



City of Cockburn Ordinary Council Meeting **Minutes**

For Thursday, 11 October 2018

These Minutes are subject to confirmation

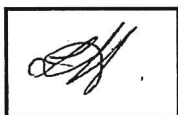
Presiding Member's signature

Date: 8 November 2018

CITY OF COCKBURN

SUMMARY OF MINUTES OF THE ORDINARY COUNCIL MEETING HELD ON THURSDAY, 11 OCTOBER 2018 AT 7:00 PM

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CITY OF COCKBURN

MINUTES OF ORDINARY COUNCIL MEETING HELD ON THURSDAY, 11 OCTOBER 2018 AT 7:00 PM

PRESENT:

ELECTED MEMBERS

Mr L Howlett	-	Mayor (Presiding Member)
Mrs C Reeve-Fowkes	-	Councillor
Mr K Allen	-	Councillor
Mr M Separovich	-	Councillor
Dr C Terblanche	-	Councillor
Ms L Kirkwood	-	Councillor
Mr P Eva	-	Councillor
Mr S Pratt	-	Councillor
Ms C Sands	-	Councillor

IN ATTENDANCE

Mr S Cain	-	Chief Executive Officer
Mr D Arndt	-	Director Planning & Development
Mr S Downing	-	Director Finance & Corporate Services
Mr D Green	-	Director Governance & Community Services
Mr C Sullivan	-	Director Engineering & Works
Mrs L Jakovcevic	-	Executive Assistant to Directors - Plan. & Dev. / Engr. & Works
Mrs L Spearing	-	Personal Assistant to Chief Executive Officer
Mr J Ngoroyemoto	-	Governance & Risk Management Co-ordinator
Mr S Cecins	-	Media and Communications Officer

1. DECLARATION OF MEETING

The Presiding Member declared the meeting open at 7.02pm.

The Presiding Member made the following announcements:

“Kaya, Wanju Wadjuk Budjar” which means “Hello, Welcome to Wadjuk Land”.

I acknowledge the Whadjuk people of the Nyungar Nation who are the traditional custodians of the land we are meeting on tonight and I pay respect

to their Elders, both past and present and extend that respect to Indigenous Australians who are with us tonight.

The Late Mr John JJ Wade

Mr John Wade, a long-time resident of Wattleup passed away this week. John was one of the last surviving World War 11 veterans known as the 'Rats of Tobruk' having served in Tobruk, El Alamein and New Guinea.

Aside from his service to Australia during the aforementioned campaigns John was an outstanding member of the community with many a story about his life. He turned one hundred years of age on 20 November, 2017 and celebrated his birthday in style with 120 plus guests. One of his best mates, the late Mr Ted O'Callaghan who was 101 years of age sat opposite John and they reminisced about the good old days from when they first met in 1938. Both their minds were as 'sharp as tacks'. It was fitting that they stayed in contact for all those years.

News that came in last night, Mr Bill Corey, a veteran of the World War 11 and a former member of the 'Rats of Tobruk' also passed away.

On behalf of the elected members, staff and the Cockburn community I extend our condolences to John's children, Jim and Ellen and their families and those of Bill Corey.

Would you please be upstanding to observe one minute's silence and to reflect on the service that John Wade and Bill Cory provided to Australia?
Lest We Forget.

Awards

Royal Life Saving Association of Western Australia Bravery Awards

I was pleased to be present on Wednesday, 3 October when the Royal Life Saving Association of Western Australia made presentations to individuals and groups who had performed conspicuous acts of bravery.

Each award personified acts of bravery by individuals and groups that many of us read about, hear on the radio, or see on television when they occur.

Cockburn ARC aquatic lifeguards in Josh Wood, Michael Pinkham, Rhiannon Keel, Sam Hendry and Peter Delaney were each awarded a 'Gold Star' Bravery Award. Their combined efforts saw a woman rescued from the 50 metre pool. The woman was suffering from a mental health condition and the intervention of the ARC team saw her rescued, treated and placed in the care of paramedics when they arrived. Our congratulations are extended to the Gold Star Bravery Award recipients and other Cockburn ARC staff who assisted on the day.



