Building with lounge and laundry facilities.

The master developer of Port Coogee, Frasers Property, is currently developing the public open space and boardwalks along the land to the south of the Port Coogee Marina, due to be completed late 2025. The balance vacant land is in the Port Coogee Village precinct, which can cater for future development of retail, mixed-use, residential, community, restaurants and hotels.

**Port Coogee Marina Map**




*Source: City of Cockburn*

# PROJECT BACKGROUND AND PURPOSE | POLICY AND STRATEGIC CONSIDERATIONS

The expansion of the Port Coogee Marina is a major long-term strategic investment that will have lasting social, community and economic impacts, including both benefits and opportunity costs.

The preferred option is guided by the objectives of the following key City of Cockburn plans:

- (Draft) Destination Plan 2025 – 2030
- Strategic Community Plan 2020 – 2030
- Coastal Adaptation Plan 2018
- Port Coogee Revised Local Structure Plan 2018

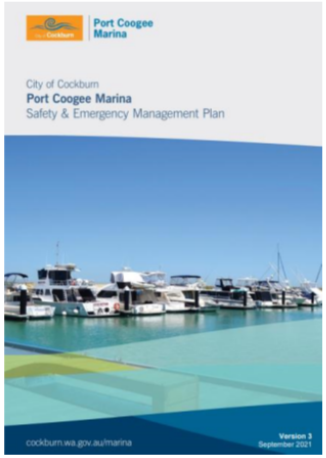
In addition, the following reports relevant to the Port Coogee Marina were also considered for the Port Coogee Stage 4 Marina Expansion:

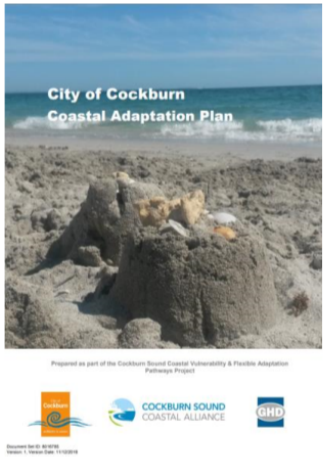
- Marina and Coastal Infrastructure Asset Management Plan 2020 - 2024
- Port Coogee Marina Management and Operations Review
- Port Coogee Layout Investigations & Preliminary Business Case 2010
- Port Coogee Marina – Stages 1 & 2 Completion Report 2012
- Port Coogee Marina Expansion Business Case 2019
- Environmental Assessment of North Coogee Dredging 2021
- Port Coogee Marina Safety & Emergency Management Plan 2021
- Port Coogee Marina Fish Diversity Study 2019
- Port Coogee Marina Fish Diversity Study 2023

**Parking Opportunities**

The City notes that the planning framework is able to accommodate parking for the proposed marina expansion with the already planned and provided parking in the locality. This is on the basis that the parking bays allocated to pen holders are not exclusive but for public use. From the annual marina customer satisfaction surveys, the City is aware of the challenges this provides pen holders and is actively pursuing alternate arrangements to better service the marina requirements, which is outside of the scope of this business case.






# PROJECT BACKGROUND AND PURPOSE | PROJECT PURPOSE

The purpose of this report is to create a business case to support the proposed stage 4 expansion of Port Coogee Marina.

The City is contemplating adding 20 to 40 more private pens in the final stage of the Port Coogee Marina. This proposed expansion is intended to complement and enhance the current facility.

As such, this project aims to achieve the following key objectives:

1. **Address Demand for Additional Pens by Vessel Size:** Analyse market demand to provide a balanced mix of pens for various vessel sizes.
2. **Develop Complementary Services and Infrastructure:** Implement necessary services and infrastructure, such as the fuel jetty reconfiguration and additional public jetty, to enhance marina functionality.
3. **Optimise Jetty and Pen Layouts:** Design efficient layouts that maximise space, ensure smooth traffic flow and allow for future modifications.
4. **Conduct Comprehensive Financial Analysis:** Perform capex and opex assessments to ensure financial viability, including cost estimates, revenue projections and pay back period calculations.
5. **Develop Implementation Plan with Risk Management:** Create a detailed timeline and resource plan, incorporating risk management strategies to mitigate potential issues.



# PROJECT BACKGROUND AND PURPOSE | EXISTING FACILITY

The current layout of Port Coogee Marina includes 231 pens and a public jetty for 4 berths, as illustrated on the adjacent map.

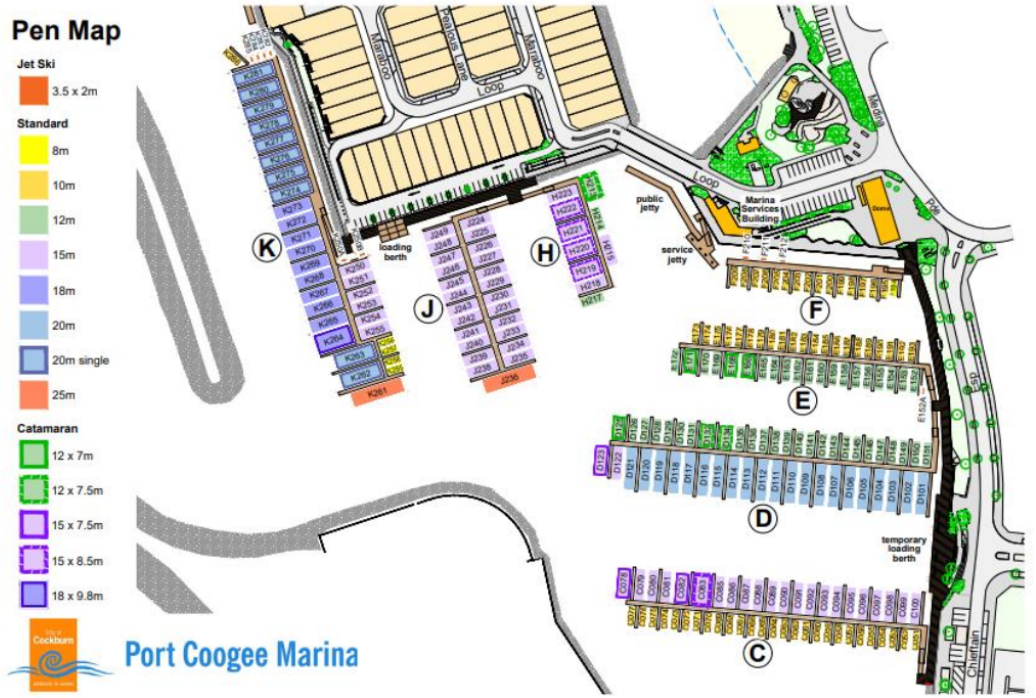
The table below details the mix of pen sizes and waitlist information. There is a large number of 10, 12 and 15 metre pens in the mix, with the highest demand on the waitlist (56 entries) for 15-metre pens.

## Pen Size Mix & Waitlist*

| PEN SIZE | # OF PENS | WAITLIST ENTRIES | WAITLIST OPEN? |
|---|---|---|---|
| **Jet Ski** | 10 | 5 | Yes |
| **8m** | 5 | 21 | No |
| **10m** | 64 | 29 | No |
| **12m** | 41 | 33 | No |
| **12m cat** | 6 | 18 | No |
| **15m** | 53 | 56 | No |
| **15m cat** | 8 | 20 | No |
| **16m** | 1 | 6 | Yes |
| **18m** | 9 | 11 | Yes |
| **18m cat** | 1 | 1 | Yes |
| **20m** | 31 | 11 | Yes |
| **25m** | 1 | 13 | Yes |
| **30m** | 1 | 11 | Yes |

*Source: City of Cockburn*
**Note: Waitlist Information is as at April 2025.*

## Port Coogee Marina Pen Map




*Source: City of Cockburn.*

# PROJECT BACKGROUND AND PURPOSE | EXISTING FACILITY

Port Coogee Marina is a well-established facility offering a range of amenities and services. In order to expand the current facility, understanding various operational and experimental attributes is essential. These attributes provide valuable insights into the functionality and user experience of the marina.

Adjacent is an overview of the existing attributes, followed by a discussion of the key findings derived from these attributes.

## Existing Facility Attributes

| ATTRIBUTE | FURTHER INFORMATION | KEY FINDINGS |
|---|---|---|
| **Opening Hours** | ▪ Mon-Fri: 8:30AM-4:30PM<br>▪ Sat-Sun: Closed<br>▪ Public Holidays: Closed | ▪ Opening hours accommodate a wide range of boating activities and user schedules. |
| **Facilities** | ▪ Public Jetty<br>▪ Fuel and Sullage Facility<br>▪ Marina Services Building<br>▪ Marina lounge & laundry | ▪ Marina facilities offered enhances the user experience and attracts more boaters. |
| **Services** | ▪ Power<br>▪ Water<br>▪ Lighting<br>▪ WIFI<br>▪ Secure access<br>▪ Dock trolleys | ▪ Services meet the varied needs of marina users, ensuring a convenient and enjoyable experience. |
| **Car Parking** | ▪ 29 Parking Areas | ▪ Marina offers numerous public car parking areas. Although the parking areas comply with broader standards, the pen holders have requested more secure overnight parking. |
| **User Profile** | ▪ 36% of users live in North Coogee<br>▪ 60% of users live within the site's 10km radius<br>▪ 40% of users live outside of the site's 10km radius | ▪ Majority of users are locals, residing within a 10km radius of the marina. |
| **Usage** | ▪ Max capacity 90% occupancy as at May 2025<br>▪ Goal to achieve maximum occupancy level (95%+) | ▪ Marina is well utilised, with a reasonable waitlist for all pen sizes. |
| **Rental Arrangements** | ▪ Annual Permanent Licence (12 months or 2 years)<br>▪ Short Stay Licence – 1 night to 2 months (depending on availability) | ▪ The marina's rental arrangements ensure it meets the diverse requirements of its users. |
| **Financial Performance** | ▪ Operational surplus after depreciation and marina replacement contribution was $625,595 (surplus) for 2023-24 financial year. | ▪ The marina is in a sound financial position. |
| **Staffing** | ▪ 3 FTE (Marina Manager, Operations Coordinator, Marina Experience Officer)<br>▪ 1 Casual - 30 hours per fortnight (Marina Technical Officer) | ▪ There is potential to employ additional staff to enhance quality of services provided. |
| **Community Survey (2019)** | ▪ Survey from the Stage 3 Expansion revealed 77% of respondents strongly agreed that, "[they] would like to see the Marina expanded"<br>▪ "More parking" was mentioned to improve the marina | ▪ The survey indicates marina expansion and additional parking is supported by the community. |

*Source: City of Cockburn*

# PROJECT BACKGROUND AND PURPOSE | PREVIOUS EXPANSION PROPOSALS

Port Coogee Marina has been a focal point of development and expansion over the years, with significant expansion proposals put forward in both 2010 and 2019. These proposals aimed to enhance the marina's capacity and facilities, ensuring it meets the growing demand of the community and visitors. However, the pens delivered for each stage were less than what was proposed, as shown in the adjacent table.

**Stage 1 & 2 Business Case**

The first business case for the Port Coogee Marina development, written by MP Rogers & Associates in 2010, explored two primary options which were formulated by Sinclair Knight Mertz in 2006. After thorough consideration, Option A was preferred. Despite slightly over-representing 10 metre boat sizes, it provided a realistic distribution of boat sizes that would be utilised and offered better value when compared to Option B over first 20 years of operation. Ultimately, 150 pens were delivered in these stages.

**Stage 3 & 4 Business Case**

By 2019, the needs and vision for Port Coogee Marina had evolved, with growing demand for more pens prompting a new business case with updated options. In this Business Case, Option 2 was chosen as the preferred option. It successfully met the target for a majority of 15m berths and increased the average pen size from 12.7m to 14.3m, better accommodating the needs of larger vessels and enhancing the marina's overall capacity. In the end, 70 pens were delivered in stage 3.

**Previous Expansion Proposals for Port Coogee Marina Expansions**

| STAGE | OPTION | NUMBER OF PENS | ADDITIONAL INFORMATION | PENS DELIVERED | SOURCE |
|---|---|---|---|---|---|
| 1 & 2 | Option A | 300 pens<br>• 14 x 8m<br>• 121 x 10m<br>• 85 x 12m<br>• 57 x 15m<br>• 1 x 16m<br>• 22 x 20m | • Slightly over-represents 10m boat size<br>• Provides a realistic distribution of boat sizes that would be consumed<br>• Offers slightly better return when compared to Option B | • Total: 150 | Port Coogee Marina – Layout Investigations & Preliminary Business Case, MP Rogers & Associates, 2010 |
| 1 & 2 | Option B | 261 pens<br>• 4 x 8m<br>• 82 x 10m<br>• 80 x 12m<br>• 69 x 15m<br>• 26 x20m | • Well balanced in terms of distribution of pens sizes<br>• A lot less pen sizes when compared to Option A<br>• Less short-term / visitor berths | N/A | Port Coogee Marina – Layout Investigations & Preliminary Business Case, MP Rogers & Associates, 2010 |
| 3 & 4 | Option 1 | 107 pens<br>• 5 x 10m<br>• 2 x 11m<br>• 2 x 12m<br>• 3 x 14m<br>• 53 x 15m<br>• 1 x 16m<br>• 13 x 18m<br>• 27 x 20m<br>• 1 x 30m | ▪ Pen mix for stages 3 and 4.<br>▪ Majority of pens are adjacent to Maraboo Island<br>▪ Layout makes efficient use of the available berthing space, however, it is not well-aligned with the prevailing strong south-west wind direction. | N/A | Port Coogee Marina Expansion Business Case, International Marina Consultants. 2019 |
| 3 & 4 | Option 2 | 103 pens<br>• 5 x 10m<br>• 1 x 12m<br>• 3 x 14m<br>• 53 x 15m<br>• 1 x 16m<br>• 11 x 18m<br>• 27 x 20m<br>• 1 x 22m<br>• 1 x 30m | ▪ Pen mix for stage 3 and 4.<br>▪ Pen size mix meets target majority of 15m berths<br>▪ Increases overall marina average pen size from 12.7m to 14.3m. | ▪ Stage 3: 70 | Port Coogee Marina Expansion Business Case, International Marina Consultants. 2019 |

*Sources: MP Rogers & Associates; International Marina Consultants Pty Ltd; City of Cockburn*

Preferred Option

# PROJECT BACKGROUND AND PURPOSE | PREVIOUS EXPANSION STAGES DELIVERED

**Stages Delivered Map**




*Source: Nearmap*



# 02

# PROJECT NEED

# PROJECT NEED | DEFINED CATCHMENT

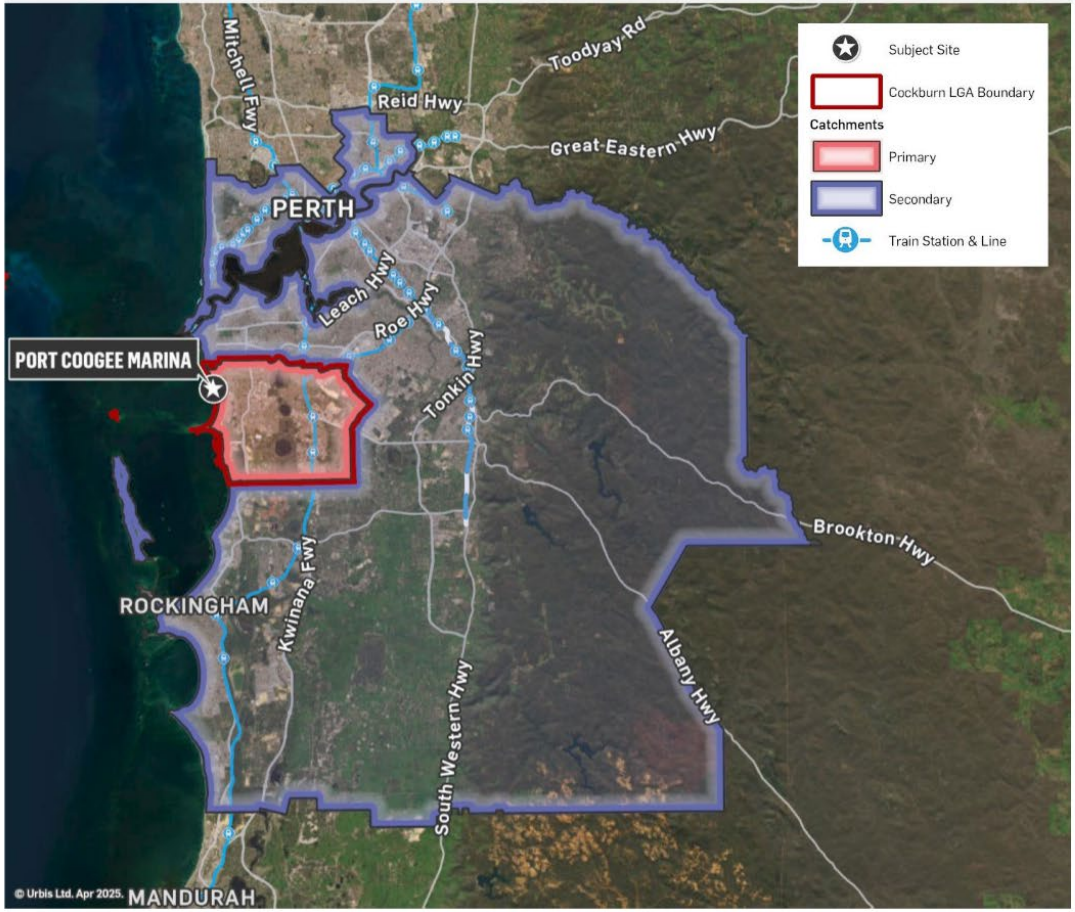
The map adjacent depicts the catchment that was defined for the proposed expanded facility. The catchment was based on the following:

- Place of residence of current users;
- Resident populations; and
- Travel times.

The City of Cockburn Local Government Area (LGA) was selected as suitable for the primary study area after analysis of membership data. Coastal suburbs up to Scarborough were included in the secondary study area due to the above.

Demand from as far south as Rockingham is prevalent due to the high count of residents with boats, exacerbated by the lack of facilities south of Cockburn until Mandurah.

**Catchment Area Map**



# PROJECT NEED | CATCHMENT DEMOGRAPHICS

Residents living within the Primary and Secondary Study Areas both have incomes and per capita incomes that are higher than that of Greater Perth.

The average age of the study area is below Greater Perth, more so in the Primary catchment. Data shows slightly higher concentrations of young to middle-aged adults, and slightly lower proportions of retirees.

Reflective of the younger demographic, there is a higher proportion of employed people in the Primary study area and more households with a mortgage.

The above suggest residents in the primary study area have less disposable income. Coupled with the younger demographic, the primary may expect to see less demand for boating, as majority of boat owners are in the higher age brackets (approx. 47% in Coogee). However, trends have emerged of the younger generation of middle-aged (around 46 years) entering the market post-COVID[1].

Furthermore, the State Government has recently published new population projections for the City of Cockburn. These projections are detailed on the next page.

**Key Demographic Characteristics of Catchment Area**

| | CITY OF COCKBURN (PRIMARY) | SECONDARY | GREATER PERTH |
|---|---|---|---|
| **Income:** | | | |
| Average Household Income | $127,300 | $128,400 | $125,900 |
| Average Per Cap. Income | $49,842 | $51,360 | $48,700 |
| **Gender:** | | | |
| Male | 49% | N/A | 49% |
| Female | 51% | N/A | 51% |
| **Age Distribution:** | | | |
| Aged 0-14 | 19% | 18.6% | 19% |
| Aged 15-24 | 12% | 12.3% | 12% |
| Aged 25-39 | 24% | 22.7% | 22% |
| Aged 40-54 | 21% | 19.6% | 20% |
| Aged 55-64 | 11% | 11.1% | 11% |
| Aged 65+ | 13% | 15.6% | 16% |
| Average Age | 37.5 | 38.5 | 38.6 |
| **Labour Force:** | | | |
| Status – employed | 69% | 65% | 65% |
| Status – unemployed | 3% | 4% | 4% |
| Status - not in the labour force | 27% | 31% | 31% |
| White collar occupation | 68% | 71% | 69% |
| Blue collar occupation | 32% | 29% | 31% |
| **Diversity:** | | | |
| Australian Born | 64% | 62% | 62% |
| Overseas Born | 36% | 38% | 38% |
| **Housing Tenure:** | | | |
| Owned Outright | 27% | 30% | 29% |
| Owned with a Mortgage | 48% | 41% | 43% |
| Rented | 26% | 30% | 27% |

NOTE: Numbers Rounded

[1] *www.marinadockage.com – Introducing a Younger Generation to the World of Boating*

# PROJECT NEED | POPULATION FORECASTS

Significant population growth in the City of Cockburn could potentially drive increased need for boat pens in the municipality.

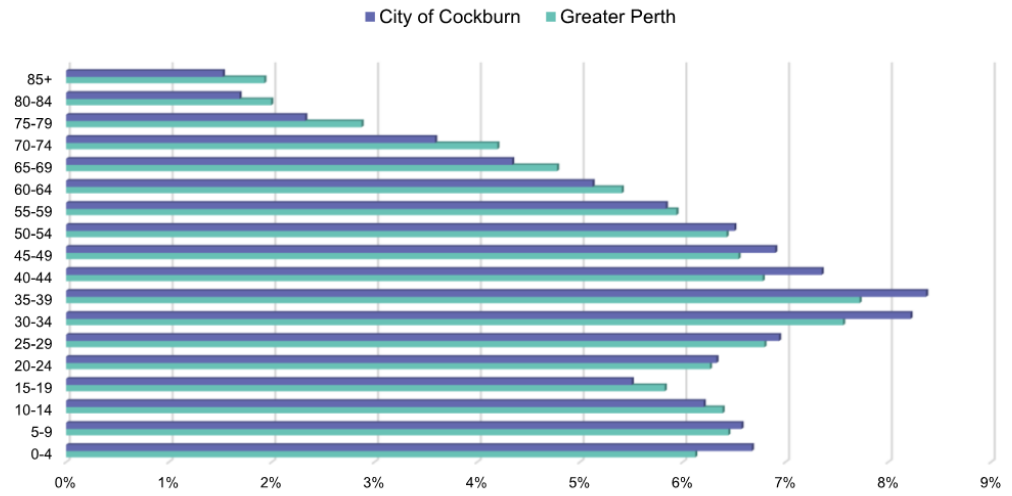
As at 2024, the City of Cockburn has 135,150 residents. The number of residents is forecast to increase by an average of 2.3% p.a. between 2024 and 2036, with 178,010 residents expected to reside in the City.

WA Tomorrow data indicates that the age structure of the City will slightly change across the 2024-2036 period. The growth of the population aged 0-19 is expected to be the weakest, averaging 1.32% p.a. and growing by a total of 5,770 residents over the period. Conversely, there is a large increase of 13,570 residents aged 60+ over the period, averaging 3.73% growth p.a. The slight shift to an older population suggests an increased need for boat pens, given the increase in leisure time experienced by retired residents.

**Population Forecasts, City of Cockburn, 2024-2036**

| POPULATION (NO.)* | YEAR | | | | CHANGE |
|---|---|---|---|---|---|
| Residents | 2024 | 2026 | 2031 | 2036 | 2024 to 2036 |
| City of Cockburn | 135,150 | 142,720 | 158,370 | 178,010 | 42,860 |
| Aged 0 – 19 | 34,000 | 34,850 | 36,820 | 39,780 | 5,770 |
| Aged 20 – 39 | 40,880 | 42,680 | 46,930 | 53,190 | 12,300 |
| Aged 40 – 59 | 35,670 | 37,460 | 41,760 | 46,880 | 11,210 |
| Aged 60 + | 24,590 | 27,730 | 32,870 | 38,160 | 13,570 |

**Population Age Structure 2021, City of Cockburn vs Greater Perth**




*Source: ABS Census 2011-2021, forecast i.d, Western Australian Planning Commission, Urbis*

# PROJECT NEED | STAKEHOLDER ENGAGEMENT

The nature of this project means that buy-in and participation from key stakeholders is essential for the Port Coogee Marina expansion to be successful and to maximise the desired positive community outcomes.

Targeted engagement was undertaken for this business case in order to better understand the demand for pens from the local community, broader catchment area and wider state. This information was used to inform the options. Engagement was undertaken with the following stakeholders:

- Department of Transport;
- City of Cockburn;
- Frasers Property;
- Marina and Yacht Clubs;
- Commercial Cruise Operator; and
- Boat pen users.

The table on the right identifies key stakeholders and their potential roles in the delivery of this project.

## Key Stakeholder Roles

| STAKEHOLDER | POTENTIAL ROLES / OPPORTUNITIES |
|---|---|
| **Department of Transport** | • **Regulatory Oversight**: Ensure compliance with maritime regulations and safety standards.<br>• **Environmental Management**: Oversee environmental impact assessments.<br>• **Benchmarking**: Provide an overview of other competitive marinas and boat harbours, including pricing, facilities, and services, to help maintain competitive standards and identify areas for improvement. |
| **City of Cockburn** | • **Economic Development**: Promote the marina expansion as a catalyst for local economic growth, attracting tourism and investment.<br>• **Planning and Approvals**: Facilitate the necessary planning approvals and permits required for the expansion.<br>• **Infrastructure Development**: Collaborate on the development of supporting infrastructure, such as roads, utilities, and public amenities. |
| **Frasers Property** | • **Partnership Opportunities**: Engage in partnerships to provide services and amenities that complement the marina, such as retail, dining, and recreational activities.<br>• **Marketing and Promotion**: Collaborate on marketing initiatives and community events to attract visitors and promote the marina as a premier destination. |
| **Marina and Yacht Clubs** | • **Benchmarking**: Provide an overview of other competitive marinas and boat harbours, including pricing, facilities, and services, to help maintain competitive standards and identify areas for improvement. |
| **Commercial Cruise Operator** | • **Passenger Transportation**: Provide safe, reliable, and enjoyable transportation services for passengers between various destinations.<br>• **Tourism Promotion**: Promote local attractions and experiences, contributing to the growth of the tourism industry in the regions they serve.<br>• **Economic Contribution**: Generate economic benefits for local communities through passenger spending on accommodations, dining, shopping, and activities. |
| **Boat Pen Users** | • **Marina Users Input**: Participate in consultation processes to provide feedback and suggestions, ensuring the expansion meets gaps at the marina, ensuring the expansion benefits the boat pen users. |

# PROJECT NEED | CONSULTATION RESULTS

The themes emerging from stakeholder consultation included:

- Tourism Attraction;
- Rottnest Island Ferry Service / Public Jetty;
- Pen Size; and
- Services / Infrastructure.

Each of these areas presents unique opportunities to shape a thriving, accessible and sustainable marina environment for residents and visitors alike.

Adjacent, the summary findings for each theme are detailed, reflecting the collective vision and feedback from the engaged stakeholders.

## Consultation Results Summary

| | INSIGHTS AND MARKET UNDERSTANDING | CHALLENGES AND CONSTRAINTS |
|---|---|---|
| **TOURISM ATTRACTION** | • Port Coogee Marina is a significant asset for the City in driving the visitor economy. Opportunity to promote marina with boutique commercial activities.<br>• Future tavern, short stay accommodation, restaurants/cafes, apartments earmarked for vacant development sites adjacent to Stage 4 marina expansion.<br>• Unique offering compared to Fremantle, Rockingham and Rottnest Island. | • Parking constraints will be exacerbated with additional pens (users plus guests) and extra requirements if there were plans for a commercial Rottnest Island service.<br>• Market conditions dictate when building will take place. Uncertainty of timeframe as Frasers Property is exiting WA and selling the balance of the estate.<br>• Potential noise complaints from residents on increased commercial activities. |
| **POTENTIAL ROTTNEST ISLAND FERRY SERVICE / PUBLIC JETTY** | • Potential to make Port Coogee Marina a destination with a public jetty attracting day trippers to the area.<br>• Potential to expand services to Garden Island once AUKUS commence around 2027.<br>• Potential place activation at Port Coogee Marina with potentially up to 200 passenger per Rottnest Island ferry service. | • Would require minimum 100 carparking bays for passengers (all day). Public transport route will need to be coordinated. Consider pedestrian and traffic congestion.<br>• Involves City financial assistance to ensure initial commercial viability of service. Demand analysis need to factor in Fremantle terminal is only 15 minutes away.<br>• Minimum boat size is 35m. To ensure viability, 35m would be required, therefore existing pens would need to be removed to cater for the ferry. |
| **PEN SIZE** | • All marinas have a waitlist which indicate a strong demand. Between Port Coogee Marina, Fremantle Sailing Club and Mandurah Ocean Marina, there are 144 on the waitlist for 8m-12m boat pens. A large percentage of pen sizes at neighboring marinas are 12m and under, identifying a requirement for 12m+ boat pens. | • Pens for vessels 12m and under should be recommended due to current channel width from Jetty C, consideration for tight navigation.<br>• To cater for 15m vessels, approximately 3 boat pens from Jetty C would have to be removed to widen the channel width. |
| **SERVICES / INFRASTRUCTURE** | • Facilities provided are at industry standard and users are satisfied.<br>• Opportunity for providing a Jib crane for maintenance tasks on vessels.<br>• Potential commercial equipment kiosk could be leased out from the lower level of Marina Office. | • Waste management would need to improve, current bins fill up fast.<br>• Increase security measures – cameras, gated entry, lighting.<br>• Potential commercial lease space (3m x 4m) currently used by the Community Association, lacks street exposure. |

# PROJECT NEED | COMPETITOR BENCHMARKING

**Port Coogee's current pen mix is expansive and diverse when compared to similar facilities. There are also no substantial gaps in the on and off-shore facilities provided when benchmarked against competing locations, as the marina has a majority of them.**

By comparing these marinas to the current offerings of Port Coogee Marina, features and services that can be incorporated into its expansion are identified. Additionally, industry norms and minimum service requirements have been extracted from this analysis and are shown on the following page.

It is important to note that the current construction of Ocean Reef Marina in Ocean Reef (approx. 37 km north from Port Coogee) is expected to deliver substantial future supply and could compete with Port Coogee Marina depending on their pricing. The proposed Wanliss St Marina in Rockingham (approx. 20 km south of Port Coogee) proposal in 2018, fell through and state government recently in February 2025 went out for an Expression of Interest campaign to seek interest from marina developers however there was low interest.

Ultimately, the competition analysis has revealed the following advantages and disadvantages of the current Port Coogee Marina, which are outlined in the adjacent table.

## Comparative Facilities – Pen Sizes & Mix

| | PORT COOGEE MARINA | COCKBURN POWER BOATS | FREMANTLE SAILING CLUB | FREMANTLE FISHING BOAT HARBOUR | MANDURAH OCEAN MARINA | STH OF PERTH YACHT CLUB | PIER 21 MARINA | AQUARAMA MARINA | OCEAN REEF MARINA (UNDER CONSTRUCTION) | WANLISS ST MARINA (PROPOSED) |
|---|---|---|---|---|---|---|---|---|---|---|
| **Number of Pens** | 231 | 50 | 712 | 209 | 425 | 473 | 176 | 210 | Circa 500-600 | 2018 proposal: 500 |
| **Pen Sizes & Mix*** | 10 x Jet Ski (4%)<br>5 x 8m (2%)<br>64 x 10m (28%)<br>47 x 12m (20%)<br>61 x 15m (26%)<br>1 x 16m (0%)<br>10 x 18m (4%)<br>31 x 20m (13%)<br>1 x 25m (0%)<br>1 x 30m (0%) | 5 x 9m (13%)<br>26 x 12m (67%)<br>8 x 15m (21%)** | 274 x 10m (39%)<br>231 x 12m (33%)<br>139 x 15m (20%)<br>2 x 16m (0%)<br>5 x 16.5m (1%)<br>42 x 18m (6%)<br>13 x 21m (2%)<br>4 x 25m (1%)** | 6 x 11m (3%)<br>21 x 12m (10%)<br>66 x 15m (32%)<br>33 x 18m (16%)<br>69 x 20m (33%)<br>4 x 22m (2%)<br>6 x 24m (3%)<br>1 x 30m (0%)<br>1 x 35m (0%)<br>2 x 40m (1%) | 22 x 8m (5%)<br>47 x 9m (11%)<br>98 x 10m (23%)<br>141 x 12m (33%)<br>71 x 15m (17%)<br>5 x 16m (1%)<br>23 x 18m (5%)<br>20 x 20m (5%) | 5m – 25m | 7m – 24m<br>Note: Marina will be closed from July 25 for 2 years for redeve-lopment | 52 x 9.5m (29%)<br>73 x 12m (41%)<br>3 x 13m (2%)<br>35 x 15m (20%)<br>15 x 17m (8%)** | TBC | TBC<br>Note: Feb 2025 EOI for new developer. Low interest. |

**Note: Catamaran and multihull pens have been combined with same pen sizes.*
***Note: Urbis estimate, gaps in data.*

## Competitive Advantages / Disadvantages of Port Coogee Marina

| ADVANTAGES | DISADVANTAGES |
|---|---|
| • Expansive pen mix with a variety of pen sizes<br>• Equipped with essential service facilities to ensure convenience and functionality<br>• Located near popular destinations: Coogee Beach, Rottnest, Garden and Carnac Islands | • Median number of pens offered<br>• Lower catchment area population |

# PROJECT NEED | COMPETITOR BENCHMARKING

## Comparative Facilities – Additional Information

| | PORT COOGEE MARINA | COCKBURN POWER BOATS | FREMANTLE SAILING CLUB | FREMANTLE FISHING BOAT HARBOUR | MANDURAH OCEAN MARINA | SOUTH OF PERTH YACHT CLUB | PIER 21 MARINA | AQUARAMA MARINA |
|---|---|---|---|---|---|---|---|---|
| **On-Water Facilities** | | | | | | | | |
| • Fuel | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| • Sullage | ✓ | ✓ | ✓ | ✓ | ✓ | x | x | x |
| • Public Jetty | ✓ | ✓ | x | ✓ | ✓ | x | x | ✓ |
| **On-Shore Facilities** | | | | | | | | |
| • Car Parking | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| • Shower | ✓ | ✓ | ✓ | x (Planned) | ✓ | ✓ | ✓ | x |
| • Toilets | ✓ | ✓ | ✓ | x (Planned) | ✓ | ✓ | x | x |
| • Food & Beverage Outlets | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| • Accommodation | x | x | x | ✓ | ✓ | x | ✓ | x |
| **Local Demographics*** | | | | | | | | |
| • Population | 3.7K | 5.3k | 9.3K | 9.3k | 8.8K | 7.2K | 3.9K | 7.8K |
| • Median Age | 46 | 47 | 41 | 41 | 50 | 44 | 48 | 44 |
| **Local Economy Catalyst Impact** | Medium | Low | Medium | Medium | Medium | Low | Medium | Medium |
| **Site Navigational Accessibility** | High | High | Medium | Medium | Medium | Medium | Low | Medium |
| **Proximity to Destination Locations** | High | Low | High | High | High | Medium | Medium | Medium |
| **Occupancy Rates** | 90% (Max Capacity) | 100% | 95%** | 100%*** | 81% | N/A | 100% | 95%**** |
| **Waitlists** | Yes | N/A | No | Yes | Yes | Yes | Yes | Yes |

** Source: ABS Quickstats, 2021. Note: Demographics data relates to suburb facility is located within.*
*** Note: Occupancy based on vacant listings as at 17th April 2025.*
**** In reference to long term vacancies.*
**** Note: Occupancy as at 2021.*

# PROJECT NEED | PRICING

Overall, the current pricing appears to be competitive based on the level of services and amenity provided at Port Coogee Marina.

The table adjacent details the annual fees by pen size for the subject site and competing marinas.

Examining marina rates is essential for maintaining Port Coogee's competitive edge. This analysis not only ensures that the marina's rates are in line with other facilities but also provides valuable insights for pricing additional pens.

Currently, a majority of Port Coogee's pens are priced in line with Cockburn Power Boats and Fremantle Fishing Boat Harbour pens. Otherwise, the pens are priced above Mandurah Ocean Marina and well below Fremantle Sailing Club, Pier 21 Marina and Aquarama Marina.

## Comparative Facilities – Annual Fees by Pen Size

| PEN SIZE | PORT COOGEE MARINA | COCKBURN POWER BOATS | FREMANTLE SAILING CLUB | FREMANTLE FISHING BOAT HARBOUR* | WANLISS ST MARINA (PROPOSED) | MANDURAH OCEAN MARINA | STH OF PERTH YACHT CLUB | PIER 21 MARINA | AQUARAMA MARINA** |
|---|---|---|---|---|---|---|---|---|---|
| **Jet Ski** | $3,445 | - | - | - | N/A | - | - | - | - |
| **8** | $5,488 | $5,950 (-8%) | - | - | N/A | $4,869 (13%) | - | - | - |
| **10** | $6,910 | - | $8,322 (-17%) | - | N/A | $6,086 (14%) | - | - | $6,360 (9%) |
| **12** | $8,331 | $7,930 (5%) | $9,978 (-17%) | $8,598 (-3%) | N/A | $7,304 (14%) | - | - | $10,470 (-20%) |
| **15** | $10,797 | $10,570 (2%) | $12,462 (-13%) | $10,748 (0%) | N/A | $9,130 (18%) | - | - | $13,440 (-20%) |
| **16** | $11,707 | - | $13,290 (-12%) | - | N/A | - | - | - | - |
| **18** | $13,462 | - | $14,946 (-10%) | $12,897 (4%) | N/A | $10,956 (23%) | - | $19,668 (-32%) | $16,320 (-18%) |
| **20** | $15,128 | - | - | $14,330 (6%) | N/A | $12,173 (24%) | - | $21,840 (-31%) | - |
| **23** | $19,070 | - | - | - | N/A | - | - | $27,276 (-30%) | - |
| **25** | $21,902 | - | - | $17,913 (22%) | N/A | - | - | - | - |
| **30** | $27,787 | - | - | $21,495 (29%) | N/A | - | - | - | - |

** Note: Annual fee prices are based on a fee per metre, per month with an additional annual rates levy.*
*** Note: Annual fee prices have been recorded in the nearest length available.*

# PROJECT NEED | MIX DEMAND

Port Coogee Marina offers a variety of pen sizes, from jet ski docks to 30m vessels, catering to a wide range of boating needs. There are currently 231 private pens and the variety makes it a popular choice for both casual sailors and serious mariners.

Occupancy rates are high, reflecting the marina's prime location and excellent facilities. This strong demand has led to many pens being fully occupied and a growing waitlist, highlighting the marina's reputation and desirability.

Due to physical constraints, the analysis focused on 10, 12, and 15-metre pens for the Stage 4 expansion. The study found that an even split among these sizes is most suitable based on current availability and occupancy. This balanced approach ensures the marina can continue to meet diverse needs, providing ample space for various boat sizes. Aligning the expansion with existing demand patterns will help maximise occupancy rates for the life of the infrastructure and maintain high service levels.

## Port Coogee Marina Pen Mix, Occupancy & Waitlist

| PEN SIZE | PEN COUNT | PEN OCCUPANCY | WAITLIST OPEN? | WAITLIST ENTRIES |
|---|---|---|---|---|
| **Jet Ski** | 10 | 84% | Yes | 5 |
| **8m** | 5 | 100% | No | 21 |
| **10m** | 64 | 99.0% | No | 29 |
| **12m** | 41 | 99.7% | No | 33 |
| **12m cat** | 6 | 100% | No | 18 |
| **15m** | 53 | 95.6% | No | 56 |
| **15m cat** | 8 | 99.2%* | No | 20 |
| **16m** | 1 | 100% | Yes | 6 |
| **18m** | 9 | 61.6% | Yes | 11 |
| **18m cat** | 1 | 100% | Yes | 1 |
| **20m** | 31 | 65.1% | Yes | 11 |
| **25m** | 1 | 100% | Yes | 13 |
| **30m** | 1 | - | Yes | 11 |

*Source: City of Cockburn.*
**Note: Average applied.*

## Port Coogee Marina Pens Grouped (10-15m)

| PEN GROUP | AVAILABLE | OCCUPIED | PEN OCCUPANCY | WAITLIST ENTRIES |
|---|---|---|---|---|
| **10m** | 64 | 64 | 100% | 29 |
| **12m** | 47 | 47 | 100% | 51 |
| **15m** | 61 | 61 | 100% | 76 |

*Source: City of Cockburn.*

# PROJECT NEED | BOATING TRENDS

Over the past five years, Australia has seen notable changes in the lengths of boats, reflecting evolving preferences and trends in recreational boating. The most significant growth has been in the Personal Watercraft (PWC) category (i.e. jet ski), which surged by 33.7%. This increase highlights the rising popularity of these versatile and agile watercraft.

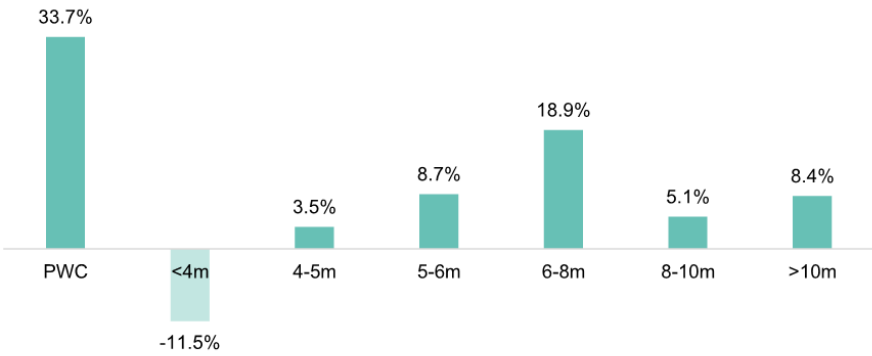
In contrast, boats under 4 metres experienced a decline of 11.5%. This reduction suggests a shift away from smaller vessels, possibly due to a growing preference for larger, more capable boats that offer greater comfort and utility.

Boats in the 4-5 metres range saw a modest increase of 3.5%, indicating steady interest in this size category. Meanwhile, the 5-6 metre segment grew by 8.7%, reflecting a stronger demand for mid-sized boats.

The 6-8 metres category experienced a significant rise of 18.9%, the second-highest growth after PWCs. This trend points to a preference for boats that offer more substantial capabilities and amenities, suitable for longer trips and a variety of water activities.

Boats in the 8-10 metre range saw a 5.1% increase, showing a steady interest in larger vessels that provide more comfort and advanced features. Finally, boats over 10 metres grew by 8.4%, indicating a robust market for boats greater than 10 metres in size.

**Australia - Change In Boat Length Over 5 Years (2019-24)**




*Source: Boating Industry Association*

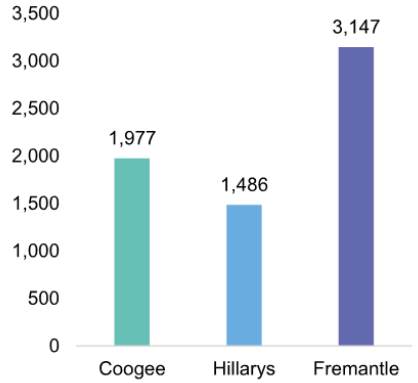
# PROJECT NEED | VESSEL REGISTRATIONS

Vessel Registrations data provided by the Department of Transport for Coogee, Hillarys and Fremantle, has revealed the following:

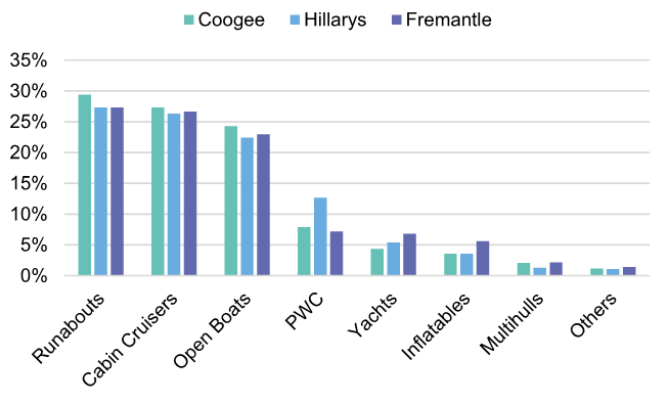
- A large proportion of vessels registered in Coogee are for runabouts, cabin cruisers and open boats.
- Most vessels (94%) registered in Coogee and the surrounding areas were for 10 metres and below.
- Registrations for vessels above 20 metres are relatively low in Coogee and the competing towns.
- Vessels in Coogee are primarily held by those aged 55-64.