Women's Health & Wellbeing Event

Yesterday the City hosted the Women's Health & Well-being event at the Cockburn ARC with numerous stall holders providing information for the hundreds of visitors to the event. Previously held in the City of Fremantle (for the past seven years) it was also a great opportunity to showcase the ARC itself hopefully leading to more membership enquiries.

Thanks to Councillor Sands for attending and drawing some of the fresh fruit and vegetable basket raffle prizes and to the City's staff for organising such a well-received event. The feedback from attendees was encouraging and this augurs well for future events.

I acknowledge representatives of the Friends of the Community who are in the public gallery tonight and thank them for providing the 'live lighter' meals at yesterday's event.

2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED)

Nil

3. DISCLAIMER (TO BE READ ALOUD BY PRESIDING MEMBER)

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

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

Cr Kevin Allen - Impartiality Interest Item 16.2

Cr Lara Kirkwood - Impartiality Interest Item 16.4

Cr Lara Kirkwood - Impartiality Interest Item 16.5

Cr Kevin Allen - Impartiality Interest Item 17.2

5. APOLOGIES & LEAVE OF ABSENCE

Deputy Mayor Lee-Anne Smith - Apology

6. WRITTEN REQUESTS FOR LEAVE OF ABSENCE

Nil



7. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil.

8. PUBLIC QUESTION TIME

Items on the Agenda

Mr Richard Kilmartin – Hammond Park

Item 14.3 – Proposed Structure Plan – Lot 9008 Frankland Avenue

Q1 If property is damaged due to vibrations etc, involved with this type of development, who covers this damage? Will our property be inspected by an independent surveyor/engineer prior to commencement of works to record the condition of the building and landscaping etc prior to any works starting?

A1. The developer is responsible for ensuring subdivisional works do not affect land beyond the boundaries of the works land. The City deals with a large number of subdivisions that are adjacent to existing residential areas. The standard approach by developers is to undertake pre and post dilapidation surveys, if requested by a potentially affected landowner, with the developer making good any identified damage., following post dilapidation survey.

Q2 Does council agree that due to the close proximity of the existing properties on the odd numbered side of Neilson Street to the road, (considering the designated setback dictated by Council at time of building was approx 2.5 meters) that these properties are at more risk of damage due the volume of construction traffic trundling past our homes? Yes or No please.

A2. The existing roads in the area adjacent to the subject site are designed and have sufficient capacity to safely carry the types of vehicles that would be accessing the site to facilitate the sub-division and dwellings on the property.

Q3 Instead of opening the end of Neilson Street, why can't access to the new development be from Frankland Avenue? What negative impact would this have on the new development? How has this been measured and is that data available?

A3. Frankland Avenue is designated as an 'Other Regional Road' under the MRS Scheme and in accordance with WAPC Policy (DC 5.1 Regional Roads – Vehicle Access) there is a presumption on traffic and safety grounds against the creation of new access points onto regional roads, particularly where alternative access is available from side or rear



streets. It is also important to note that access to the subject land is not proposed just from Neilson Street, but also the extension of Serventy Crescent, McIntosh Street, Packer Rise and Weetman Road, thereby distributing local traffic, onto those other alternate access points.