These registrations ultimately indicate demand for pens around 10 metres in length for use by residents in Coogee and surrounds.

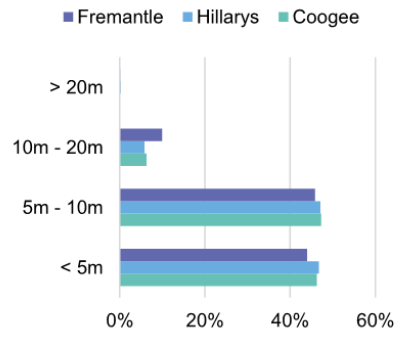
## Vessel Registrations by Area



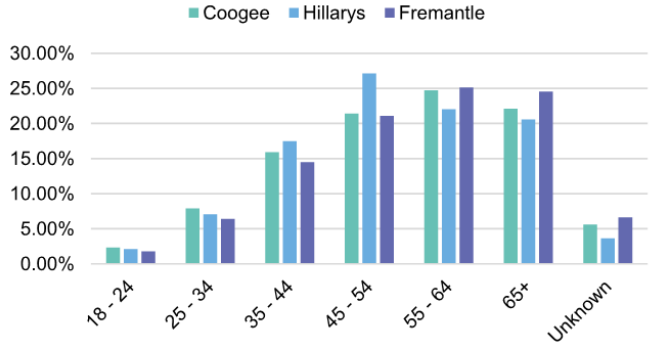

## Vessel Registrations by Type




## Vessel Registrations by Length




## Vessel Registrations by Age




*Source: Department of Transport*

# PROJECT NEED | CONSTRAINTS, RISKS AND OPPORTUNITIES

In order to enhance the marina's operations and user experience, the current facility's constraints, risks and opportunities were explored.

These insights and recommended actions are crucial for guiding the marina's stage 4 expansion, overall long-term success and community satisfaction.

## Precinct Constraints, Risks & Opportunities

| CONSTRAINT | EXPLANATION | RECOMMENDED ACTIONS |
|---|---|---|
| **Lack of dedicated car parks** | Easily accessible and sufficient car parks for marina patrons are an essential component of a marina facility. Car parking must be closely located and secure, given that vehicles may be parked unattended for multiple days. The addition of boat pens and thus increased patronage of the marina increases the need for dedicated parking. | ▪ Expand existing parking facilities<br>▪ Review plans for additional parking |
| **Limited on-shore amenities** | The addition of boat pens and thus increased use of marina facilities may require the expansion of onshore amenities and larger/more bins for waste disposal. | ▪ Assess current and future amenity needs<br>▪ Upgrade waste disposal storage or increase waste collection days |
| **RISK** | | |
| **Marina competition** | Competition from other marinas poses a risk to the occupancy of Port Coogee Marina. The State Government has recently sought for a marina developer for a new marina at Rockingham, which may capture existing or potential patrons who reside south of North Coogee. Ocean Reef Marina has also just commenced however it is located 43 km north. | ▪ Enhance marina facilities and services<br>▪ Develop unique selling points<br>▪ Increase marketing and promotion |
| **Community objection** | Objections from the community may hinder the approval of additional boat pens. A prominent issue raised in community consultations is the need for appropriate car parking, as well as ensuring the marina onshore area is a community asset and can be enjoyed by all. | ▪ Offer community benefits<br>▪ Consult with community |
| **OPPORTUNITY** | | |
| **Competitive pricing** | Boat owners have been identified as being highly sensitive to price. In 2018 a rental increased implemented at the Department of Transports (DoT) Marinas saw a 13% reduction in their occupancy. Conduct annual pricing reviews of neighbouring marinas to ensure pen holders receive value for money for the services and facilities provided, thereby maintaining high occupancy rates. | ▪ Maintain competitive pricing<br>▪ Enhance customer experience |
| **Demand for boat pens** | There is strong demand for boat pens, with high occupancy rates across marinas in the Perth metropolitan region. Vessel registrations in the Southern Metropolitan area of Perth is forecast to increase from 26,798 in 2018 to around 37,600 by 2036. To meet the resulting rising demand for boat pens, the DoT recommended that Port Coogee Marina develop up to 150 additional boat pens between 2018-2036, as per their Recreational Boating Facilities Study Review 2019, of which only 70 have been built to date. | ▪ Accelerate development plans<br>▪ Secure funding and approvals<br>▪ Promote the expansion |

*Source: Urbis, Department of Transport:*



# 03

# OPTIONS ANALYSIS

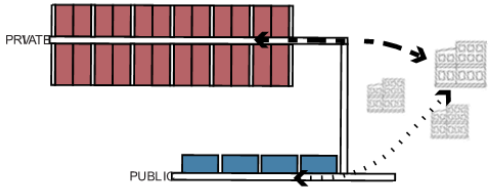
# OPTIONS ANALYSIS | DESIGN PRINCIPLES

The following design principles outlined informed the options on the following pages.



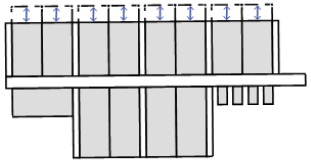
## A Great Experience for Everyone

An accessible, safe, and easy-to-use marina for everyone. The design will feature clear, simple pathways for boats and users, ensuring a great experience for both private pen holders and public visitors.




## A Vibrant Community Hub

Through close collaboration with the City, the expansion will offer both accessible public day-use pens and secure berths. This balanced access is made even more appealing by the marina's location, which is just a short walk from the Port Coogee commercial and retail precinct, inviting visitors to enjoy the local shops and cafes and fostering a vibrant community atmosphere.



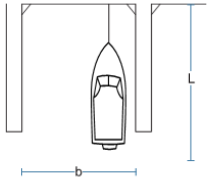
## A Proactive Design for a Sound Investment

A design guided by robust research. By carefully studying local market and community trends, every design decision – from the overall layout to the specific mix of pen sizes – has been evidence-based. This data driven approach ensures we build what people need, securing high occupancy, future adaptability, and a strong, financially viable asset for the City.



## Built with Care for our Coast

The expansion will be built sustainably, using environmentally responsible materials and methods. This commitment ensures we create a durable, high-quality facility that serves the community while protecting and respecting our unique coastal environment.




## Smart Design & Compliance

Ensuring all aspects of the marina's design and construction strictly adhere to relevant Australian Standards, particularly AS 3962 for marina design. This commitment to technical excellence guarantees a safe, durable, and high-quality facility that meets all regulatory requirements and reflects industry best practice.

# OPTIONS ANALYSIS | LONG LIST OPTIONS OVERVIEW

Stage 4 of the Port Coogee Marina expansion explored the potential to involve the following components:

- additional secure pens;
- a public jetty; and
- a commercial Rottnest Island ferry service.

An opportunities and needs workshop was conducted to evaluate several development options for this final expansion, which are outlined in the tables adjacent.

A site assessment was conducted to identify key challenges, opportunities, and potential risks, which influenced the design options. The key considerations outlined are:

1. Optimising the jetty configuration to provide maximum boat pens in the restricted waterways for the Stage 4 expansion.
2. The existing configurations of adjacent Jetty C pens.
3. The small water space in which the seawall impacts the minimum channel width, which must adhere to the standard of 1.5 times the boat length, limiting pen size to a maximum of 15 metres.
4. Balancing the removal of existing pens, which is necessary to achieve an optimal mix of pen sizes.
5. The length of commercial vessels influences the channel width.
6. The public jetty must provide infrastructure for community use.
7. There is a need to accommodate the increasing demand for jet ski pens.

Following the workshop, 8 private pen configurations were evaluated in a multi-criteria assessment to short list two potential options. (See Appendix A)

Ultimately, Option 2 and 5C were short-listed for assessment to determine the preferred option for the Stage 4 expansion.

Other options such as 3A, 3B and 4 were not prioritised due to factors such as:

- The low financial benefit of including only one pen size;
- The feasibility uncertainty associated with operating a ferry service at this point in time; and
- Potential safety concerns surrounding the movement of a ferry service in the marina.

**Options Summary – Private Pen Configuration**

| OPTIONS | JET SKI | 8M | 10M | 12M | 15M | 20M | PUBLIC JETTY | FERRY SERVICE |
|---|---|---|---|---|---|---|---|---|
| Option 1 | | | ■ | | | | ■ | |
| Option 2 | | | ■ | ■ | | | ■ | |
| Option 4 | | | | | | ■ | | |
| Option 5 | ■ | | | | ■ | | | |
| Option 5A | ■ | | ■ | ■ | ■ | | ■ | |
| Option 5B | ■ | ■ | ■ | ■ | ■ | | ■ | |
| Option 5C | ■ | | ■ | ■ | ■ | | ■ | |
| Option 6 | | ■ | | | ■ | | | |

*Source: Urbis*

**Options Summary – Ferry Configuration**

| OPTIONS | JET SKI | 8M | 10M | 12M | 15M | 20M | PUBLIC JETTY | FERRY SERVICE |
|---|---|---|---|---|---|---|---|---|
| Option 3A (Ferry) | | | | | | | ■ | ■ |
| Option 3B (Ferry) | | | | | | | ■ | ■ |

*Source: Urbis*

# OPTIONS ANALYSIS | ASSESSMENT APPROACH

The two options were assessed against assessment criteria to determine which option best achieves the objectives of this project.

Key considerations included:

- **Social / community benefits:** benefits expected to be supported by the increase in available pens and additional infrastructure;
- **Design life flexibility:** ensure a variety of pen sizes to meet changing demands and future-proof the marina.
- **Economic benefits:** boost local economy through increased visitor spending and activation.
- **Risk:** create a safe marina environment, minimising hazards and vessel conflicts.
- **Financial return:** achieve financial sustainability by balancing net revenue with capital costs, benefitting the City.

## Assessment Criteria

| | CRITERION | DESCRIPTION |
|---|---|---|
|  | **Social / Community Benefits** | Provide social and community benefits that cater to the diverse needs of the community marina users (number of net additional pens and public jetty spaces). |
|  | **Design Life Flexibility** | Provides diverse mix of pens to accommodate evolving demand and future-proof the marina (ability to cater to different boat sizes). |
|  | **Economic Benefits** | Support visitor expenditure and activation and generates a positive economic multiplier effect (local visitor expenditure impact). |
|  | **Risk** | Provide a safe marina environment and minimise risks and hazards for all users (relative risk of vessel conflict and accidents). |
|  | **Financial Return** | Provide a financial return that benefits the City, ensuring sustainable financial viability (net revenue versus capital cost). |

*Source: Urbis*

# OPTIONS ANALYSIS | ASSESSMENT FINDINGS

Each option was assessed against the assessment criteria and a score of 1 (low) to 5 (high) was given against each criterion, with the higher the score the better the alignment of the option with the criterion.

The overall score was based off the criteria and assigned weightings. The higher weighting was given to design life flexibility and financial returns.

The total score was used to determine the preferred option.

**Option 5C** is the preferred option over Option 2 for several reasons. It offers better social and community benefits, enhanced design life flexibility, stronger economic benefits, improved safety, and better financial returns.

Firstly, Option 5C maximises the ability to cater for a larger variety of vessel sizes (up to 15 metres). In contrast, Option 2 caters up to 12 metres, which lacks the same level of adaptability.

Both options include aluminum gangways and a public jetty, but the diversified pontoon lengths in Option 5C allow for a more tailored approach to berthing arrangements. This makes Option 5C a more attractive and practical solution for the marina's expansion, better meeting the needs of its users.

Additional information on Option 5C meeting the assessment criterion best is outlined adjacent.

The concept plan for Option 5C is on the next page (and Option 2 can be seen in Appendix B)

## Assessment Summary

| ASSESSMENT CRITERION | WEIGHTING | OPTION 2 | OPTION 2 DESCRIPTION | OPTION 5C | OPTION 5C DESCRIPTION |
|---|---|---|---|---|---|
| **Social / Community Benefits** | **15%** | **4** | More private pens however less variety in size, 3 berths at public jetty provide moderate benefits. | **4.5** | Less private pens however more berths at public jetty (4 in total), enhancing recreational facilities. |
| **Design Life Flexibility** | **30%** | **3** | Pen mix (up to 12m) offers limited flexibility and future-proofing. | **4.5** | Varied pen mix (up to 15m) ensure flexibility and future-proofing. |
| **Economic Benefits** | **15%** | **2** | Lower capacity and infrastructure attract fewer visitors, offering moderate economic benefits. | **2** | Lower capacity and infrastructure attract fewer visitors, offering moderate economic benefits. |
| **Risk** | **10%** | **3** | Moderate safety and management of berthing spaces enhance safety. | **3** | Moderate safety and management of berthing spaces enhance safety. |
| **Financial Return** | **30%** | **4** | Balanced return - higher potential revenue, though accompanied by higher construction costs. | **4** | Balances revenue with costs, achieving financial sustainability through lower construction expenses despite generating lower revenue. |
| **Overall Score** | | **3.3** | | **3.8** | |

*Source: Urbis*

# OPTIONS ANALYSIS | RECOMMENDED CONCEPT PLAN OPTION 5C

The recommended concept plan Option 5C is characterised by 32 private pens (see below mix), aluminum gangways and a combination of three floating jetty pontoons:

- 32.5m x 2.5m
- 10m x 2.5m
- 75.7m x 2.5m

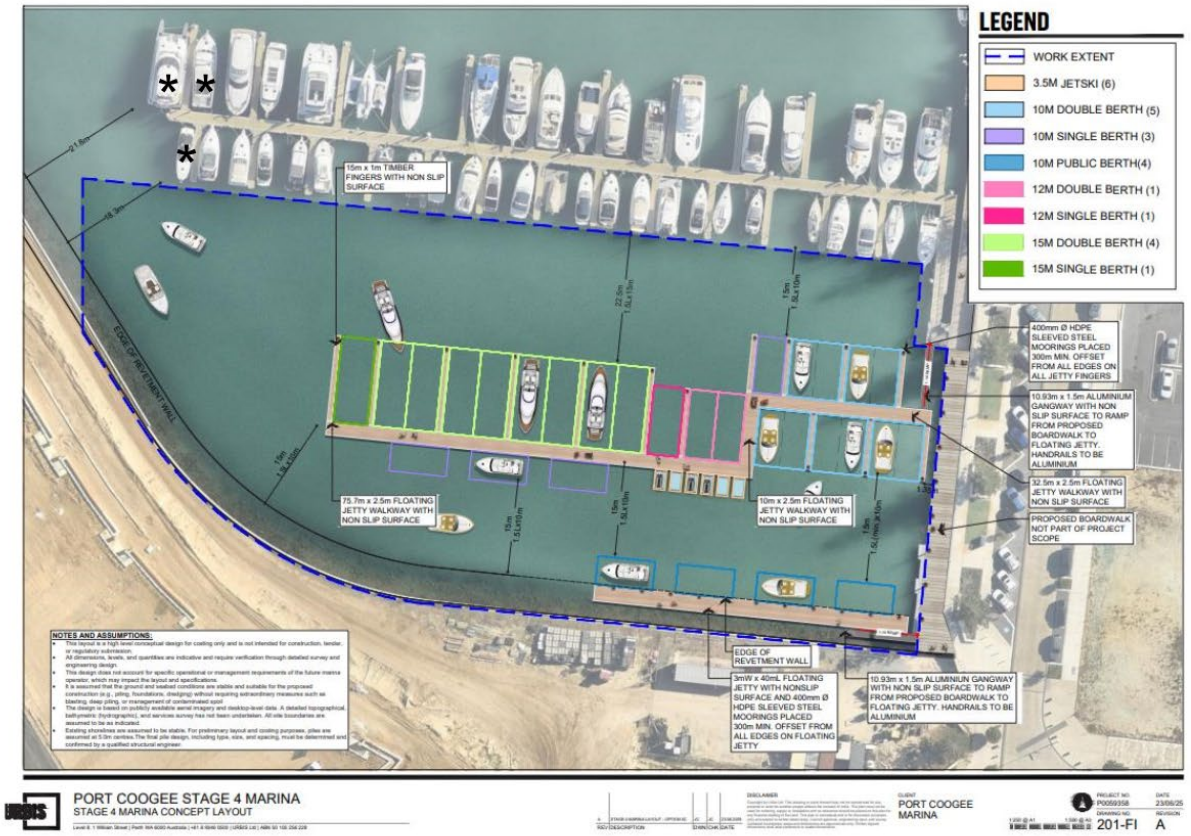
To the south, there is a public jetty offering 4 berths for 10m vessels.

To cater for Option 5C, 2 to 3 pens may need to be removed from Jetty C (this has been factored into the financial analysis).

## Option 5C Pen Size Mix

| PEN SIZE | NUMBER OF PENS |
|---|---|
| **Jet Ski** | 6 |
| **10m – double (5)** | 10 |
| **10m – single** | 4 |
| **12m – double (1)** | 2 |
| **12m – single** | 1 |
| **15m – double (4)** | 8 |
| **15m - single** | 1 |
| **Total** | **32** |
| **10m – public** | 4 |

## Option 5C Concept Plan




*Source: Urbis*

** Asterix denotes pens to be removed from Jetty C*



# 04

# BUDGET AND FUNDING STRATEGY

# BUDGET AND FUNDING STRATEGY | BUDGET SUMMARY

The total budget estimated to design and construct option 5C for the Stage 4 expansion of Port Coogee Marina is estimated as $4.1 million (ex GST) under a P90 estimate (Source: Trinacria Consulting). This cost allows a risk factored contingency of $680,300 above the base case estimate (i.e. 20% contingency cost).

The difference between the Base Case Estimate and the P90 estimate reflects the total risk allocation, encompassing both inherent and contingent risks. Inherent risks are tied to uncertainties in measured items and assumptions, such as quantities, productivity rates, and prices. Contingent risks involve unmeasured items that may or may not impact project costs, like extreme weather or unexpected heritage issues. The P90 estimate is a risk profile scenario using the Monte Carlo simulation to determine probabilistic cost estimates, with the P90 estimate commonly used for budgeting. This figure can be refined after detailed design or with contractor input.

These cost estimates allow for cost escalation (6%), incorporate a range of sub-categories (shown adjacent in table) and are subject to the exclusion of the temporary mooring for contractor floating plant (i.e. piling barge assumed to be moored at Port Coogee Marina overnight during construction phase).

Full cost can be found in Appendix C.

**Ongoing Viability and Sustainability**

Following practical completion, the City will be responsible for the ongoing maintenance of the Stage 4 expansion. The City will assess and undertake required maintenance as per the City's asset management policies, and fund and budget upgrades as required through its annual budget processes. An allowance of 1% of capital cost has been allowed in the budget.

## Estimated Capital Costs

**$3.4M**
Base Estimate (ex GST)

**$4.1M**
**P90 Estimate (ex GST)**

*Source: Trinacria Consulting*

## Capital Cost Sub-Categories

| SUB-CATEGORY |
|---|
| Preliminaries |
| Jetty & Abutment Works |
| Services (Water, Lighting, Power Supply, Fire Fighting) |
| Public Jetty |
| Miscellaneous Items |
| Engineering & Project Management |
| Allowance for Escalation |

# BUDGET AND FUNDING STRATEGY | FUNDING STRATEGY

The stage 4 marina expansion (excluding the public jetty) could be funded through a loan from the WA Treasury Corporation. This approach is deemed most suitable for the following reasons:

- The Stage 4 expansion and the broader Port Coogee Marina are shown to provide significant economic and social benefits to the local community and the state's economy.
- The expansion of the Port Coogee Marina aligns with various City strategies.
- The expansion of the marina has already been recognised as a key project for the City to pursue.

## Funding Options Assessment

| FUNDING OPTION | ASSESSMENT FINDINGS |
|---|---|
| **City Reserves** | ▪ There is considered to be insufficient existing municipal reserves of this magnitude to cover the cost of the marina expansion.<br>▪ Required to be utilised to fund the public jetty. |
| **Western Australian Treasury Corporation (WATC) Loan** | ▪ The WATC provides relatively low cost debt financing to local councils in Western Australia.<br>▪ There is a risk of being too highly geared, which would impact on further debt financing needs and future infrastructure investment, in which case pressure for rate rises and/or spending cuts may be evident.<br>▪ There is potential for higher long term interest rates due to higher debt burden which would limit future investment.<br>▪ Additional revenue could be used to help service debt interest and repayments.<br>▪ There are opportunities for alternative loan terms (e.g. 10, 15 and 20 years). |
| **External Grant Funding** | ▪ External funding opportunities are competitive in nature and generally have explicit requirements which may not be compatible with the project.<br>▪ There are limited grant funding opportunities available and none directly aligned to this stage 4 expansion.<br>▪ The public jetty, due to its recreational nature, could receive up to 75% funding through a successful submission to the Department of Transport for a Recreational Boating Facilities Scheme grant. |


05
FINANCIAL ANALYSIS

# FINANCIAL ANALYSIS | OPTION 5C

Based on the proposed mix of pens for Option 5C, we conducted a financial analysis comparing different loan terms and interest rates. Adopted assumptions include:

- **Project Timing**: The project expansion and loan commencement are set to start in FY 28. Following this, revenue and expenditure for stage 4 are projected for FY 29 onwards, when the marina is expected to be operational.
- **Loan Amount**: P90 estimates from the QS have been used for the loan scenario, accounting for the total project cost deducted by detailed design fees (assumed to be paid in FY 26 and 27) and public jetty costs*.
- **Revenue:** Revenue includes existing berth marina income (net 3 pens lots from Jetty C in FY29 $28,781) and additional income anticipated from the stage 4 marina expansion, with an assumed annual escalation of 5%. Occupancy rate assumptions are FY 29 @85%, FY30 @85%, FY31 @90%, FY 32 @95%, FY 33+ @97%.
- **Operating Expenses**: Staffing costs, materials and contracts, utilities and internal recharging are assumed to increase and escalated at 5% each year.
- **Maintenance Cost**: Based on QS advice, 1% of the construction cost is assumed annually for maintaining the new stage 4 marina from FY 29 and escalated at 5% each year.
- **Contributions**: The Net Operating Income (NOI) includes contributions for depreciation, replacement, and a marina expansion loan up to FY 43.

With revenue support from the existing marina, the cumulative position across the 15 and 20 loan term options is expected to support the annual debt servicing amount each year. However, the 10 year loan term presents a more aggressive approach and is anticipated to encounter a negative cumulative position during entire term. (See appendix D for full cashflow)

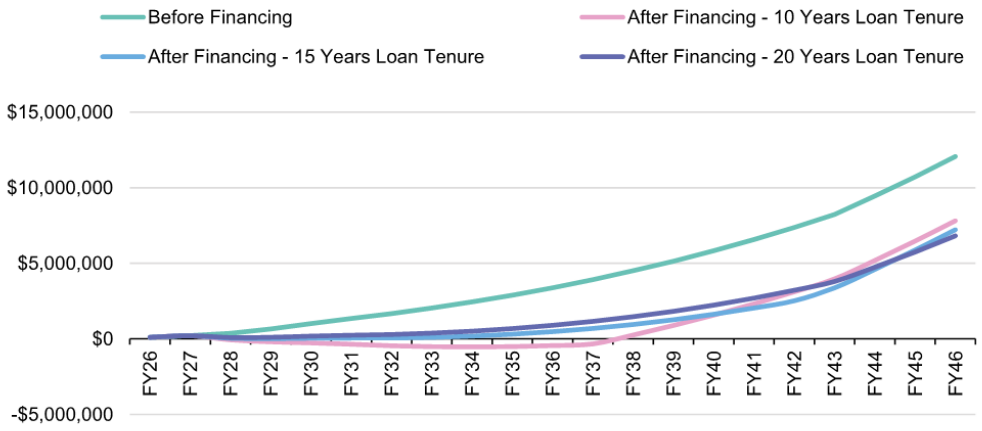
*Note: The public jetty construction cost of $497,618 has been excluded from the loan amount (as outlined in section 4).

## Debt Funding Cost Assumptions

| | 10 Years | 15 Years | 20 Years |
|---|---|---|---|
| Loan Amount | $3,406,461 | $3,406,461 | $3,406,461 |
| Loan Term (years) | 10 | 15 | 20 |
| Interest Rate | 4.60% | 5.00% | 5.30% |
| Start Date | 1-Jul-27 | 1-Jul-27 | 1-Jul-27 |
| | | | |
| Debt Amount | $3,406,461 | $3,406,461 | $3,406,461 |
| Total Amount Spent on Interest | $849,754 | $1,442,393 | $2,125,417 |
| Total Interest and Principal Payment | $4,256,215 | $4,848,854 | $5,531,878 |
| Annual Debt Servicing Amount (Principle+Interest) | $425,621 /pa | $323,257 /pa | $276,594 /pa |

*Source: City of Cockburn, Urbis*

## After Financing Cumulative Position of Current and Stage 4 Marina




*Source: Urbis*



# 06

# ECONOMIC ANALYSIS

# ECONOMIC ANALYSIS | ONGOING ECONOMIC AND EMPLOYMENT BENEFITS

A high level socio-economic analysis of the expanded marina has been developed based off Option 5C. This assessment estimated the economic value of the expanded marina at approximately $3 million per annum, which is $400,000 more annually than the marina operating as business as usual.

This estimate is based on a review of the economic, social and environmental contribution of the aforementioned expansion at Port Coogee Marina.

The **expanded Marina** will provide the following economic contribution:

- **On-site employment** – **6** jobs (3 full-time and 3 part-time / casual).

It is important to note that the monetised benefits exclude the public jetty and associated visitor expenditure this would support.

### Estimated Economic Value Assumptions

The economic value of a boat pen is measured as an estimate of the recreational value created per boat per day. Following a review of relevant literature, the value per day per boat was estimated at USD$69.34. This value was taken from research by the American Water Resources Association. This number is adjusted to allow for inflation and exchange rate. The number of boat pens at the final built out marina is assumed to be 8 public and 260 private. Boat usage per year for the boats that are stored at Port Coogee is estimated to be 20%.

### Estimated Annual Economic Value – Business As Usual Marina



**$2.6M**
Economic Benefit



**4**
Jobs

*Sources: Urbis, American Water Resources Association, Department of Transport*

### Estimated Annual Economic Value – Expanded Marina



**$3M**
Economic Benefit

+$400K



**6**
Jobs

*Sources: Urbis, American Water Resources Association, Department of Transport*

# ECONOMIC ANALYSIS | ADDITIONAL ECONOMIC AND SOCIAL DEVELOPMENT BENEFITS

Expanding the number of pens and facilities at Port Coogee Marina presents a valuable opportunity to enhance both the social and economic landscape of the area. By increasing marina capacity, the community can enjoy a range of benefits that contribute to a vibrant and thriving local environment.

Key advantages include those shown in the adjacent tables, which are also summarised below:

**Economic Benefits:**

- **Local Business Growth:** Stimulates demand for nearby businesses.
- **Property Value Increase:** Enhances the attractiveness of nearby properties.
- **Tourism Revenue:** Increases spending in the local area.

**Social Benefits:**

- **Enhanced Community Engagement:** Serves as a hub for recreational facilities.
- **Increased Recreational Opportunities:** Promotes a healthy, active lifestyle.
- **Tourism Attraction:** Draws more visitors, boosting local tourism.

By investing in the expansion of Port Coogee Marina, the community stands to gain significant social and economic rewards, fostering a more dynamic and prosperous future.

## Economic Benefits

| BENEFIT | DESCRIPTION |
|---|---|
| **Local Business Growth** | Increased marina capacity can drive demand for local businesses, including restaurants, shops, and marine services, stimulating the local economy. |
| **Property Value Increase** | Enhanced marina facilities can increase the attractiveness of nearby properties, potentially raising property values and local tax revenues. |
| **Tourism Revenue** | Attracting more visitors to the marina can boost spending in the area, contributing to overall economic growth and sustainability. |

## Social Benefits

| BENEFIT | DESCRIPTION |
|---|---|
| **Community Engagement** | Enhanced marina facilities can serve as a hub for community activities, fostering social interaction and a sense of community. |
| **Recreational Opportunities** | More pens and improved facilities provide greater access to recreational boating, promoting a healthy, active lifestyle. |
| **Tourism Attraction** | A well-equipped marina can attract tourists, boosting local tourism and providing residents with more leisure options. |

# 07

# IMPLEMENTATION PLANS



# IMPLEMENTATION PLANS | PROJECT PLAN

The key milestones and anticipated timeframes are outlined at a high level to facilitate the project's delivery.

Key future tasks include:

- Endorsement of this business case;
- Commitment of funding to the Stage 4 Expansion;
- Ongoing engagement with stakeholders;
- Technical investigations and detailed design;
- Site works approvals/contract procurement and award; and construction of preferred option.

## Key Milestones

| MILESTONE | TIMING | MAY 25 | JUN 25 | JUL 25 | AUG 25 | SEP 25 | OCT 25 | NOV 25 | DEC 25 | JAN 26 | FEB 26 | MAR 26 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Preparation of Business Case | | ■ | ■ | | | | | | | | | |
| Draft Business Case | | | | ■ | ■ | | | | | | | |
| Caretaker Period | | | | | | ■ | ■ | | | | | |
| Public Consultation | | | | | | | | ■ | ■ | | | |
| Business Case Endorsed | | | | | | | | | | | ■ | |
| Corporate Planning Cycle | FY26 | | | | | | | | | ■ | ■ | ■ |
| Detailed Design | FY26 to FY27 | | | | | | | | | | | |
| Delivery | FY28 | | | | | | | | | | | |
| Operational | FY29 | | | | | | | | | | | |

# IMPLEMENTATION PLANS | RISK MANAGEMENT PLAN

To guide the effective risk management, a preliminary risk identification process has been undertaken as part of this project plan. A detailed risk management plan should be developed as part of further project planning.

| ID | RISK CATEGORY | EVENT | CAUSE | CONSEQUENCE | INHERENT RISK ANALYSIS | | | CONTROL ASSESSMENT | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | LIKELIHOOD | CONSEQUENCE | RISK RATING | MITIGATION MEASURES | EFFECTIVENESS |
| 1 | Regulatory | Approvals (e.g. utilities, development, building, environmental) | Miscalculation during planning process<br>Unexpected findings on site | Delay commencement and completion of project | Unlikely | Moderate | Medium | Appropriate studies undertaken prior to approvals process to ensure the state of the site is known.<br>Project manager to liaise with approval authorities at an early stage.<br>Appropriately qualified consultants to undertake studies. | Excellent |
| 2 | Regulatory | Contractor non-compliant with legislation | Mismanagement by builder | Project completion delayed | Unlikely | Moderate | Medium | Periodic audit of contractor's project plan.<br>Contractor documentation fully verified prior to commencement and throughout life of contract. | Good |
| 3 | Procurement | Insufficient responses received | Highly competitive market | Delay commencement and completion of project | Unlikely | Moderate | Medium | Identify potential tenderers with capability to undertake the works prior to initiating project.<br>Undertake tender procurement process at an early stage to ensure sufficient lead time is provided to receive responses and allow successful tenderer to ensure resources will be available when needed. | Excellent |
| 4 | Market | Change in demand | Change in vessel size ownership | Low occupancy rate of pens | Unlikely | Moderate | Medium | Implementing a diverse mix of pens to accommodate varying vessel sizes and evolving demand, thereby future-proofing the marina. The future redevelopment of Stages 1 and 2 in circa 15 years will further mitigate risks and adapt to changing demand. | Excellent |
| 5 | Financial | Inaccurate capital cost estimates | Costs exceeding proposed building costs | Project completion delayed | Possible | Moderate | Medium | Sign contract for construction by set project milestone.<br>Ensure accurate budgets are prepared and subsequently managed by qualified project manager.<br>Capital cost estimate conducted by Quantity Surveyors. | Excellent |
| 6 | Financial | Budget exceeded | Unforeseen building problems incurred | Project completion delayed | Possible | Moderate | Medium | Past and forthcoming expenditure to be reviewed at each project team meeting ensuring it is on budget.<br>Up to date cost estimates obtained.<br>Project to be managed by qualified project manager. | Good |
| 7 | Site/Construction | Poor quality to finished product | Mismanagement by builder | Project needs to be upgraded | Possible | Major | High | Introduce hold points to ensure works meet specification and quality.<br>PM may consider rejection of poor quality of works/materials. | Excellent |
| 8 | Site/Construction | Not meeting project milestones | Miscalculation during planning process | Project completion delayed | Possible | Minor | Medium | Continual review of project and scheduling at project team meetings.<br>Detailed schedule of works to be completed upon appointment of contractor. | Excellent |
| 9 | Site/Construction | Contractors go out of business | External events | Project completion delayed | Possible | Major | High | Due diligence completed during tender process to ensure contractors have proven track record, are financially sound and have the capability to complete works. | Good |
| 10 | Site/Construction | Extreme weather conditions | External events | Project completion delayed | Possible | Minor | Medium | Include contingencies for inclement weather and/dangerous work conditions.<br>Timing of ground works. | Good |
| 11 | Site/Construction | Undue impacts on environmental features | Site environmental features are not adequately assessed | Project completion delayed<br>Meeting approval requirements costly | Unlikely | Minor | Low | Further studies required to assess potential impact on environmental features. | Good |

# 08

# APPENDICES

# APPENDIX A| LONG LIST OF OPTIONS – VERSION 2 MCA

| CRITERIA | CRITERIA WEIGHTING | OPTION 1: 10M PENS PUBLIC JETTY | OPTION 2: 10M + 12M PENS PUBLIC JETTY | OPTION 4: 20M PENS | OPTIONS 5, 5A, 5B, 5C: JET SKIS + 10M +12M + 15M PENS PUBLIC JETTY | OPTION 6: 8M + 15M PENS |
|---|---|---|---|---|---|---|
| Social / Community Benefits | 15% | 5 | 4 | 2 | 4.5 | 3 |
| Design Life Flexibility | 30% | 2 | 3 | 5 | 4.5 | 4.5 |
| Economic Benefits | 15% | 3 | 2 | 1 | 2 | 1 |
| Risk | 10% | 3 | 3 | 3 | 3 | 3 |
| Financial Return | 30% | 4 | 4 | 2 | 4 | 4 |
| Overall Score | | 3.3 | 3.3 | 2.9 | 3.8 | 3.5 |

# APPENDIX B | OPTIONS ANALYSIS | SHORT-LISTED OPTION 2 (NOT PREFERRED)

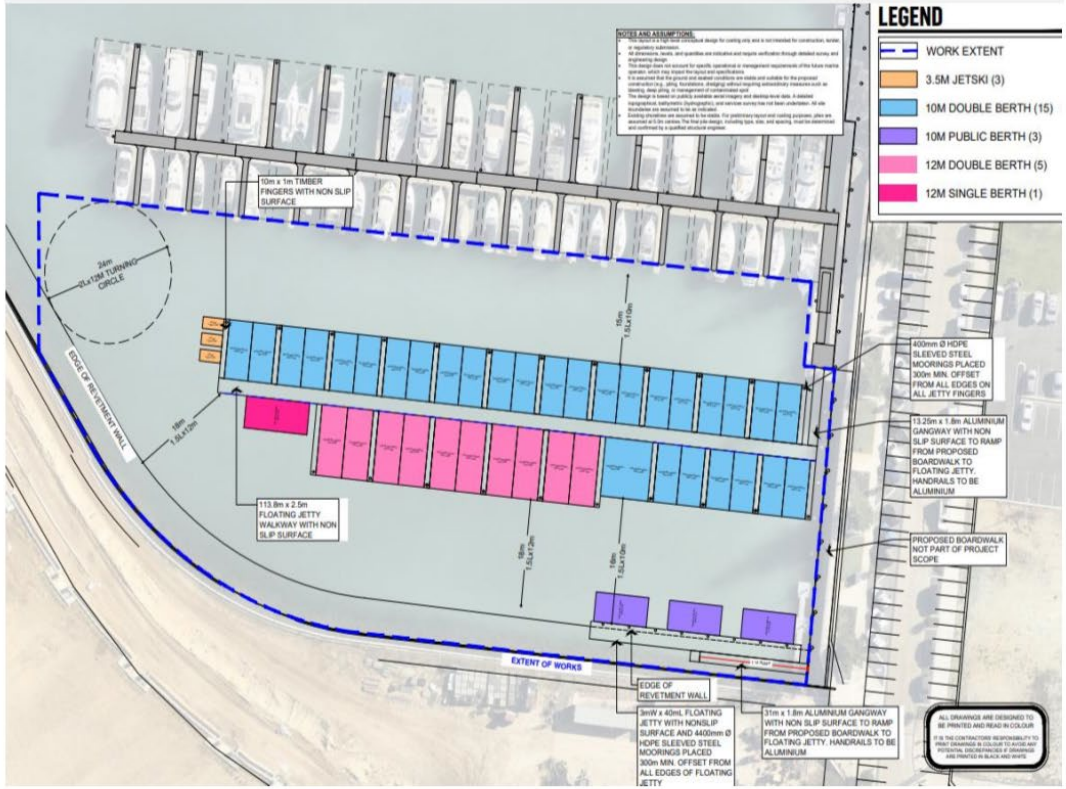
Option 2 is characterised by 44 private pens and a single 113.8m x 2.5m floating jetty pontoon and aluminum gangway.

To the south, there is a public jetty offering 3 berths for 10m vessels.

## Option 2 Pen Size Mix

| PEN SIZE | NUMBER OF PENS |
|---|---|
| **Jet Ski** | 3 |
| **10m – double (15)** | 30 |
| **12m – double (5)** | 10 |
| **12m – single** | 1 |
| **Total** | **44** |
| **10m – public** | 3 |

## Option 2 Plan




*Source: Urbis*

# APPENDIX C| COST ESTIMATES

Port Coogee Marina
Stage 4

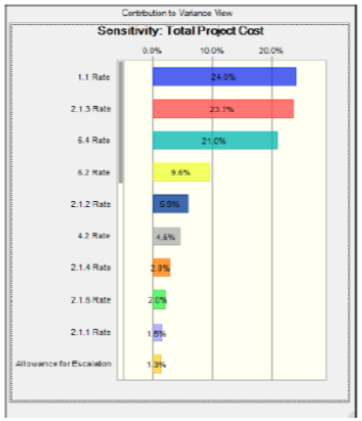
TELINACRIA CONSULTING

| | |
|---|---|
| **Project** | **Port Coogee Stage 4 Marina** |
| **Item** | **Probabilistic Cost Estimate** |
| **Option** | **Option 5C** |
| **References** | **URBIS Drawing SK5C Revision B** |
| **Revision** | **A** |
| **Client** | **URBIS** |
| **Author** | **Nello Siragusa** |
| **Date** | **10/06/2025** |

| Item | Description | Unit | Quantity | | Rate | | Amount | | | Comment |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Best Qty | Worst Qty | Best Rate | Worst Rate | Base Estimate | P50 Estimate | P90 Estimate | |
| **1** | **Preliminaries** | | | | | | | | | |
| 1.1 | Mobilisation/Demobilisation, Insurances, Site Establishment, Insurances, Preparation of Management Plans, Other indirect Costs | Item | 1 | | 353,200 | 706,500 | 353,200 | | | 20% - 30% of Direct Costs<br>Upper limit increased to cover Indirect Cost Increases |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | ***Sub Total Item 1 Preliminaries*** | | | | | | ***353,200*** | ***461,595*** | ***596,909*** | |
| **2** | **Jetty & Abutment Works** | | | | | | | | | |
| ***2.1*** | ***Jetty*** | | | | | | | | | |
| 2.1.1 | Supply and Install Walkway Piles | Ea. | 7 | 8 | 25,610 | 32,013 | 179,270 | | | 406x12.7 CHS Piles Cut off level +3.2 Average length 15m Includes HDPE Sleeve & Bird Cap |
| 2.1.2 | Supply & Install Finger Jetty Piles | Ea. | 14 | | 25,610 | 32,013 | 358,540 | | | Pile productivity assumed 1 pile per day |
| 2.1.3 | Supply and Install Walkway | $m^2$ | 296 | | 2,019 | 3,029 | 597,624 | | | 2.5m wide Walkway |
| 2.1.4 | Supply and Install 15m Fingers | No | 6 | | 33,305 | 49,958 | 199,830 | | | |
| 2.1.5 | Supply and Install 12m Fingers | No | 1 | | 28,436 | 42,654 | 28,436 | | | 0.9m wide Finger Jetty |
| 2.1.6 | Supply and Install 10m fingers | m | 7 | | 26,199 | 39,299 | 183,393 | | | 0.9m wide Finger Jetty |
| 2.1.7 | Supply & Install Gangway | Item | 1 | | 54,700 | 82,050 | 54,700 | | | 13.25 * 1.8m wide Gangway |
| 2.1.8 | Supply and Install Jet ski Dock Block Pens | No | 6 | | 4,500 | 6,750 | 27,000 | | | |
| 2.1.9 | Allowance for abutment Works | Item | 1 | | 5,000 | 7,500 | 5,000 | | | |
| 2.1.10 | Security Gate (Not Required) | Item | | | 8,000 | 12,000 | 0 | | | *Assume No Requirement* |
| | | | | | | | | | | |
| | ***Sub Total Item 2 Jetty & Abutment Works*** | | | | | | ***1,633,793*** | ***1,746,176*** | ***1,896,652*** | |
| **3** | **Services** | | | | | | | | | |
| ***3.1*** | ***Water*** | | | | | | | | | |
| 3.1.1 | Supply & lay 40 mm Water Main from existing supply main at the abutment | m | 120 | 144 | 100 | 200 | 12,000 | | | |
| | | | | | | | | | | |
| ***3.2*** | ***Lighting*** | | | | | | | | | |
| 3.2.1 | Supply and Install Solar Powered Lights to Jetty | No | 4 | 5 | 8,000 | 12,000 | 32,000 | | | Solar Powered Lighting Assumed |
| | | | | | | | | | | |
| **3.3** | **Power Supply** | | | | | | | | | |
| 3.3.1 | Switchboard | Item | 1 | | 50,000 | 75,000 | 50,000 | | | |
| 3.3.2 | LV Retic from abutment | m | 120 | | 250 | 375 | 30,000 | | | |
| 3.3.3 | Allowance for Service pillars on jetties | No | 13 | | 4,500 | 6,750 | 65,000 | | | |
| | | | | | | | | | | |
| **3.4** | **Fire Fighting** | | | | | | | | | |
| 3.4.1 | Supply and install Booster station on shore | Item | - | | 13,000 | 19,500 | 0 | | | Check if required |
| 3.4.2 | Supply & Install 150 mm Fire main | m | 120 | 144 | 250 | 375 | 30,000 | | | Assume water service available at abutment |
| 3.4.3 | Supply & Install Hydrants | No | 4 | | 4,000 | 6,000 | 16,000 | | | |
| 3.4.4 | Supply & Install Hose Reels & Cabinets | No | 4 | | 3,500 | 5,250 | 14,000 | | | |
| 3.4.5 | Allowance for Valves & Fittings | Item | 1 | | 20,000 | 30,000 | 20,000 | | | |
| 3.4.6 | Allowance for CCTV | Item | 1 | | 10,000 | 15,000 | 10,000 | | | |
| | | | | | | | | | | |
| | ***Sub Total Item 3 Services*** | | | | | | ***279,000*** | ***301,206*** | ***322,389*** | |

# APPENDIX C| COST ESTIMATES (CONT.)

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **4** | **Public Jetty** | | | | | | | | | |
| 4.1 | Supply and Install Piles | No. | 4 | 5 | 23,748 | 29,685 | 94,992 | | | 356x12.7 CHS Piles 15m long |
| 4.2 | Supply and Install Floating Walkway | $m^2$ | 120 | | 2,019 | 3,029 | 242,280 | | | 3m wide x 40m long |
| 4.3 | Supply and Install Landing Pontoon | $m^2$ | 5 | | 2,019 | 3,029 | 10,095 | | | |
| 4.4 | Supply and Install Gangway | Item | 1 | | 54,700 | 82,050 | 54,700 | | | 13.25 * 1.8m wide Gangway |
| 4.5 | Allowance for Dive team to remove rocks for pile driving | Days | 2 | | 5,000 | 7,500 | 10,000 | | | |
| | ***Sub Total Item 4 Public Jetty*** | | | | | | ***412,067*** | ***442,371*** | ***497,618*** | |
| **5** | **Miscellaneous Items** | | | | | | | | | |
| 5.1 | Allowance Navigation Beacons | No | 1 | 2 | 5,000 | 7,500 | 5,000 | | | |
| 5.2 | Allowance for Traffic Management (Land & Water) | Item | 1 | | 15,000 | 30,000 | 50,000 | | | |
| | ***Sub Total Item 5 Miscellaneous Items*** | | | | | | ***5,000*** | ***7,968*** | ***10,606*** | |
| | ***Total Direct Costs*** | | | | | | ***2,354,860*** | ***2,512,718*** | ***2,670,759*** | |
| **6** | **Engineering & Project Management** | | | | | | | | | |
| 6.1 | Geotechnical Investigations -(Not Required) | Item | 1 | | 0 | 0 | 0 | | | |
| 6.2 | Design | Item | 1 | | 117,700 | 147,125 | 117,700 | | | 5% of Direct Costs |
| 6.3 | Environmental Approvals (Excluded from Estimate) | Item | 1 | | 0 | 0 | 0 | | | Excluded from estimate |
| 6.4 | Planning, Project Management & Contract Administration | Item | 1 | | 423,900 | 506,680 | 423,900 | | | 15% of Direct Costs |
| 6.5 | Notice to Mariners & Project Signs | Item | 1 | | 5,000 | 10,000 | 5,000 | | | |
| 6.6 | Environmental & Heritage Monitoring | Item | 1 | | 50,000 | 75,000 | 50,000 | | | |
| | ***Sub Total Item 6 Engineering & Project Management*** | | | | | | ***596,600*** | ***655,300*** | ***744,262*** | |
| **7** | **Allowance for Escalation** | | | | | | | | | |
| 7.1 | Allowance for Escalation | Item | 1 | | 6% | 10% | 141,292 | | | |
| | ***Sub Total Item 7 Allowance for Escalation*** | | | | | | ***141,292*** | ***200,602*** | ***241,978*** | |
| | ***Total Project Cost*** | | | | | | ***3,445,952*** | ***3,847,843*** | ***4,126,204*** | |
| | Risk Based Contingency | | | | | | | 12% | 20% | |




**Exclusions**
Business Case Expenses
Temporary Mooring for Contractor Floating Plant

Prepared By
Nello Siragusa
Trinacria Consulting

Page 1 of 1

# APPENDIX C| COST ESTIMATES (CONT.)

Trinacria Consulting

Port Coogee Stage 4

Basis of Cost Estimate June 2025

## General

The estimates are based on URBIS Concept Drawings SK2 and SK5C - Port Coogee Stage 4 Marina Concept Option 2 and Option 5C,

Rates for similar work in the metropolitan region have been used.