Mr Kim Taylor - Hamilton Hill

Item 17.1 Western Suburbs Sporting Precinct Study – Public Comment

- Q1 *WITH RESPECT TO LIGHTING DESIGN AND MANAGEMENT OF THE PROPOSED SPORTS FIELDS AT DIXON PARK. GIVEN AS 2560 "SPORTS LIGHTING SPECIFIC APPLICATION" AND AS4282 "CONTROL OF THE OBTRUSIVE EFFECTS OF OUTDOOR LIGHTING" SERVE DIFFERENT AND POTENTIALLY CONFLICTING PURPOSES. AS2560 DOES NOT SET REQUIREMENTS FOR OBTRUSIVE LIGHT RELEASE INTO THE ENVIRONMENT FROM SPORTS LIGHTING INSTALLATIONS. CAN COUNCIL CONFIRM THAT NOT ONLY 'GOOD PRACTICE' BUT 'BEST PRACTICE' WILL BE APPLIED TO THE DESIGN AND MANAGEMENT OF ANY SPORTS FIELD LIGHTING TO REDUCE IMPACT ON EXISTING AMENITY AND THE ENVIRONMENT?*
- A1. THE CITY CAN CONFIRM THAT BOTH AUSTRALIAN STANDARDS AND A BEST PRACTICE APPROACH WILL BE ADMINISTERED TO ENSURE THAT THE LIGHT SPILL IS CONTROLLED IN SUCH A WAY TO MINIMISE ANY IMPACT TO NEARBY PROPERTIES. THIS WILL INCLUDE THE LOCATION OF THE POLES THEMSELVES, THE TYPE AND ANGLE OF FITTINGS AND THAT THE LIGHTS WILL BE FOR TRAINING STANDARD PURPOSES AND THAT IS TO AN EXTENT OF 50LUX.
- Q2. *WILL THIS PROCESS INVOLVE RESIDENTS IN BOTH CONSULTATION AND LIGHTING DESIGN.*
- A2. A PUBLIC COMMENT PROCESS WILL BE ADMINISTERED PRIOR TO THE LIGHTING BEING INSTALLED AND WILL ALLOW FOR FEEDBACK TO BE CONSIDERED AS PART OF THE OVERALL LIGHTING DESIGN PROCESS.
- Q3. *WILL COUNCIL COMMIT TO ENSURING A SUITABLE PERSON(S) UNDERTAKES A FULL ENVIRONMENTAL IMPACT ASSESSMENT OF ANY PROPOSED SPORTING FACILITIES PRIOR TO FINAL DESIGN?*
- A3. AS PART OF THE DESIGN DEVELOPMENT, THE CITY WILL COMPLETE AN ENVIRONMENTAL IMPACT ASSESSMENT TO DETERMINE POTENTIAL SUSTAINABLE DESIGN OPTIONS IN ORDER TO REDUCE THE OVERALL CARBON FOOTPRINT OF ANY

DEVELOPMENT, SUCH AS LED SPORTS LIGHTING, SOLAR
PANELS AND ORIENTATION.



ITEMS NOT ON THE AGENDA

MR DAVID HOFFMAN, SPEARWOOD

ELIZA PONDS.

Q1 *WHEN WILL THE FOUNTAINS IN ELISA POND BE REINSTATED.*

A1. THE CITY HAS IDENTIFIED A DESIGN CONSTRAINT WITH THE ORNAMENTAL WATER BODY AT KOOBOOLONG PARK WHICH IS RESTRICTING THE OPERATION OF THE AERATORS. THE AERATORS REQUIRE A WATER DEPTH OF ONE METER FOR SAFE OPERATION; HOWEVER, A RECENT INVESTIGATION HAS FOUND ONLY A 660MM DEPTH. INVESTIGATIONS ARE BEING UNDERTAKEN TO ASCERTAIN IF AN ALTERNATIVE AERATION SYSTEM CAN BE INSTALLED WITHIN THESE DESIGN CONSTRAINTS. ONCE THIS ALTERNATIVE HAS BEEN IDENTIFIED AND IMPLEMENTED, THE NORMAL OPERATION CAN RECOMMENCE.

THE INDICATIVE TIME FRAME WOULD BE IN THE FIRST HALF OF 2019 CALENDAR YEAR TO ALLOW FOR THE INVESTIGATORY WORK, IN DISCUSSION WITH THE DEVELOPER, BUDGET ALLOWANCE AS PART OF THE MID-YEAR REVIEW FOLLOWED BY PROCUREMENT AND IMPLEMENTATION.