The current contracting environment is still strong due to many projects being brought forward by both the Government and the private sector as a COVID measure and the reported shortage of skilled trades. In recent times (post COVID) transport costs have risen due to increases in fuel prices. The cost of steel and aluminium has increased by up to 50%, when compared to pre-COVID rates, this has also been exacerbated by the rise in shipping costs although steel costs have come off slightly in recent times.

## Preliminaries

Contractor Preliminaries and indirect costs including, mobilization/demobilization, office overheads, insurances, management plans etc. and normally in the range of 20% to 30% of direct costs. For this estimate a lower band of between 15% and 30% has been used as there are several competent local contractors in this industry capable of executing the work.

## Marine Infrastructure

Steel Piles for jetties have been based on a supply rate of $3,000 per tonne. The pile layout is based on the client preference for no independent rear mooring piles between double pens. Piles sizes are assumed to be 406 x 12.5mm CHS sections for the pen system and 355x12.7mm CHS for the public jetty. It is possible that following the detailed design some pile sizes may be reduced slightly.

Floating jetty pontoons and aluminium gangways have been based on a unit rate for fabrication of $1,800/m^2$ plus delivery and installation. The gangway has been costed on a width of 1.8m as shown on the drawings, however this may reduce to 1.5m at the detailed design phase.

Contractor daily costs including floating plant and labour have been costed at $12,000 per day.

## Services

All pens will be supplied with power and water via a service pedestal – one pedestal shared between two pens. It has been assumed that adequate power and water supply will be available at the abutment. Rates for services based on Rawlinsons and recent DoT and RIA projects in Fremantle, Hillarys and Rottnest Island.

# APPENDIX C| COST ESTIMATES (CONT.)

## Risk Management

Risk has been considered for both quantities and rates.

Where quantities which could vary due to inaccuracies in estimates or due to latent conditions, these have been assigned a risk profile by selecting a suitable statistical distribution for the best and worst estimate quantities. In this instance a Weibull distribution was used with a bias toward the best estimate quantity as shown in Figure 1 below.

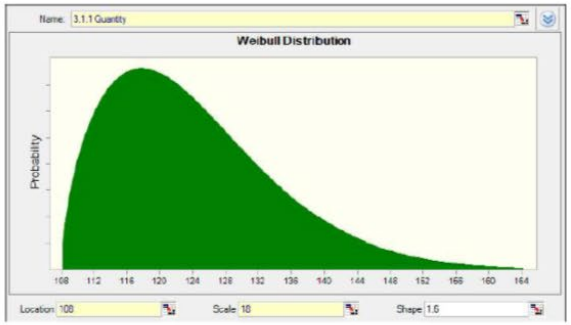



*Figure 1: Example Distribution where quantity may vary - in this case the length of water main.*

Similarly for rates, those activities which may vary rates due to complexities, latent conditions or lack of competition have been allocated a risk profile. An example is shown in Figure 2 below where the rate for installed piles may vary due to steel costs and latent conditions.

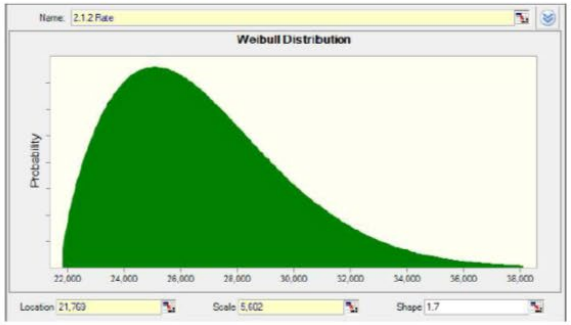



*Figure 2: Distribution used for Supply and installation of piles*

For Items where the Quantity or Rates may vary between discrete lower and upper bounds a Uniform Distribution has been utilised. This has been applied to the Allowance for Escalation. The allowance for escalation of 6% is based on Rawlinsons forecast for building and construction works.

A Monte Carlo analysis was then undertaken where the differing quantities and rates were randomly selected from within the defined risk profiles to arrive at a cost. The analysis was undertaken for a run of 10,000 trials to produce various probabilities including the P90 estimate. Note that by definition P90 means that there is a 10% probability that this estimate will be exceeded.

## Risk Breakdown

The difference between the Best Estimate and the P90 estimate is a measure of the total risk allocation both Inherent and Contingent risk.

Inherent risk is a function of measured items and assumptions and considers the uncertainty as to the accuracy or reliability of those assumptions in the Base Estimate. These uncertainties can be applied to the assumed quantity, productivity rate, price of equipment, labour, etc. Inherent risks have been accounted for as described above. (These can be described as known unknowns).

Contingent risk relates to unmeasured items that may not occur and may or may not contribute to project cost. Typical contingent risks include extreme weather or latent conditions such as contaminated soil, rock, unexploded ordinances, unexpected heritage issues etc (i.e. unknown unknowns). These have been accounted for in increased rates for activities such as pile driving which may encounter hard rock.

The values expressed in the P50 Estimate and P90 Estimate amount columns are not the output from the risk model, but rather are the input values to the risk model. These input values form part of the Monte Carlo simulation to arrive at the probabilistic cost estimate, which is then expressed as a percentage of the Base Cost. In other words, the sum of the individual P90 subtotals does not equal the P90 for the total project cost. The P90 Total project cost estimate is the figure generally used for budgeting purposes. This figure and the risk allocation can be refined after the detailed design phase or by seeking contractor input.

# APPENDIX D| OPTION 5C | FINANCIAL ANALYSIS CASH FLOW (FY26 – FY35)

| | | | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Revenue | Assumed Occupancy | | | 0% | 0% | 85% | 85% | 90% | 95% | 97% | 97% | 97% |
| 10m | 14 | | $0 | $0 | $0 | $99,950 | $104,947 | $116,677 | $129,317 | $138,641 | $145,573 | $152,852 |
| 12m | 3 | | $0 | $0 | $0 | $25,822 | $27,113 | $30,144 | $33,409 | $35,818 | $37,609 | $39,490 |
| 15m | 9 | | $0 | $0 | $0 | $100,397 | $105,417 | $117,199 | $129,896 | $139,262 | $146,225 | $153,536 |
| 20m | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 12m x 7m Catamaran | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 12m x 7.5m Catamaran | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 15m x 7.5 m Catamaran | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 15m x 8.5m Catamaran | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 16m | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Jet Ski | 6 | | $0 | $0 | $0 | $21,356 | $22,424 | $24,930 | $27,631 | $29,623 | $31,104 | $32,659 |
| 8m | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 18m | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 25m | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 18 x 9.8m Catamaran | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 20m Single | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Commercial - Rottnest | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Stage 4 Berth Revenue** | | | $0 | $0 | $0 | $247,525 | $259,901 | $288,949 | $320,252 | $343,344 | $360,511 | $378,537 |
| **Total Existing Berth Revenue** | | | $2,062,562 | $2,165,690 | $2,273,975 | $2,358,892 | $2,476,837 | $2,600,679 | $2,730,713 | $2,867,248 | $3,010,611 | $3,161,141 |
| **Total Berth Revenue** | | | **$2,062,562** | **$2,165,690** | **$2,273,975** | **$2,606,418** | **$2,736,738** | **$2,889,628** | **$3,050,965** | **$3,210,592** | **$3,371,122** | **$3,539,678** |
| Fuel Facility | | | $20,000 | $21,000 | $22,050 | $23,153 | $24,310 | $25,526 | $26,802 | $28,142 | $29,549 | $31,027 |
| Reimbursement - Utilities | | | $22,000 | $23,100 | $24,255 | $25,468 | $26,741 | $28,078 | $29,482 | $30,956 | $32,504 | $34,129 |
| Misc Income | | | $10,000 | $10,500 | $11,025 | $11,576 | $12,155 | $12,763 | $13,401 | $14,071 | $14,775 | $15,513 |
| *Total Revenue* | | | $2,114,562 | $2,220,290 | $2,331,305 | $2,666,614 | $2,799,945 | $2,955,995 | $3,120,650 | $3,283,762 | $3,447,950 | $3,620,347 |
| Operating Costs | **Escalation** | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| *Salaries* | | | $399,206 | $419,167 | $440,125 | $462,131 | $485,238 | $509,500 | $534,975 | $561,724 | $589,810 | $619,300 |
| *Additional Staffing Allocation* | | | | $153,867 | $161,560 | $169,638 | $178,120 | $187,026 | $196,378 | $206,196 | $216,506 | $227,332 |
| *Superannuation and Accrued Leave* | | 15.0% | $59,881 | $85,955 | $90,253 | $94,765 | $99,504 | $104,479 | $109,703 | $115,188 | $120,947 | $126,995 |
| **Total Employee Costs - Salaries & Direct Oncosts** | | | **$459,087** | **$658,989** | **$691,938** | **$726,535** | **$762,862** | **$801,005** | **$841,055** | **$883,108** | **$927,263** | **$973,627** |
| *Uniforms* | | | $3,308 | $3,473 | $3,647 | $3,829 | $4,020 | $4,221 | $4,432 | $4,654 | $4,887 | $5,131 |
| **Employee Costs - Indirect Oncosts** | | | **$3,308** | **$3,473** | **$3,647** | **$3,829** | **$4,020** | **$4,221** | **$4,432** | **$4,654** | **$4,887** | **$5,131** |
| Materials & Contracts | | | $416,600 | $437,430 | $459,302 | $482,267 | $506,380 | $531,699 | $558,284 | $586,198 | $615,508 | $646,283 |
| Other Expenses (Licensing/ESL) | | | $12,550 | $13,178 | $13,836 | $14,528 | $15,255 | $16,017 | $16,818 | $17,659 | $18,542 | $19,469 |
| Equipment Maintenance Costs (for Stage 4 Marina) | 1% | $3,028,540 | | | | $30,285 | $31,800 | $33,390 | $35,059 | $36,812 | $38,653 | $40,585 |
| **Materials & Contracts** | | | **$429,150** | **$450,608** | **$473,138** | **$527,080** | **$553,434** | **$581,106** | **$610,161** | **$640,669** | **$672,703** | **$706,338** |
| **Total Utilities** | | | **$41,978** | **$44,077** | **$46,281** | **$48,595** | **$51,025** | **$53,576** | **$56,255** | **$59,067** | **$62,021** | **$65,122** |
| **Internal Recharging** | | | **$176,200** | **$185,010** | **$194,261** | **$203,974** | **$214,172** | **$224,881** | **$236,125** | **$247,931** | **$260,328** | **$273,344** |
| *Total Expenses excluding contributions* | | | $1,109,723 | $1,342,156 | $1,409,264 | $1,510,012 | $1,585,513 | $1,664,789 | $1,748,028 | $1,835,430 | $1,927,201 | $2,023,561 |

*Source: Urbis*
**Excluding Internal Activity Based Costing (ABC)*

# APPENDIX D | OPTION 5C | FINANCIAL ANALYSIS CASH FLOW (FY36 – FY47)

| | | | FY36 | FY37 | FY38 | FY39 | FY40 | FY41 | FY42 | FY43 | FY44 | FY45 | FY46 | FY47 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Revenue | Assumed Occupancy | | 97% | 97% | 97% | 97% | 97% | 97% | 97% | 97% | 97% | 97% | 97% | 97% |
| 10m | 14 | | $160,494 | $168,519 | $176,945 | $185,792 | $195,082 | $204,836 | $215,078 | $225,832 | $237,123 | $248,980 | $261,429 | $274,500 |
| 12m | 3 | | $41,464 | $43,537 | $45,714 | $48,000 | $50,400 | $52,920 | $55,566 | $58,344 | $61,261 | $64,324 | $67,541 | $70,918 |
| 15m | 9 | | $161,213 | $169,273 | $177,737 | $186,624 | $195,955 | $205,753 | $216,041 | $226,843 | $238,185 | $250,094 | $262,599 | $275,729 |
| 20m | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 12m x 7m Catamaran | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 12m x 7.5m Catamaran | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 15m x 7.5 m Catamaran | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 15m x 8.5m Catamaran | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 16m | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Jet Ski | 6 | | $34,292 | $36,007 | $37,807 | $39,697 | $41,682 | $43,766 | $45,955 | $48,252 | $50,665 | $53,198 | $55,858 | $58,651 |
| 8m | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 18m | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 25m | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 18 x 9.8m Catamaran | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 20m Single | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Commercial - Rottnest | | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Stage 4 Berth Revenue** | | | $397,464 | $417,337 | $438,204 | $460,114 | $483,119 | $507,275 | $532,639 | $559,271 | $587,235 | $616,596 | $647,426 | $679,798 |
| **Total Existing Berth Revenue** | | | $3,319,198 | $3,485,158 | $3,659,416 | $3,842,387 | $4,034,506 | $4,236,232 | $4,448,043 | $4,670,445 | $4,903,968 | $5,149,166 | $5,406,624 | $5,676,956 |
| **Total Berth Revenue** | | | **$3,716,662** | **$3,902,495** | **$4,097,620** | **$4,302,501** | **$4,517,626** | **$4,743,507** | **$4,980,683** | **$5,229,717** | **$5,491,202** | **$5,765,763** | **$6,054,051** | **$6,356,753** |
| Fuel Facility | | | $32,578 | $34,207 | $35,917 | $37,713 | $39,599 | $41,579 | $43,657 | $45,840 | $48,132 | $50,539 | $53,066 | $55,719 |
| Reimbursement - Utilities | | | $35,836 | $37,627 | $39,509 | $41,484 | $43,558 | $45,736 | $48,023 | $50,424 | $52,946 | $55,593 | $58,373 | $61,291 |
| Misc Income | | | $16,289 | $17,103 | $17,959 | $18,856 | $19,799 | $20,789 | $21,829 | $22,920 | $24,066 | $25,270 | $26,533 | $27,860 |
| *Total Revenue* | | | $3,801,364 | $3,991,433 | $4,191,004 | $4,400,555 | $4,620,582 | $4,851,611 | $5,094,192 | $5,348,902 | $5,616,347 | $5,897,164 | $6,192,022 | $6,501,623 |
| Operating Costs | Escalation | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| *Salaries* | | | $650,265 | $682,778 | $716,917 | $752,763 | $790,401 | $829,921 | $871,418 | $914,988 | $960,738 | $1,008,775 | $1,059,214 | $1,112,174 |
| *Additional Staffing Allocation* | | | $238,698 | $250,633 | $263,165 | $276,323 | $290,139 | $304,646 | $319,878 | $335,872 | $352,666 | $370,299 | $388,814 | $408,255 |
| *Superannuation and Accrued Leave* | | 15.0% | $133,345 | $140,012 | $147,012 | $154,363 | $162,081 | $170,185 | $178,694 | $187,629 | $197,011 | $206,861 | $217,204 | $228,064 |
| **Total Employee Costs - Salaries & Direct Oncosts** | | | **$1,022,308** | **$1,073,423** | **$1,127,095** | **$1,183,449** | **$1,242,622** | **$1,304,753** | **$1,369,990** | **$1,438,490** | **$1,510,414** | **$1,585,935** | **$1,665,232** | **$1,748,494** |
| *Uniforms* | | | $5,388 | $5,657 | $5,940 | $6,237 | $6,549 | $6,876 | $7,220 | $7,581 | $7,960 | $8,358 | $8,776 | $9,215 |
| **Employee Costs - Indirect Oncosts** | | | **$5,388** | **$5,657** | **$5,940** | **$6,237** | **$6,549** | **$6,876** | **$7,220** | **$7,581** | **$7,960** | **$8,358** | **$8,776** | **$9,215** |
| Materials & Contracts | | | $678,598 | $712,527 | $748,154 | $785,561 | $824,840 | $866,081 | $909,386 | $954,855 | $1,002,598 | $1,052,727 | $1,105,364 | $1,160,632 |
| Other Expenses (Licensing/ESL) | | | $20,443 | $21,465 | $22,538 | $23,665 | $24,848 | $26,091 | $27,395 | $28,765 | $30,203 | $31,713 | $33,299 | $34,964 |
| Equipment Maintenance Costs (for Stage 4 Marina) | 1% | $3,028,540 | $42,615 | $44,745 | $46,983 | $49,332 | $51,798 | $54,388 | $57,108 | $59,963 | $62,961 | $66,109 | $69,415 | $72,885 |
| **Materials & Contracts** | | | **$741,655** | **$778,737** | **$817,674** | **$858,558** | **$901,486** | **$946,560** | **$993,888** | **$1,043,583** | **$1,095,762** | **$1,150,550** | **$1,208,077** | **$1,268,481** |
| **Total Utilities** | | | **$68,378** | **$71,797** | **$75,386** | **$79,156** | **$83,114** | **$87,269** | **$91,633** | **$96,214** | **$101,025** | **$106,076** | **$111,380** | **$116,949** |
| **Internal Recharging** | | | **$287,011** | **$301,362** | **$316,430** | **$332,251** | **$348,864** | **$366,307** | **$384,623** | **$403,854** | **$424,046** | **$445,249** | **$467,511** | **$490,887** |
| *Total Expenses excluding contributions* | | | $2,124,739 | $2,230,976 | $2,342,525 | $2,459,651 | $2,582,634 | $2,711,765 | $2,847,354 | $2,989,721 | $3,139,208 | $3,296,168 | $3,460,976 | $3,634,025 |