Q2 *WHY IS COUNCIL WASTING RATEPAYERS MONEY EMPLOYING A "LAKE CONSULTANT" WHEN THE ISSUES ASSOCIATED WITH ELISA POND CAN BE RESOLVED BY A COUNCIL EMPLOYED CIVIL ENGINEER.*

A2. THE CITY HAS ENGAGED A CONSULTANT WHO IS AN INDUSTRY LEADER IN WATER MANAGEMENT TO ASSESS THE ORNAMENTAL WATER BODIES' DETAILED DESIGN AND PROVIDE RECOMMENDATIONS TO RESOLVE THE CURRENT CONSTRAINTS. THIS IS A SKILL SET THAT IS SPECIALISED AND WHICH EXISTING CITY STAFF DO NOT POSSESS.

MR RAY WOODCOCK – SPEARWOOD

Q1. *THE MARKINGS HAVE BEEN PLACE ON OCEAN ROAD HUMPS, THE ONE ON BEACH STREET AND COCKBURN ROAD HAS NOT BEEN DONE. CAN I KNOW WHEN THAT WILL BE DONE PLEASE.*

A1. I DROVE ALONG THAT ROAD EARLIER TODAY AND I WAS ASTONISHED TO FIND THAT THE CONTRACTOR HAS NOT BEEN BACK TO DO THE MARKING ON BEACH ROAD. I AM NOT SURE WHY IT HAS NOT BEEN DONE AFTER ALL THIS TIME; I HAVE



ASKED THE WORKS MANAGER TO FIND OUT FROM THE CONTRACTOR WHY IT HAS NOT BEEN DONE.

Q2. *AT THE ORDINARY COUNCIL MEETING 14 JUNE, 2018 I ASKED THE COUNCIL A QUESTION CONCERNING WHY RELIGIOUS ORGANISATIONS ARE NOT PAYING RATES. I LEARNED FROM MR DOWNING THAT THEY DO PAY THE DFES RATES AND RUBBISH COLLECTION". WHY AREN'T THE RELIGIOUS ORGANISATIONS NOT PAYING RATES?. IF THEY ARE NOT PAYING COUNCIL RATES WHAT AREA OF THE STATE LEGISLATION CAN EXCLUDE THEM. WHAT WOULD HAVE TO BE DONE TO ENSURE THAT RELIGIOUS ORGANISATION PAY RATES THE SAME AS OTHER MEMBERS OF THE COMMUNITY.*

A2. RELIGIOUS ORGANISATIONS SUCH AS CHURCHES ARE SPECIFICALLY EXEMPTED UNDER SECTION 6.26 OF THE LOCAL GOVERNMENT ACT. AS TO THE SEEKING OF THE AMENDMENT TO THE LOCAL GOVERNMENT ACT, THE ACT IS UNDER REVIEW AT THE PRESENT TIME AS YOU MAY KNOW AND I SUSPECT THERE WILL BE SOME MEMBERS OF THE COMMUNITY WHO WILL TRY TO SEEK THE EXEMPTION REMOVED.

MR DAVID NEEDHAM – SPEARWOOD

Q1. *ELIZA PONDS.*

AS FAR AS ONE METRE IS CONCERNED, THERE ARE NUMEROUS PUMPS AVAILABLE THAT COULD PICK UP 450ML DEPTH AND 650ML. IF YOU HAVE A PROBLEM AND NEEDING A METRE AND YOU HAVE ONLY GOT 700ML YOU CAN PUT SUMPS.. I HAVE DONE AQUACULTURE, SO I KNOW WHAT I AM TALKING ABOUT. AT PRESENT THE WATER IS STAGNATE AND GETTING ANOXIC, AND YOU HAVE A LOT OF ALGAE GROWING ALL OVER THE PLACE. I HAVE SEEN TWO LOTS OF BIRDS PRODUCE CHICKS AND MOUNTAIN DUCK AND BLACK DUCKS. BLACK DUCKS ARE ON THE POND NOW, MOUNTAIN DUCKS HAVE WALKED. THEY WOULD COME BACK IF THE WATER CONDITIONS WOULD SUITE THEM. IN SIX MONTHS' TIME I DON'T KNOW WHAT IS GOING TO HAPPEN. YOU HAVE MIDGES AND MOSQUITOES TAKING OFF RIGHT NOW. COUNCIL REALLY NEEDS TO ADDRESS THIS SHORTLY.