*Source: Urbis*
**Excluding Internal Activity Based Costing (ABC)*

# APPENDIX D| OPTION 5C | FINANCIAL ANALYSIS CASH FLOW (FY26 – FY35)

| | | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Operating Surplus / Deficit | | | | | | | | | | | |
| Total Revenue | | $2,114,562 | $2,220,290 | $2,331,305 | $2,666,614 | $2,799,945 | $2,955,995 | $3,120,650 | $3,283,762 | $3,447,950 | $3,620,347 |
| Total Expenses excluding contributions | | $1,109,723 | $1,342,156 | $1,409,264 | $1,510,012 | $1,585,513 | $1,664,789 | $1,748,028 | $1,835,430 | $1,927,201 | $2,023,561 |
| **Net Operations Surplus Before Contributions** | | **$1,004,839** | **$878,134** | **$922,041** | **$1,156,602** | **$1,214,432** | **$1,291,206** | **$1,372,622** | **$1,448,332** | **$1,520,749** | **$1,596,786** |
| ***Net Margin*** | | | **40%** | **40%** | **43%** | **43%** | **44%** | **44%** | **44%** | **44%** | **44%** |
| Before Financing Net Cash Flow | | **$1,004,839** | **$878,134** | **$922,041** | **$1,156,602** | **$1,214,432** | **$1,291,206** | **$1,372,622** | **$1,448,332** | **$1,520,749** | **$1,596,786** |
| Cumulative Position - Before Financing | | $1,004,839 | $1,882,973 | $2,805,014 | $3,961,615 | $5,176,047 | $6,467,253 | $7,839,875 | $9,288,207 | $10,808,955 | $12,405,741 |
| Contributions for Current Marina | | | | | | | | | | | |
| Marina Asset Replacement | | $400,000 | $400,000 | $400,000 | $500,000 | $500,000 | $600,000 | $700,000 | $735,000 | $771,750 | $810,338 |
| Marina Expansion Loan (Current Marina) | | $375,600 | $371,400 | $367,200 | $363,000 | $358,803 | $354,610 | $350,420 | $346,236 | $342,058 | $337,887 |
| **Total Contributions for Current Marina** | | **$775,600** | **$771,400** | **$767,200** | **$863,000** | **$858,803** | **$954,610** | **$1,050,420** | **$1,081,236** | **$1,113,808** | **$1,148,224** |
| **Net Operations Surplus After Contributions of Current Marina** | | **$229,239** | **$106,734** | **$154,841** | **$293,602** | **$355,628** | **$336,596** | **$322,202** | **$367,096** | **$406,941** | **$448,562** |
| **Cumulative Position - After Contributions of Current Marina** | | $229,239 | $335,973 | $490,814 | $784,415 | $1,140,044 | $1,476,640 | $1,798,842 | $2,165,938 | $2,572,879 | $3,021,441 |
| Term | | | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | | **FY26** | **FY27** | **FY28** | **FY29** | **FY30** | **FY31** | **FY32** | **FY33** | **FY34** | **FY35** |
| Total Project Cost (incl Public Jetty cost) | $4,126,204 | | | | | | | | | | |
| Public Jetty cost | $497,618 | | | | | | | | | | |
| Detailed Design (funded by marina reserve) | $222,125 | | | | | | | | | | |
| **Debt Amount (Stage 4 Expansion excluding Public Jetty)** | $3,406,461 | | | | | | | | | | |
| **10 Years Loan Term** | | | | | | | | | | | |
| Annual Debt Servicing Amount - 10 Years Loan Term | | $0 | $0 | $425,621 | $425,621 | $425,621 | $425,621 | $425,621 | $425,621 | $425,621 | $425,621 |
| After Financing Net Cash Flow -10 Years Loan Term | | $229,239 | $106,734 | -$270,781 | -$132,020 | -$69,993 | -$89,025 | -$103,420 | -$58,525 | -$18,681 | $22,940 |
| **Cumulative Position - 10 Years Loan Term (After Contributions of Current Marina)** | | **$229,239** | **$335,973** | **$65,192** | **-$66,828** | **-$136,821** | **-$225,846** | **-$329,266** | **-$387,791** | **-$406,471** | **-$383,531** |
| **15 Years Loan Term** | | | | | | | | | | | |
| Annual Debt Servicing Amount - 15 Years Loan Term | | $0 | $0 | $323,257 | $323,257 | $323,257 | $323,257 | $323,257 | $323,257 | $323,257 | $323,257 |
| After Financing Net Cash Flow -15 Years Loan Term | | $229,239 | $106,734 | -$168,416 | -$29,655 | $32,372 | $13,340 | -$1,055 | $43,839 | $83,684 | $125,305 |
| **Cumulative Position -Tenure 15 Years (After Contributions of Current Marina)** | | **$229,239** | **$335,973** | **$167,557** | **$137,902** | **$170,273** | **$183,613** | **$182,557** | **$226,397** | **$310,081** | **$435,386** |
| **20 Years Loan Term** | | | | | | | | | | | |
| Annual Debt Servicing Amount - Tenure 20 Years | | $0 | $0 | $276,594 | $276,594 | $276,594 | $276,594 | $276,594 | $276,594 | $276,594 | $276,594 |
| After Financing Net Cash Flow -Tenure 20 Years | | $229,239 | $106,734 | -$121,753 | $17,008 | $79,035 | $60,003 | $45,608 | $90,502 | $130,347 | $171,968 |
| **Cumulative Position -Tenure 20 Years (After Contributions of Current Marina)** | | **$229,239** | **$335,973** | **$214,220** | **$231,228** | **$310,262** | **$370,265** | **$415,872** | **$506,375** | **$636,722** | **$808,689** |

*Source: Urbis*
**Excluding Internal Activity Based Costing (ABC)*

# APPENDIX D| OPTION 5C | FINANCIAL ANALYSIS CASH FLOW (FY36 – FY47)

| | | FY36 | FY37 | FY38 | FY39 | FY40 | FY41 | FY42 | FY43 | FY44 | FY45 | FY46 | FY47 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Operating Surplus / Deficit** | | | | | | | | | | | | | |
| Total Revenue | | $3,801,364 | $3,991,433 | $4,191,004 | $4,400,555 | $4,620,582 | $4,851,611 | $5,094,192 | $5,348,902 | $5,616,347 | $5,897,164 | $6,192,022 | $6,501,623 |
| Total Expenses excluding contributions | | $2,124,739 | $2,230,976 | $2,342,525 | $2,459,651 | $2,582,634 | $2,711,765 | $2,847,354 | $2,989,721 | $3,139,208 | $3,296,168 | $3,460,976 | $3,634,025 |
| **Net Operations Surplus Before Contributions** | | **$1,676,625** | **$1,760,457** | **$1,848,479** | **$1,940,903** | **$2,037,949** | **$2,139,846** | **$2,246,838** | **$2,359,180** | **$2,477,139** | **$2,600,996** | **$2,731,046** | **$2,867,598** |
| ***Net Margin*** | | **44%** | **44%** | **44%** | **44%** | **44%** | **44%** | **44%** | **44%** | **44%** | **44%** | **44%** | **44%** |
| **Before Financing Net Cash Flow** | | **$1,676,625** | **$1,760,457** | **$1,848,479** | **$1,940,903** | **$2,037,949** | **$2,139,846** | **$2,246,838** | **$2,359,180** | **$2,477,139** | **$2,600,996** | **$2,731,046** | **$2,867,598** |
| **Cumulative Position - Before Financing** | | $14,082,366 | $15,842,823 | $17,691,302 | $19,632,206 | $21,670,154 | $23,810,000 | $26,056,838 | $28,416,018 | $30,893,158 | $33,494,154 | $36,225,200 | $39,092,798 |
| Contributions for Current Marina | | | | | | | | | | | | | |
| Marina Asset Replacement | | $850,854 | $893,397 | $938,067 | $984,970 | $1,034,219 | $1,085,930 | $1,140,226 | $1,197,238 | $1,257,099 | $1,319,954 | $1,385,952 | $1,455,250 |
| Marina Expansion Loan (Current Marina) | | $333,724 | $329,570 | $325,426 | $321,294 | $317,173 | $313,065 | $308,970 | $304,890 | | | | |
| **Total Contributions for Current Marina** | | **$1,184,578** | **$1,222,967** | **$1,263,493** | **$1,306,264** | **$1,351,391** | **$1,398,994** | **$1,449,196** | **$1,502,127** | **$1,257,099** | **$1,319,954** | **$1,385,952** | **$1,455,250** |
| **Net Operations Surplus After Contributions of Current Marina** | | **$492,047** | **$537,489** | **$584,986** | **$634,639** | **$686,557** | **$740,852** | **$797,642** | **$857,053** | **$1,220,040** | **$1,281,042** | **$1,345,094** | **$1,412,348** |
| **Cumulative Position - After Contributions of Current Marina** | | $3,513,488 | $4,050,977 | $4,635,963 | $5,270,603 | $5,957,160 | $6,698,012 | $7,495,654 | $8,352,706 | $9,572,746 | $10,853,788 | $12,198,882 | $13,611,230 |
| Term | | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| | | **FY36** | **FY37** | **FY38** | **FY39** | **FY40** | **FY41** | **FY42** | **FY43** | **FY44** | **FY45** | **FY46** | **FY46** |
| Total Project Cost (incl Public Jetty cost) | $4,126,204 | | | | | | | | | | | | |
| Public Jetty cost | $497,618 | | | | | | | | | | | | |
| Detailed Design (funded by marina reserve) | $222,125 | | | | | | | | | | | | |
| **Debt Amount (Stage 4 Expansion excluding Public Jetty)** | $3,406,461 | | | | | | | | | | | | |
| **10 Years Loan Term** | | | | | | | | | | | | | |
| Annual Debt Servicing Amount - 10 Years Loan Term | | $425,621 | $425,621 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| After Financing Net Cash Flow -10 Years Loan Term | | $66,426 | $111,868 | $584,986 | $634,639 | $686,557 | $740,852 | $797,642 | $857,053 | $1,220,040 | $1,281,042 | $1,345,094 | $1,412,348 |
| **Cumulative Position - 10 Years Loan Term (After Contributions of Current Marina)** | | **-$317,105** | **-$205,237** | **$379,749** | **$1,014,388** | **$1,700,945** | **$2,441,797** | **$3,239,439** | **$4,096,492** | **$5,316,531** | **$6,597,573** | **$7,942,667** | **$9,355,015** |
| **15 Years Loan Term** | | | | | | | | | | | | | |
| Annual Debt Servicing Amount - 15 Years Loan Term | | $323,257 | $323,257 | $323,257 | $323,257 | $323,257 | $323,257 | $323,257 | $0 | $0 | $0 | $0 | $0 |
| After Financing Net Cash Flow -15 Years Loan Term | | $168,790 | $214,232 | $261,729 | $311,383 | $363,300 | $417,595 | $474,385 | $857,053 | $1,220,040 | $1,281,042 | $1,345,094 | $1,412,348 |
| **Cumulative Position -Tenure 15 Years (After Contributions of Current Marina)** | | **$604,176** | **$818,408** | **$1,080,137** | **$1,391,520** | **$1,754,820** | **$2,172,415** | **$2,646,800** | **$3,503,853** | **$4,723,892** | **$6,004,934** | **$7,350,028** | **$8,762,376** |
| **20 Years Loan Term** | | | | | | | | | | | | | |
| Annual Debt Servicing Amount - Tenure 20 Years | | $276,594 | $276,594 | $276,594 | $276,594 | $276,594 | $276,594 | $276,594 | $276,594 | $276,594 | $276,594 | $276,594 | $276,594 |
| After Financing Net Cash Flow -Tenure 20 Years | | $215,453 | $260,895 | $308,392 | $358,046 | $409,963 | $464,258 | $521,048 | $580,459 | $943,446 | $1,004,448 | $1,068,500 | $1,135,755 |
| **Cumulative Position -Tenure 20 Years (After Contributions of Current Marina)** | | **$1,024,143** | **$1,285,038** | **$1,593,430** | **$1,951,476** | **$2,361,439** | **$2,825,697** | **$3,346,745** | **$3,927,204** | **$4,870,649** | **$5,875,097** | **$6,943,597** | **$8,079,352** |

*Source: Urbis*
**Excluding Internal Activity Based Costing (ABC)*

This report is dated **June 2025** and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of **City of Cockburn** (Instructing Party) for the purpose of a **Port Coogee Marina Expansion Business Case** (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events including wars, civil unrest, economic disruption, financial market disruption, business cycles, industrial disputes, labour difficulties, political action and changes of government or law, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

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**Urbis staff responsible for this report were:**

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| | |
|---|---|
| Project code | P0059358 |
| Report number | Final v5 |

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City of Cockburn
wetlands to waves

# Submissions Received

## Port Coogee Marina Expansion Stage Four

## January 2026



www.cockburn.wa.gov.au

# Process

In accordance with *Section 3.59* of the *Local Government Act 1995*, the City of Cockburn prepared a business plan, referred to as the Port Coogee Marina Expansion Business Case and gave notice, calling for submissions as per the requirements for proposing to commence a trading undertaking involving an expansion of the Port Coogee Marina.

Between Tuesday 4 November 2025 and Friday 19 December 2025, the City invited participants to provide feedback in the following ways:

- Online survey
- Hard copy survey (available on request)
- In writing
- In person
- Phone call
- Email.

To raise awareness and encourage input, the City distributed the following communications about the project:

- Project page on the City's Comment on Cockburn website
- E-newsletter to all Comment on Cockburn 11,241 e-newsletter subscribers
- Notice and printed copy of the Port Coogee Marina Expansion Business Case available at the City's Main Administration Building, Port Coogee Marina Offices, and Spearwood, Coolbellup, and Success Libraries
- Email to marina berth holders
- E-newsletter to marina berth waitlist
- E-newsletter to Port Coogee Community Association, Coogee Beach Progress Association, and Catherine Point Community Group
- Flyers to neighbouring businesses
- Signage installed around the marina
- Promotional tile on the main City of Cockburn website
- Social media via the City of Cockburn Facebook page
- Press advertising in The West Australian on 5 November 2025 and PerthNow Cockburn 6 November 2025.

During the comment period, the email notifying Comment on Cockburn subscribers of the submission period was opened by 6,028 people and the project page on the Comment on Cockburn website received 1,443 visits. The opportunity to book a 30-minute in-person meeting with the project team was available; however, there were zero responses to this engagement method.

42 contributors provided input via the online survey, with 31 online participants providing comment to the question seeking further feedback on the stage four expansion of the Port

Coogee Marina, with one hardcopy survey submitted. 12 people provided written submissions via email to comment@cockburn.wa.gov.au, including the Department of Transport and Major Infrastructure Maritime (DTMI) and the Port Coogee Community Association (PCCA). These are the submissions that have been tabled as a Schedule of Submissions with City responses.

# Survey Participant Submissions and City Responses

Submissions are shown as received, and therefore some spelling and grammatical errors may exist.

| Have you read the information in the business plan? | |
|---|---|
| Survey Responses | |
| Yes | 41 |
| No | 2 |

| Do you support or object to the business plan? | |
|---|---|
| Survey Responses | |
| Support the business plan | 31 |
| Object to the business plan | 9 |
| No opinion | 3 |

| Overall, how satisfied are you with the Port Coogee Marina Expansion Business Case (the business plan)? | |
|---|---|
| Survey Responses | |
| Very satisfied | 10 |
| Satisfied | 16 |
| Neutral | 6 |
| Unsatisfied | 9 |
| Very unsatisfied | 2 |

| How well do you think the proposed features in the business plan and concept plan meet community and marina users' needs? | |
|---|---|
| Survey Responses | |
| Additional public jetty which enables visiting vessels to stop for up to two hours to use the surrounding facilities and businesses | |
| Excellently (they fully meet needs) | 10 |
| Good (they meet most needs) | 17 |
| Fair (they address some needs) | 3 |
| Poor (they address few needs) | 3 |
| Very poor (they do not meet needs) | 6 |
| Not sure/ doesn't apply to me | 4 |
| Provision of jetski pens | |
| Excellently (they fully meet needs) | 5 |
| Good (they meet most needs) | 14 |
| Fair (they address some needs) | 5 |
| Poor (they address few needs) | 5 |
| Very poor (they do not meet needs) | 1 |
| Not sure/ doesn't apply to me | 13 |
| Size of boat pens | |
| Excellently (they fully meet needs) | 7 |
| Good (they meet most needs) | 22 |
| Fair (they address some needs) | 5 |
| Poor (they address few needs) | 1 |
| Very poor (they do not meet needs) | 2 |
| Not sure/ doesn't apply to me | 6 |
| Number of boat pens | |
| Excellently (they fully meet needs) | 6 |

| | |
|---|---|
| Good (they meet most needs) | 17 |
| Fair (they address some needs) | 10 |
| Poor (they address few needs) | 1 |
| Very poor (they do not meet needs) | 4 |
| Not sure/ doesn't apply to me | 5 |
| Overall aesthetic | |
| Excellently (they fully meet needs) | 13 |
| Good (they meet most needs) | 18 |
| Fair (they address some needs) | 6 |
| Poor (they address few needs) | 0 |
| Very poor (they do not meet needs) | 2 |
| Not sure/ doesn't apply to me | 4 |

Several online and written submissions received were similar in nature and issues raised. Table one includes a response to these submissions (submissions 1 to 13) and a list of these submissions. Submissions requiring individual responses are included in table two (submissions 14 to 44).

| **Table One** |
|---|
| **Do you have any further feedback regarding the stage four expansion of the Port Coogee Marina?** |
| **Response** |
| The City notes that the planning framework is able to accommodate parking for the proposed marina expansion with the already planned and provided parking in the locality. This is on the basis that the parking bays allocated to pen holders are not exclusive but for public use.<br><br>The City's long-term strategic planning for the Port Coogee precinct promotes a reciprocal parking approach between different land uses, such as commercial, residential and marina-related activities; to maximise overall efficiency and availability of parking. As part of this approach, short-stay and loading bays have been provided near the marina to support vessel loading and unloading activities. |

The City continues to monitor parking demand both now and into the future and will use data insights and community feedback to guide ongoing improvements, ensuring parking remains safe, convenient and accessible for all users. The City's **Parking Management Plan (2018–2028)** outlines management concepts and guiding principles that support a balanced and sustainable approach to parking. These principles recognise that simply increasing parking supply does not, on its own, resolve access or congestion challenges. Instead, effective parking management focuses on shared use, demand management and sustainable transport options to create a well-connected coastal destination.

While on-street parking management principles are relevant to this context, they are not currently required given that the precinct is still developing. These broader parking management measures will become more pertinent as the area reaches full build-out but are outside the scope of this proposed development.

| # | Submission |
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| 1. | Parking, it's already congested especially on weekend when the marina is mostly used.<br>So moving forward when more apartments, home plus commercial we is EVERY one going to park.<br>I left a river yacht club because of parking isues, for my family plus quests.<br>The council needs to look at the big plan and work out issues, not do a section at a time as they are part of a big plan which must suit all user. |
| 2. | Additional secure car parking needs to be considered. For pen holders only. |
| 3. | The business plan did not tackle additional parking or security. Therefore I do not support the current plan |
| 4. | With no parking any where in summer adding more marina pens isnt helping with the problem. A 700 person tavern and more boat pens<br>Where are all these cars going? |
| 5. | Where are people going to park? There is not enough parking anywhere along the Coogee coast. |
| 6. | Yes - how is it possible to have a business plan that excludes the most critical element -<br>EXTRA PARKING. How is it possible to have 231 boat pens and no allocated parking bays other than public parking? Your business plan says<br>Parking Opportunities The City notes that the planning framework is able to accommodate parking for the proposed marina expansion with the already planned and provided parking in the locality. This is on the basis that the parking bays allocated to pen holders are not exclusive but for public use. From the annual marina customer satisfaction surveys, the City is aware of the challenges this provides pen holders and is actively pursuing alternate arrangements to better service the marina requirements, which is outside of the scope of this business case. |

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| 7. | I am very concerned about the parking situation in Coogee. We are residing in Success and would avoid to visit Coogee when there are festivals because the parking situation is horrendous already. By increasing foot traffic with the completion of the project, the parking situation will become dire for residents, visitors and marina users. |
| 8. | What is going to be done to satisfy the additional parking for craft owners and anticipated visitor? At present there is insufficient parking and this will be exasipated by a new tavern and closure of temporary parking sites. This needs parking issue needs the most serious consideration. |
| 9. | My main concern is that we do not have enough parking down here for all these additional infrastructure plans including for the 700 person Tavern. As a resident, we don't want hundreds of people coming down here when a number just trash the place and don't care all on top of not enough parking. Not sure how you can create more parking when we have run out of space unless you do more underground parking eg under the Tavern. |
| 10. | Well it's good for the area but your main concern is what about the parking situation, in all the time I have lived in the marina area every summer we have the same issues parking and young ones.The parking issue needs to be resolved first I think. |
| 11. | Dear Deputy Mayor and West Ward Councillors,<br>I am writing to you, on behalf of the PCCA and Port/North Coogee residents, in respect to two issues.<br>Firstly, as you know the next phase of the Port Coogee Marina expansion is currently out for public comment.<br>Whilst we have no objections, whatsoever, to the planned expansion we do have a serious problem with its potential impact on parking and the fact no provision appears to have been made for the undoubted increase in vehicles.<br>As you would know also, Port Coogee experiences a significant influx of visitors especially during the summer months. At present, with the temporary parking areas, adjacent to the shopping centre, plus the new bays on the Peninsula the area seems to be coping reasonably well.<br>However, the business plan for the expansion does not appear to make any provision for additional parking but relies on the use of existing public bays. Whilst short stay and loading bays have been provided for loading and unloading activities this does not resolve the issue of long-term parking whilst boat owners are onboard their boats.<br>Accordingly, with respect, we would ask you to bear this well in mind when the plan is presented to Council for approval. |
| 12. | My only concern with the marina expansion is the lack of parking.<br><br>There is already a shortage of parking in the area and, with more apartments, short stay accommodation and eateries coming, the parking will only get worse. Adding more boat pens will simply exacerbate the problem. |

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| 13. | Hi - Impressive planning - well done.<br>As a Marina user there are two issues that are major for pen users.They are original design flaws and planning issues.<br><br>First is dedicated and close parking for marina users.<br><br>Second is the crazy design that inhibits all users from being able to drive up and drop off.<br><br>Unless there is close parking as the expansion continues you will lose customers. There is little that can be done about the original access design which gave no thought about easy access to boats. The 4 metre drop and 150 m wheelbarrow carry before you get to your jetty in 40 degrees really does make the boats rather inaccessible.<br>Good luck |

| **Table Two** | | |
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| **Do you have any further feedback regarding the stage four expansion of the Port Coogee Marina?** | | |
| **Survey responses** | | |
| **#** | **Submission** | **Response** |
| 14. | In moving forward as the Marina adds value to the whole precinct please ensure pen holders are not carrying too much of the cost in maintaining the precinct. Sooner it is complete the better for all | Submission Received. |
| 15. | Why are you ruining the water front? It's pristine and looks so ugly | Submission Received. |
| 16. | Should develop more catamaran pens because there is a massive shortage in Perth metro | Submission Received. |
| 17. | Fully support expanding the marina, especially allowing public to visit and expanding access. I'm also building on the Peninsula so I have enormous interest in this development. | Submission Received.<br><br>The proposed Port Coogee Marina expansion has been designed to be an accessible, safe, and easy-to-use marina for everyone. The proposed design features clear, simple pathways for boats and users, ensuring a great experience for both private pen holders and public visitors. |

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| 18. | The supporting data does not provide a true evaluation. The last 5 years of boat registrations was spiked due to Covid. People purchase boats with upto a 2 year build time. It has dropped off.<br><br>Secondly the people and housing stats, where is the available land, the builders, the trade to meet the projections?<br>This is a set of numbers that are miss leading for such a proposal.<br><br>Thirdly it does not address the parking issue at all. Boats in pens can have 2 to 3 cars of friends who require parking. It does not exist nor is it addressed within the plan.<br><br>I'm happy to discuss my comments at any time. | Submission Received.<br><br>See table one for the response related to parking. |
| 19. | Area needs additional 10m pens , i have been waiting for over 4 years and was told they have closed the waiting list | Submission Received.<br><br>Option 5C has been designed to provide a varied pen mix (up to 15m) ensure flexibility and future-proofing. It does provide fewer private pens; however, more berths at the proposed public jetty (4 in total), enhancing recreational facilities. |
| 20. | None | Submission Received. |
| 21. | This Marina is a major asset to Perth; we are so lucky to have such a beautiful precinct on our door step. Everything must be done to make it accessible to as many people as possible, by land and sea. | Submission Received.<br><br>The proposed Port Coogee Marina expansion has been designed to be an accessible, safe, and easy-to-use marina for everyone. The proposed design features clear, simple pathways for boats and users, ensuring a great experience for both private pen holders and public visitors. |
| 22. | I am opposed to public jetty access, as our current security management is sadly | Submission Received. |

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| | lacking and insufficient, with pen holders exposed to regular trespassing and crime. Providing easier access to non-pen holders runs the risk of increased crime with no notable mitigations being offered in the plan. The plan also does not call out the elephant in the room, which is that there is not enough parking for current pen holders, and nowhere is a suitable solution being considered. The additional pens would increase pressure on already non-existent parking and doesn't consider the base of loyal pen holders that have sustained the marina for years. | The City is committed to effective crime prevention and community safety strategies and is focused on developing, introducing and resourcing measures to prevent and discourage crime and to promote community safety.<br><br>See table one for the response related to parking. |
| 23. | Analysis of pen supply and demand to maintain high occupancy<br>A proposal for a new public jetty to encourage visitors to the area - NO, seriously do any of the council live here, the last thing we need is even more visitors , there is NO parking, we cant have our own families find parking, rubbish, noise, parking on kerbs in driveways, nightmare.<br>Optimised jetty and pen layouts to maximise available space - people with pens dont even necessarily live here, the ones I know do not live in Port coogee yet we are paying a levi, so more pens and pricing then our levy should come off maintaining everything for visitors.<br>Financial analysis covering cost estimates, revenue forecasts, and payback periods. As Above remove our levi, we have a mess for gardening/verges, visitors everwhere with rubbish and no parking we seem to be paying for the broader community.<br>An implementation plan with a detailed timeline, resourcing, and risk management measures. | Submission Received.<br><br>See table one for the response related to parking. |
| 24. | The Marina is good enough and once more will only benefit the rich. There are PLENTY other areas that need improvement in Cockburn and need some well deserved | Submission Received. |

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| | money invest. That area is the ABSOLUTELY last needed of Improvement and money invested. It's extremely frustrating to even think that more money has been put towards an area that will not benefit the needed area in Cockburn. Stop this non sense and use the tax payers money in areas in need.<br>Total ABSURD, even this survey is done in a way that all the answers is guided to the continuity od the project and not for the whole community overview of the project.<br>This is so bad! It's rich area to be developed to be even richer while other areas get completely abandoned. | |
| 25. | Marina berths availability and waiting list, should be prioritised to City of Cockburn rate payers first. | Submission Received. |
| 26. | It's good to see larger boats being accommodated in this plan, as well as the short-stay public jetty, which is much needed | Submission Received.<br><br>Option 5C has been designed to provide a varied pen mix (up to 15m) ensure flexibility and future-proofing. It does provide fewer private pens; however, more berths at the proposed public jetty (4 in total), enhancing recreational facilities. |
| 27. | Hey guys hope my answers about do not come across Negative - I've lived in the area my whole life (Born in Freo) and absolutely love what is going on in the development could not be happier at this stage....<br><br>I just think we really need more smaller boat pens...<br>I like APPENDIX B \| OPTIONS ANALYSIS \| SHORT-LISTED OPTION 2 the Best<br><br>I live a very short stroll from the Marina on Ceylon turn and would love to have my boat in there - ATM there's a wait list for the under 10m pens ( I have a 8m like many | Submission Received.<br><br>Option 5C has been designed to provide a varied pen mix (up to 15m) ensure flexibility and future-proofing. It does provide fewer private pens; however, more berths at the proposed public jetty (4 in total), enhancing recreational facilities. |

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| | others ) that I cannot even join the wait list ( like many others ) because it is so full - There is available bigger pens already not filled so it makes sense to me to have more smaller 10m pens to suit demand. | |
| 28. | Whilst I support the expansion there is no solution (or discussion) to offer parking to existing penholders. At an absolute minimum there should be provision for dedicated loading bays.<br>I object to forecasting an increase in revenue in excess of CPI ie forecast period assumes circa 5% increase in existing revenues. I'd be interested to understand the justification for above CPI increases.<br>I also can't understand the need/justification for additional staff.<br>There needs to be much better financial discipline in managing the costs of running the marina. | Submission Received.<br><br>See table one for the response related to parking. |
| 29. | No more expansion | Submission Received. |
| 30. | If there is an issue with vessels at the beach over summer it is invariably jetskis and therefore I am not supportive of encouraging more by providing an increase in the number of pens available for jetskis. I think the rest of the plan is fantastic. | Submission Received. |
| 31. | How about looking into providing temporary mooring buoys at the Omeo wreck outside of the snorkeling area. This would provide boaters options to moor and then snorkel in the area. Surely this is a better option than dropping anchors into the sea grass.<br>I know this was knocked back several years ago but the audience at the time were not boaters | Submission Received. |
| 32. | I would like to see Chieftain Espanade closed to general traffic.<br>It should become pedestrian and a sociable area, not only for the safety aspect but it would become a great al fresco dining area. | Submission Received. |

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| | The traffic flow could be easily diverted away from this area as it is for Food truck nights etc<br>Imagine music and alfresco dining with entertainment without the danger of traffic in the area.<br>This area is already a buzz and such a great area if opened up to alfresco dining and entertainment. | |
| 33. | I am local to the area and live in Eliza Ponds estate. Boating is a huge part of our family lifestyle and we would be on the water most weekends in summer and ehenever we can in winter. I believe that a public jetty at Port Coogee would be the perfect location for those withing to utilize the fantastic fishing, squid, crabs and exploring that the area has to offer. It gives a great alternative to driving to East Fremantle which is often too crowded to park and a 20 minute boat trip just to get out the heads. Woodman Point is a fantastic facility but often also means a return trip battle into a SW wind with young kids. I fully support the idea and will help in any way that I can to get it over the line. It will also bring many people to the local area and to experience all that Port Coogee has to offer. | Submission Received. |
| 34. | Really need more cafes / restaurants overlooking our gorgeous ocean. There is too much residential blocking the ocean for other residents of city of Cockburn…. | Submission Received. |
| 35. | I don't see dedicated catamaran pens in the plan. Your data shows 15m cat pens being the most sought vs number of existing pens. The trend of cruising yacht is away from monohull and into catamarans. Perhaps the 3 pens along the jetty could be resized to cater for cats. | Submission Received.<br><br>Option 5C has been designed to provide a varied pen mix (up to 15m) ensure flexibility and future-proofing. It does provide fewer private pens; however, more berths at the proposed public jetty (4 in total), enhancing recreational facilities. |

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| 36. | No JetSki please. And fix the existing, damaged fingers please. Please don't let the marina management keep buying bigger boats for them to run around in thanks. | Submission Received. |
| 37. | More parking needs to be provided. Toilet facilities need to be provided.<br>Rubbish bins/services for the extra influx of visitors. | Submission Received.<br><br>See table one for the response related to parking. |
| **Written responses** | | |
| **#** | **Submission** | **Response** |
| 38. | I strongly oppose any further expansion of the marina as it contradicts the original proposal that was presented by developers.<br><br>I visit the area frequently, on average on a weekly basis since 1997 and have seen the detrimental effects and benefits the Port Coogee development has had.<br>Many opposed the original plan commenting that it opens up a highly valued costal area eroding its status by inundating it with further/ future knock on commercial developments which require more car parks and so forth, that seriously detract from the original merits of the location and why people may chose to live or visit the area.<br><br>Cockburn Sound area made up of South Fremantle, Spearwood (North Coogee), Coogee, Munster (Coogee beach / Woodman Point) is popular for its natural attractions, which is exactly what the city of Cockburn are destroying not enhancing, by allowing inappropriate development to continue such as expanding a marina, which pollutes the Sound and its coastal areas. This increasing pollution is evident and measurable.<br><br>To maintain the integrity of this area Cockburn City must reject all further development in the area does not embody | Submission Received.<br><br>Information regarding the planning framework for Port Coogee can be viewed here - Port Coogee - City of Cockburn, with the Port Coogee Local Structure Plan and Port Coogee Marina Village Built Form Codes available to view.<br><br>The adopted Port Coogee Local Structure Plan envisages a marina with adjacent commercial and residential development and is not proposed to be modified as part of the proposed marina expansion. |

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| | the original containment of the master plan and reject the TBB planning proposals that in my mind align more for the purpose of enriching property developers not communities.<br><br>I would insist that the term “adequate controls” be made more specific and expanded so that the ‘outcomes’ needed to maintain a healthy Cockburn Sound be achieved not thwarted for the benefit of short sighted ‘commerce’ which will degrade the area.<br><br>Can you comment on what exactly are the ‘codes’ that *ensure adequate control over development?* Because I have found very little that supports this claim from TBB. | |
| 39. | We want an 18 hole golf course for everyone not a marina which only the rich can afford. | Submission received.<br><br>Information regarding the proposed Coogee Golf Complex can be viewed at Coogee Golf Complex - City of Cockburn and is considered an active proposal in the City’s Community Infrastructure Plan - Sport and Recreation Plans and Strategies - City of Cockburn. |
| 40. | In regards to the below<br>• Analysis of pen supply and demand to maintain high occupancy<br>• A proposal for a new public jetty to encourage visitors to the area<br>• Optimised jetty and pen layouts to maximise available space<br>I truly believe as home owner and boat owner within the Marina space<br><br>**APPENDIX B \| OPTIONS ANALYSIS \| SHORT-LISTED OPTION 2**<br>Is **by far a superior** idea catering to the small water craft up to 10m | Submission received. |

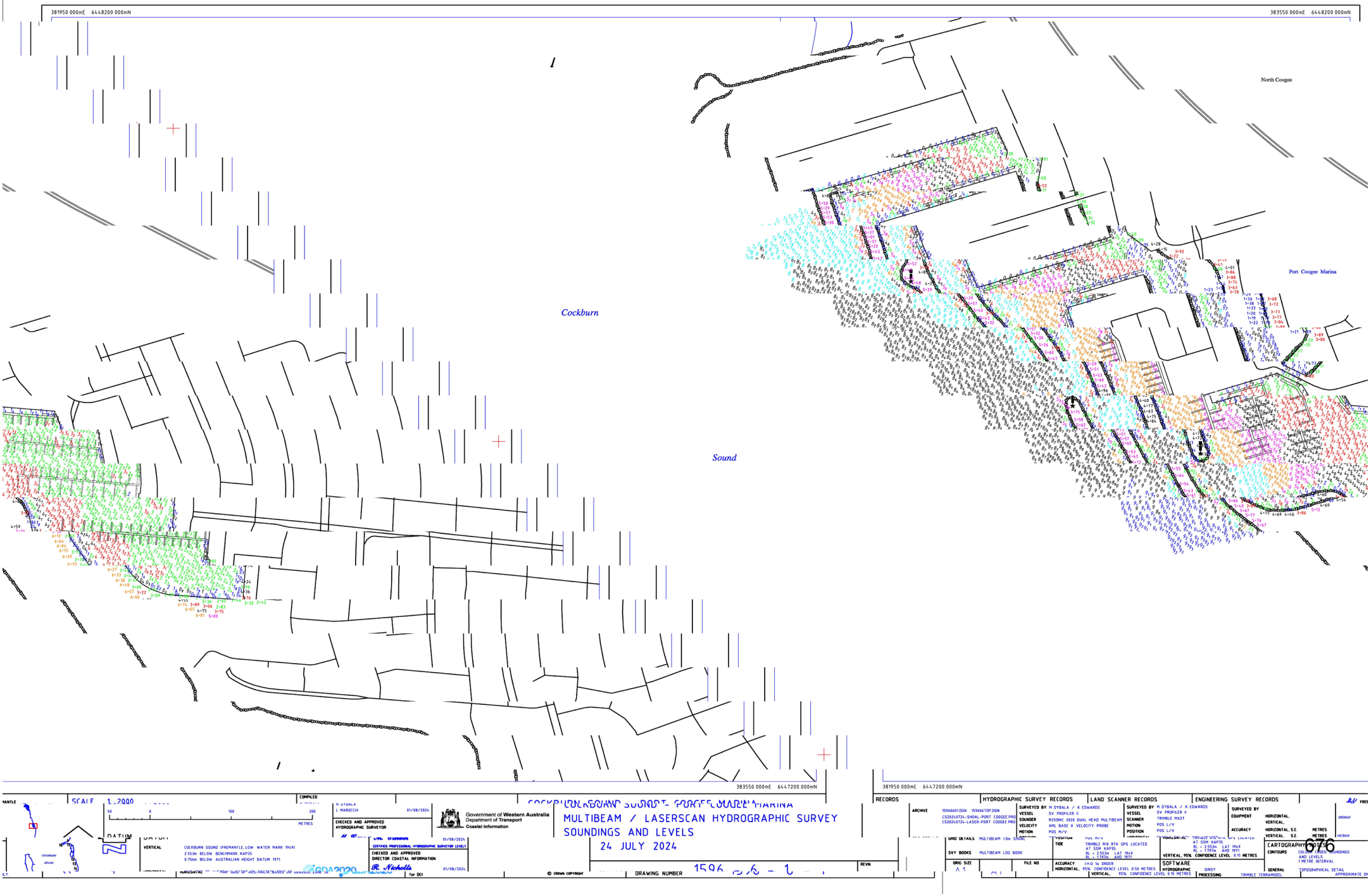
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| | There are many residence including ourselves that have the under 10m boats that can not even get onto the waiting list.<br><br>BTW fantastic job so far !! | |
| 41. | Firstly, I've been a boatie all my adult life, owning a 12ft dinghy, a brooker centre console, a baron 18ft fibreglass, 21 foot Razerline and now a 6.4m trophy — with a mate. Anyway, my wife and I moved in to a ground floor apartment in Marina Edge — with a fabulous view of the Marina — 3 years ago. Love it here. The blue I made was only putting my name to the 8m list, and not also to the 10m list. Subsequently I'm top of the 8m list but with only five pens, the Dockers will have five flags before I get a look in. I know I'm a very small fish in a big pond, but given the swing away from big land blocks and in our case, to an apartment, storing a boat off the water is nigh-on impossible.<br>I know you fellows have a tough job accommodating all sizes of boats, and obviously the bigger they are the bigger the financial return but I'm terribly disappointed that the 8m pens don't get a look in for the Marina expansion.<br>I'd ask that consideration at least be given to some sort of system where a ratio of the current 10m pens earmarked for the expansion could be offered to the those boat owners on the current 8m waitlist.<br>Thanks for hearing me out, | Submission received. |
| 42. | City have published a Business Case on the City website and seek consultative comments from the public.<br>I have reviewed the published Business Case and have the following comments.<br>**1. The Financial Analysis Cash Flow**<br>Based on the published document the addition of stage 4 works to the Port Coogee Marina becomes a burden on City finances | Submission received. |

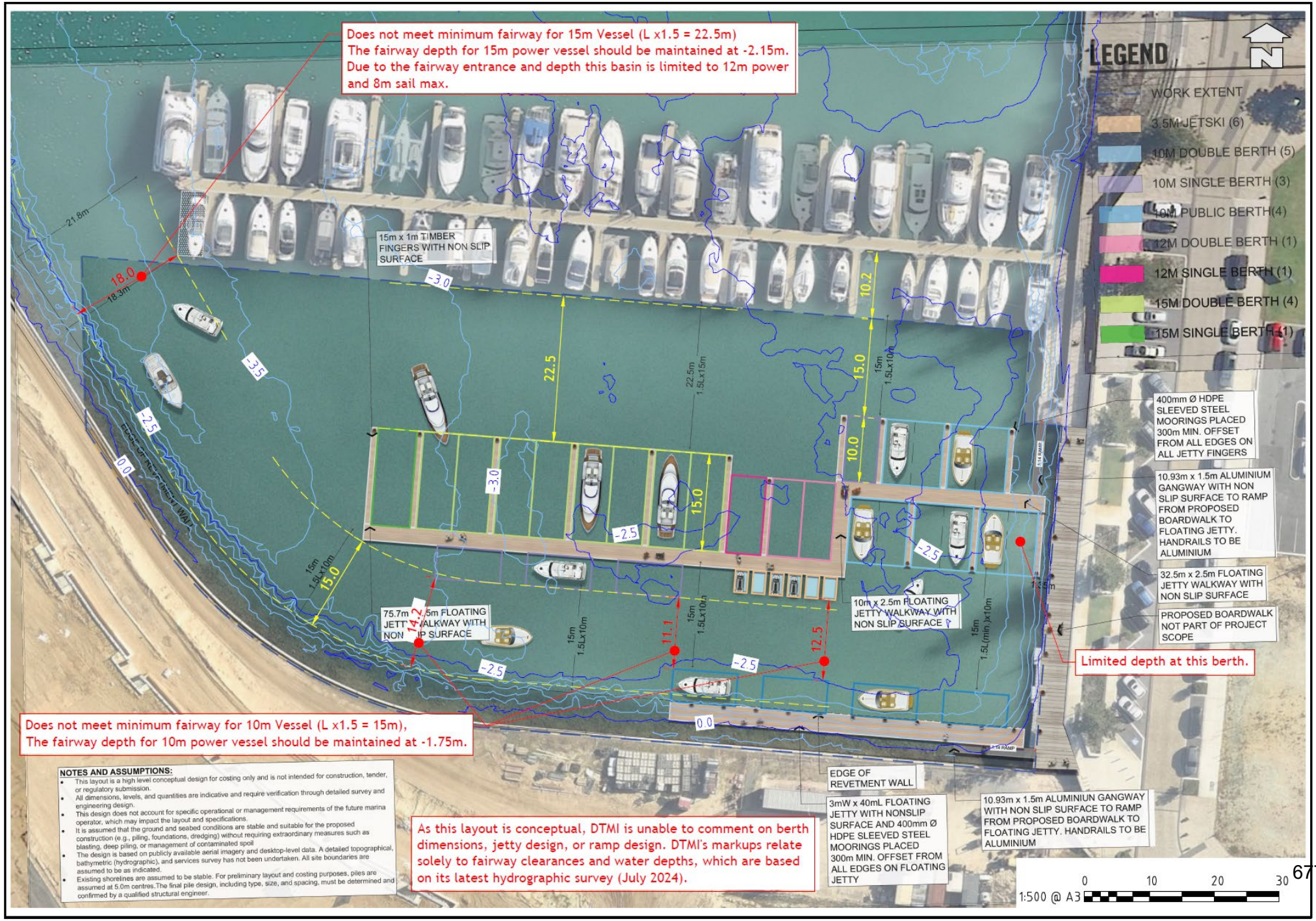
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| | for over 10 years from FY 2029 with 10 year debt servicing. The existing marina project encompassing Stage 3 apparently produces a positive net cash flow for City ratepayers which would be eliminated by construction of Stage 4 with 10 year debt servicing.<br>The overall project (inclusive of Stage4) would not be considered commercially viable in any ASX200 company. The projected deterioration in project cash flow is primarily due to high estimated costs for Stage 4.<br>A question arises for Council to consider – should Cockburn ratepayers fund this deficit in revenue for the very few individuals who will benefit from the additional berths - possibly not even residents of Cockburn.<br>The City is bound to consider this question by law (Local Government Act 1995)<br>The statement on page 4 of the Business Case that “the expansion project will provide $400,000 annually when compared to the marina operating as usual” is misleading as this position does not occur until FY32 even with a 20 year loan term.<br>**2. The Cost Estimate**<br>The cost estimate predominantly revolves around piling cost, walkways and finger jetties. The piling has been costed based on the number piles multiplied by a combined $ unit rate for material cost and an all in rate of installation of each pile. An assumed rate of 1 pile per day has been estimated which is a surprising low rate, since modern piling rigs such as the Movax SG-60V routinely operate at multiples of this rate. Virtually all of the remainder of the cost estimate is factored off these primary costs so if they are overstated then all of the factored costs will also be overstated. It is apparent that the primary costs are significantly overstated due to the high unit rate and low productivity rate used in the estimate. | |

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| | **3. The Project Plan**<br>The Project Plan (page 43) . The Project Plan shows an inordinate schedule of Key Milestones which directly impact (increase) the cost of the project.<br>Stage 4 of the project is a comparatively simple undertaking in concept, design and constructability. The detail design and delivery period of approx. 3 years is appropriate for large scale mining and petrochemical projects, not a small project where virtually all the materials, equipment, fabrication, construction and installation facilities and labour are available locally.<br>**4. Car Parking**<br>The Business Case states *"The City notes that the planning framework is able to accommodate parking for the proposed marina expansion with the already planned and provided parking in the locality. This is on the basis that the parking bays allocated to pen holders are not exclusive but for public use. From the annual marina customer satisfaction surveys, the City is aware of the challenges this provides pen holders and is actively pursuing alternate arrangements to better service the marina requirements, which is outside of the scope of this business case."*<br>The cost of securing land and building a car park to accommodate the additional pen holders exclusive use and public marina users should not be outside the scope of the business case- the potential cost is significant and would not be incurred but for the additional pen holders. The cost of this would further erode the economics of the business case. In the alternative, if additional car parking is not provided then the additional pen holders would use the public parking spaces reducing the amenity of the general public and potentially making it more difficult to park and less attractive for | |

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| | visitors to use the Port Coogee facilities such as restaurants.<br>Within the 13 August 2025 document it is stated *"The City recently amended a reserve on Maraboo Island to enable 29 existing car bays to be used for marina use. It is also examining if further car parking can be provided on a commercial basis for the exclusive use of pen holders."* It is not immediately clear what bays these were but it appears that the bays referred to were for general public use so it is unclear why it is now said the bays are for marina use. Clarification is required by City. | |
| 43. | The Department of Transport and Major Infrastructure Maritime (DTMI) have reviewed the proposed Port Coogee Marina Expansion. DTMI have noted the proposed layout of the pens system does not meet minimum fairway distances in several areas and water depths should also be considered. To assist with this, we have provided a marked-up version of your plan and attached a hydrographical survey of the area.<br><br>(Documents included in page 22-23) | Submission received. |
| 44. | For your consideration, please find attached offer to stage the world's first, a "one-off" granite stone monumental sculpture of Neptune Majestic.<br>It was inspired by the famous 459-years old Italian "Fountain of of Bologna".<br><br>It will elevate your special events at Port Coogee Marina Extension Case Project. It will bring lasting social, community and economic benefits to Cockburn by enticing tourist from afar. It will bring a commanding elegance and mythological grandeur to your high-profile cultural events, luxury product launch or a flagship brand activation.<br>Neptune Majestic is a 3.5 meter tall | Submission received. |

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| | standalone monolithic granite figure (it can be exhibited with or without a bay leaf/shell to cover it's private parts) or when placed on a plinth, it becomes a 5.5 meter high installation, which is entirely made of granite stone.<br><br>It is currently available in Perth WA for luxury brands and the exclusive cultural events.You may find details about this sculpture on a domain; www.neptune-majestic.com<br><br>Please reply for viewing the sculpture and to receive further details.<br><br>(Document included in page 24) | |


381950.000mE 6448200.000mN
383550.000mE 6448200.000mN
North Coogee
Port Coogee Marina
Cockburn
Sound
383550.000mE 6447200.000mN
381950.000mE 6447200.000mN
SCALE 1:2000
METRES
DATUM
VERTICAL
COCKBURN SOUND (FREMANTLE LOW WATER MARK 1969)
2.553m BELOW BENCHMARK KAP35
0.756m BELOW AUSTRALIAN HEIGHT DATUM 1971
COMPILED
M.DYBALA
L.MARCCHI
01/08/2024
CHECKED AND APPROVED HYDROGRAPHIC SURVEYOR
CERTIFIED PROFESSIONAL HYDROGRAPHIC SURVEYOR LEVEL1
CHECKED AND APPROVED DIRECTOR COASTAL INFORMATION
R. Nicholls
for DCI
Government of Western Australia
Department of Transport
Coastal Information
COCKBURN SOUND - PORT COOGEE MARINA
MULTIBEAM / LASERSCAN HYDROGRAPHIC SURVEY
SOUNDINGS AND LEVELS
24 JULY 2024
© CROWN COPYRIGHT
DRAWING NUMBER
REVN
RECORDS
HYDROGRAPHIC SURVEY RECORDS
LAND SCANNER RECORDS
ENGINEERING SURVEY RECORDS
ARCHIVE
15960601.DGN 15960TOP.DGN
CS20240724-SHOAL-PORT COOGEE.PRO
CS20240724-LASER-PORT COOGEE.PRO
SURVEYED BY M DYBALA / K EDWARDS
VESSEL SV PROFILER II
SOUNDER RESONIC 2020 DUAL HEAD MULTIBEAM
VELOCITY AML BASE X VELOCITY PROBE
MOTION POS M/V
SURVEYED BY M.DYBALA / K.EDWARDS
VESSEL SV PROFILER II
SCANNER TRIMBLE MX2I
MOTION POS L/V
POSITION POS L/V
SURVEYED BY
EQUIPMENT
ACCURACY
GRID DETAILS MULTIBEAM 10m SHOAL
SVP BOOKS MULTIBEAM LOG BOOK
TIDE
TRIMBLE R10 RTK GPS LOCATED AT SSM KAP35
RL = 2.553m LAT 1969 AND 1971
RL = 1.797m AHD 1971
VERTICAL 95% CONFIDENCE LEVEL 0.15 METRES
HORIZONTAL, VERTICAL, S.E. METRES
ORG SIZE A1
FILE NO
ACCURACY HORIZONTAL, 1m0 1s ORDER
95% CONFIDENCE LEVEL 0.50 METRES
VERTICAL, 95% CONFIDENCE LEVEL 0.15 METRES
SOFTWARE
HYDROGRAPHIC SWSY
PROCESSING TRIMBLE TERRAMODEL
GENERAL
CARTOGRAPHY NOTES
CONTOURS COLOUR BANDED SOUNDINGS AND LEVELS 1 METRE INTERVAL
TOPOGRAPHICAL DETAIL APPROXIMATE OR
INSHORE
OCEAN


Does not meet minimum fairway for 15m Vessel (L x1.5 = 22.5m)
The fairway depth for 15m power vessel should be maintained at -2.15m.
Due to the fairway entrance and depth this basin is limited to 12m power and 8m sail max.
LEGEND
WORK EXTENT
3.5M JETSKI (6)
10M DOUBLE BERTH (5)
10M SINGLE BERTH (3)
10M PUBLIC BERTH(4)
12M DOUBLE BERTH (1)
12M SINGLE BERTH (1)
15M DOUBLE BERTH (4)
15M SINGLE BERTH (1)
15m x 1m TIMBER FINGERS WITH NON SLIP SURFACE
400mm Ø HDPE SLEEVED STEEL MOORINGS PLACED 300m MIN. OFFSET FROM ALL EDGES ON ALL JETTY FINGERS
10.93m x 1.5m ALUMINIUM GANGWAY WITH NON SLIP SURFACE TO RAMP FROM PROPOSED BOARDWALK TO FLOATING JETTY. HANDRAILS TO BE ALUMINIUM
32.5m x 2.5m FLOATING JETTY WALKWAY WITH NON SLIP SURFACE
PROPOSED BOARDWALK NOT PART OF PROJECT SCOPE
Limited depth at this berth.
75.7m x 2.5m FLOATING JETTY WALKWAY WITH NON SLIP SURFACE
10m x 2.5m FLOATING JETTY WALKWAY WITH NON SLIP SURFACE
EDGE OF REVETMENT WALL
3mW x 40mL FLOATING JETTY WITH NONSLIP SURFACE AND 400mm Ø HDPE SLEEVED STEEL MOORINGS PLACED 300m MIN. OFFSET FROM ALL EDGES ON FLOATING JETTY
10.93m x 1.5m ALUMINIUN GANGWAY WITH NON SLIP SURFACE TO RAMP FROM PROPOSED BOARDWALK TO FLOATING JETTY. HANDRAILS TO BE ALUMINIUM
Does not meet minimum fairway for 10m Vessel (L x1.5 = 15m),
The fairway depth for 10m power vessel should be maintained at -1.75m.
NOTES AND ASSUMPTIONS:
This layout is a high level conceptual design for costing only and is not intended for construction, tender, or regulatory submission.
All dimensions, levels, and quantities are indicative and require verification through detailed survey and engineering design.
This design does not account for specific operational or management requirements of the future marina operator, which may impact the layout and specifications.
It is assumed that the ground and seabed conditions are stable and suitable for the proposed construction (e.g., piling, foundations, dredging) without requiring extraordinary measures such as blasting, deep piling, or management of contaminated spoil
The design is based on publicly available aerial imagery and desktop-level data. A detailed topographical, bathymetric (hydrographic), and services survey has not been undertaken. All site boundaries are assumed to be as indicated.
Existing shorelines are assumed to be stable. For preliminary layout and costing purposes, piles are assumed at 5.0m centres.The final pile design, including type, size, and spacing, must be determined and confirmed by a qualified structural engineer.
As this layout is conceptual, DTMI is unable to comment on berth dimensions, jetty design, or ramp design. DTMI's markups relate solely to fairway clearances and water depths, which are based on its latest hydrographic survey (July 2024).
0 10 20 30
1:500 @ A3

# *Neptune Majestic*



**A Monumental Sculpture Available for Exclusive Events and Brand Collaborations**

**www.neptune-majestic.com**

**Capture the heart and soul of your audience—through art, not advertising**

If you're looking to elevate your next event, enrich a brand experience, or create a meaningful cultural moment, we invite you to inquire about exhibiting *Neptune Majestic*. Bring commanding elegance and mythological grandeur to your next event, campaign, or venue with *Neptune Majestic*—a large-scale sculpture available for short-term lease or exhibition. Crafted with bold artistry and timeless symbolism, *Neptune Majestic* captivates audiences and elevates environments. Whether featured at a luxury product launch, a high-profile cultural event, or a flagship brand activation, this sculpture provides an unforgettable focal point that speaks to both power and refinement.

## Available for:

- Cultural & Art Institutions
- Luxury Brands & Retail Spaces
- Sports Organizations & Events
- Public Installations & Galas
- Hospitality & Destination Venue

## Why Neptune Majestic:

Forget standard signage and conventional advertising. *Neptune Majestic* creates a strong emotional and visual impact, offering a more meaningful way to connect with your audience.

- **Art as Storytelling**: Align your brand or event with the timeless mythology and symbolism of Neptune—the god of the sea, strength, and transformation.
- **High-Impact Visuals**: Serve as a centerpiece for media coverage, social engagement, and immersive storytelling.
- **Cultural Relevance**: Enhance the prestige of your event or space through curated artistic expression.
- **Exclusive Appeal**: This is a rare opportunity to host a one-of-a-kind sculpture, offered only to select partners under limited-term agreements.

## Flexible Rental & Licensing Options

We offer customizable short-term rental or exhibition licenses for *Neptune Majestic*, with options tailored to your venue, event timeline, and logistical needs. Every arrangement is made with care to ensure artistic integrity and seamless execution.

- Conditional licensing agreements
- Location and duration flexibility
- Installation and transport coordination
- Optional co-branding and media opportunities

**Contact** Arck Storm-Director of Neptune Majestic Inc. via E-mail : storm@neptune-majestic.com

# Tell us more

The City asked further questions within the survey to determine the use of existing features, to further inform the engagement process.

| How well do you think the existing features at Port Coogee Marina meet community and marina users' needs? | |
|---|---|
| Survey Responses | |
| Public perimeter boardwalk | |
| Excellently (they fully meet needs) | 15 |
| Good (they meet most needs) | 16 |
| Fair (they address some needs) | 7 |
| Poor (they address few needs) | 2 |
| Very poor (they do not meet needs) | 3 |
| Not sure/ doesn't apply to me | 0 |
| Bin storage and access to bins | |
| Excellently (they fully meet needs) | 12 |
| Good (they meet most needs) | 16 |
| Fair (they address some needs) | 8 |
| Poor (they address few needs) | 4 |
| Very poor (they do not meet needs) | 1 |
| Not sure/ doesn't apply to me | 2 |
| Loading zones for vehicles | |
| Excellently (they fully meet needs) | 4 |
| Good (they meet most needs) | 8 |
| Fair (they address some needs) | 10 |
| Poor (they address few needs) | 3 |
| Very poor (they do not meet needs) | 8 |

| | |
|---|---|
| Not sure/ doesn't apply to me | 9 |
| Pedestrian and accessibility ramps | |
| Excellently (they fully meet needs) | 11 |
| Good (they meet most needs) | 22 |
| Fair (they address some needs) | 6 |
| Poor (they address few needs) | 0 |
| Very poor (they do not meet needs) | 1 |
| Not sure/ doesn't apply to me | 3 |
| Fuel facility | |
| Excellently (they fully meet needs) | 8 |
| Good (they meet most needs) | 13 |
| Fair (they address some needs) | 5 |
| Poor (they address few needs) | 2 |
| Very poor (they do not meet needs) | 1 |
| Not sure/ doesn't apply to me | 13 |
| Marina toilet facilities close to marina pens | |
| Excellently (they fully meet needs) | 9 |
| Good (they meet most needs) | 11 |
| Fair (they address some needs) | 9 |
| Poor (they address few needs) | 6 |
| Very poor (they do not meet needs) | 2 |
| Not sure/ doesn't apply to me | 6 |

| How can we better connect the marina with the wider Port Coogee community? |
| --- |
| Survey Responses |
| I think currently it is done reasonably well, marina management works well as team |
| Don't allow home owners be compromised by commercial and the marina.<br>Think ahead not 1 year 10 year minimum |
| You can’t - the boats do not draw interest or aesthetic visitation - it’s ruining the waterfront |
| Newsletters |
| Greater access, which will improve with this expansion and the opening of the new parkland. |
| More seating or gathering area |
| Facility showers and toilet |
| Ensure adequate parking for all visitors to the marina, but also ensuring there is enough parking for local residents too. Parking becomes a big issue in the warmer months. |
| Provide adequate parking for visitors. |
| If you are talking about the actual Port Coogee Community, restaurants. We dont have access into the exclusive private marina and the exclusive clubhouse they have. |
| More parking is required and nightly security guards walking and checking boats |
| Farmers market by the Marina, artist or sculpture installations , morning or sunset yoga and a Christmas light trail to encourage young families. |
| Investing this money to the wider borders of Cockburn!!! |
| Build another Marine facility near the old power station.<br>The old power station could be refurbished into a boat stacker storage, there's already an old canal into it. |
| More boardwalks and walkways for the community to enjoy |
| accouple more eaterys it thing or even quailty take away Thai / Indian type NOT maccas type |
| Add parking, add more security |
| I think its great how it is. Making the parking lots on mariboo island for marina users only is ridiculous - marina users will still use the public parking AND use the mariboo parking. |
| The toilets need to be cleaned more often |
| As already discussed in my own personal comments |
| A public ramp and washdown facility would be the number 1 along with allowing some commercial vessels to be able to load/ unload people such as charter operators (not commercial fishing). Most people would then buy coffees, food, drinks from Port Coogee for their boat trip and/ or indulge at the local restaurants/ bars afterwards. |

| |
|---|
| Not too make it bigger |
| Option number 1 would be purchase a block (should have been done years ago when you get the land for next to nothing) Build a multi story secure carpark, additionally put a community centre in the same building. There would be a good business case for parking income, rent from street from businesses and you solve all the problems. The longer you wait the cost will become more restrictive. |
| It fits in comfortably now |
| There will be a need for a multi-storey parking or improved public transport services between Cockburn Central and Coogee to encourage people to visit using public transportation to mitigate parking issues. Increase the access of public toilets and bins as users are present to picnic, enjoy the beach or for boating. We will need another fuel station nearby for marina users. |
| Better parking for boat owners and visitors |
| It's an intrinsic part of the development, not sure what else could be done. |
| Make it accessible for all |

| **Are there any community amenities or facilities, not already mentioned, that you feel could complement the marina expansion?** |
|---|
| Survey Responses |
| Parking |
| Additional secure car parking for pen holders. |
| Get rid of the marine and expansion |
| Parking for boat pen users |
| The marina building would make a great bar! |
| As above. |
| Parking for pen holders. |
| As above - more parking is required. |
| Already mentioned, the lack of parking must be addressed as a priority. |
| If the council is bent on bringing in even more visitors then parking has to be addressed it is appalling. |
| The Marina DOESN'T NEED expansion. |
| No |

| |
|---|
| A fishing jetty for the kids that love to fish there (but aren't allowed)... it's harmless, and provides them with so much enjoyment |
| haha ive mentioned the 10m pens - more please - thats the biggest by far for me |
| Parking/pen holder loading zones |
| More parking. Bring back the swim pontoon at ngarkle beach and some thing for teens to do. Security and more co safe patrols. A community centre, which could be used for marina pen users too |
| Bring the pontoon back to Ngarkal beach! A really poor decision based on the whingeing of a very small minority of nimby residents impacting the wider cockburn community. I walk past this beach every night and the number of incidents of bad behaviour would definitely be less than the number of loud parties by the main whinger including teenagers roaming the streets from the parties, leaving rubbish all over the grassed areas near the house. |
| Just parking. |
| Yes close of Cheiftain Esplanade to vehicular traffic. This would include both bicycles, E bikes skate boats etc. |
| No |
| More public spaces with more parking |
| Kiosk - ice creams etc |
| More showers would be welcomed as well as more signage for pedestrians to enjoy coastline walks and their options. |
| No |
| The ability to launch and recover small boats. |

| **Do you have any ideas for small scale events, programs, or activities that could make Port Coogee Marina a more vibrant community hub?** |
|---|
| Survey Responses |
| Don't need them |
| More native trees and less boats |
| Music concerts are a great idea - keep them up and have more |
| Food trucks and other events already meet expectations :) |
| Not really |
| N/A |

| |
|---|
| It's already a nightmare to access the area in events and activities, which means it is vibrant enough! |
| Improved parking conditions |
| I love the Friday night food stalls. Some regular markets would be awesome, as would band/music nights |
| food trucks are great. |
| doing a great job already keep it up |
| Community centre, market stalls, more food truck nights |
| Sunset concerts sponsored by the City? |
| Hold Boat show similar to what they have in Mandurah. Hold Skipper ticket training or classes. Sea safety classes. Hold sunset cruise charters, pick up and drop off at Coogee Marina. Bring back the seafood "off the back of the boat" sellers. |
| No |
| For events etc you need more parking |
| No |
| Friday night bites for Coogee (with food trucks coming) during summer would be a great idea. Using the maritime trail to create a once-year running event could help make people discover it. Having a first responder cabin somewhere could help the increasing marina users. We can promote wellness events aka Yoga on the Beach or so. Creating a Coogee farmers' market in partnership with Coogee Common would be very much interesting for all users and community members. |
| More community events |
| Farmers Market, |
| Pop up bars and food (not the food trucks).<br>Food stalls. |

| **We understand for nearby residents' construction can cause concern. What key considerations should we make when planning construction to reduce our impact on residents and visitors?** |
|---|
| Survey Responses |
| Dust control, my boat gets covered in dust for all of the construction |
| Don't do it |
| Dust mitigation - our boat has been covered in dust for the past few years. |

| |
|---|
| I am concerned about a point made in the business plan on page 44 that states 'Site environmental features are not adequately assessed'.<br>Why has no environmental impact assessment been included in this business plan? Surely the expansion of this area will negatively impact not only residents, but also local fauna. Will there be a full environmental impact evaluation performed? |
| Stop the expansion |
| Working at reasonable hours of the day |
| Enforcing hours to ensure no noise before 7am weekdays etc. Lots of builders are working earlier than that. |
| Parking.<br>Traffic management |
| Piling during business hours only, minimise dust. |
| A project execution strategy that minimises impact for current, paying pen holders. No need for pens to be vacated during construction, no impairment for boat traffic. |
| commence in off season May when cooler and less people or visitors will continue to push into the streets and our houses. |
| How about the impact of this money being totally wasted in something Cockburn doesn't need? How about considerations being made on how to reduce criminality in spearwood, hamilton Hill... how about using the money to improve surroundings of the ARC trainline in Rockingham Rd which look horrendous... how about restaurants and improvement around Spearwood, bibra lake, Hamilton Hill? Those are the key considerations that should be looked after. |
| It's complicated in such a compact space.<br>Construction costs are already exorbitant, be wary of lumping people with additional costs in attempts to improve temporary discomfort. |
| Dust suppression! It's a major issue, and hasn't been handled properly in the past |
| We walk are 2 dogs down to a Mariana every single day - So far construction has been very well managed - I work in construction as a Construction Manager and have worked in construction for 30 plus years I am very impressed and like I said I'm there twice a day 7 days a week - Well done ! |
| Noise, dust, parking, blocking streets off |
| Only concern is that it would reduce the sea life that frequents the Marina (seals, Dolphins and large fish) |
| Ensure construction program is as short as possible and on target. |
| If possible, most of the construction work and constraints should happen during day-time to avoid too much impact on residents and should be avoided during weekends and public holidays. |
| Control the dust issues created by the construction. |
| Limit trades working hours |
| Consider parking for the extra construction workers without impacting residents.<br>Obviously noise during acceptable times<br>Dust and rubbish. |

# Connection to the marina

The City asked further questions of respondents on their proximity and current use of the marina.

| What is your connection to the Port Coogee Marina? | |
|---|---|
| Survey Responses | |
| I am a property owner or resident of Port Coogee/North Coogee | 18 |
| I use a boat pen in the Port Coogee Marina | 10 |
| I am on the waitlist for a boat pen in the Port Coogee Marina | 6 |
| I own and/or operate a business in Port Coogee/North Coogee | 2 |
| I am a visitor of the Port Coogee Marina | 13 |
| Other | 3 |

| How often do you visit Port Coogee Marina? | |
|---|---|
| Survey Responses | |
| Daily | 13 |
| Several times a week | 11 |
| Weekly | 9 |
| Fortnightly | 3 |
| Monthly | 5 |
| Yearly | 2 |
| I do not visit/use the Port Coogee Marina | 0 |

## Respondent Statistics

| Suburb | |
|---|---|
| Survey Responses | |
| Banjup | 1 |
| Beeliar | 2 |
| Bibra Lake | 2 |
| Claremont | 1 |
| Coogee | 4 |
| Jandakot | 1 |
| Lake Coogee | 3 |
| Melville | 1 |
| North Coogee | 24 |
| Port Kennedy | 1 |
| South Fremantle | 1 |
| Spearwood | 5 |
| Success | 2 |
| Wattleup | 1 |
| Wembley | 1 |
| West Leederville | 1 |
| Yangebup | 1 |
| Yokine | 1 |

| How did you find out about this project? | |
|---|---|
| Survey Responses | |
| Email | 26 |
| Comment on Cockburn website | 5 |
| City of Cockburn website | 2 |
| Online (social media) | 5 |
| Signage at the marina | 9 |
| Word of mouth (friend, family or colleague) | 7 |
| Flyer | 2 |
| Public notice at the City's Administration Building | 0 |
| Community group, sporting group or school | 3 |
| Library display | 0 |
| Notice at the marina | 4 |
| Newspaper advert/notice | 0 |
| Other | 1 |

# Comment on Cockburn Statistics

| Type | |
|---|---|
| Visits to page | 1,443 |
| Contributions | 42 |
| Project followers | 27 |
| **E-newsletter** | |
| Recipients | 11,241 |
| Opens | 6028 |
| Clicks | 487 |
| **Top Traffic Channels** | |
| Direct | 986 |
| Social Media | 318 |
| Search engine | 70 |
| Website | 65 |

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