A1. NO RESPONSE REQUIRED.

MR ARI HOLT – SOUTH LAKE

RECYCLING CHANGES

Q1. *THE CHANGES WHAT WE CAN PUT IN OR OUT OF OUR RECYCLE BIN. WHEN ARE WE GOING TO GET A BIN WITH A BLUE LID FOR EVERYTHING WE CAN'T PUT IN THE RED BIN, GREEN BIN AND*



YELLOW BIN. I AM NOT PAYING \$5 EVERY TIME TO DRIVE DOWN TO THE TIP AND BE INSULTED AND TREATED BY THE LITTLE HITLER IN THE BOX IN THE DRIVE WAY. I GET FED UP WITH HIS ATTITUDE WHEN I DO THE RIGHT THING AND TAKE RUBBISH TO THE TIP. I WANT TO DO THE RIGHT THING FOR THE ENVIRONMENT. YOU HAVE GOT A CONTRACTOR WHO IS PAID TO GET RID OF THE RUBBISH. I DON'T CARE WHAT CHINA DOES NOT WANT FROM US, I CARE ABOUT WHAT WE DON'T WANT FROM CHINA. I HAVE BEEN LIVING IN THIS CITY FOR OVER 40 YEARS YOU SHOULD COLLECT IT, SORT IT AND GIVE ME A BIN WITH A BLUE LID.

MR SANTOS PASQUA – BIBRA LAKE

Q1. DOES COUNCIL HAVE ANY PLANS TO DO A ROUND-ABOUT ON THE CORNER OF DISCOVERY DRIVE AND NORTHLAKE ROAD BIBRA LAKE .

A1. THAT INTERSECTION IS ON THE CAPITAL WORKS PROGRAM FOR THE CURRENT FINANCIAL YEAR. THE DESIGN OF IT DEPENDS ON A NUMBER OF FACTORS THAT WILL INFLUENCE THAT DESIGN. WHAT THE FINAL FORM OF THAT DESIGN IS I CAN'T SAY AT THIS TIME.

9. CONFIRMATION OF MINUTES

9.1 (2018/MINUTE NO 0001) MINUTES OF THE ORDINARY COUNCIL MEETING - 13/09/2018

RECOMMENDATION

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 13 September 2018 as a true and accurate record.

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr P Eva

That the recommendation be adopted.

CARRIED 9/0!

10. DEPUTATIONS

The Presiding Member invited the following deputations:

1. **Mr Robert Kellar - Harvest Lakes Residents Assoc Inc.** in relation to Item 16.4 Lyon Road Aubin Grove Traffic Management

The Presiding Member thanked the deputation for their presentation.

Cr Kevin Allen left the meeting at 7:47 pm.

Cr Kevin Allen returned to the meeting at 7:49 pm.

2. **Mr Charles Rundle and Mr Adam Pearson - R G Property** in relation to Item 16.4 Lyon Road Aubin Grove Traffic Management .

The Presiding Member thanked the deputation for their presentation.

3. **Mr Travis French, President - Mr Tyrone Thwaites, General Manager – and Mr Ralton Benn, Director Cockburn Basketball Association** in relation to Item 17.1 Final Western Suburbs Sporting Precinct Study - Public Comment

The Presiding Member thanked the deputation for their presentation.

4. **Matt Watson and Mr Andrew Pearce, - Cockburn Cricket Club** in relation to Item 17.1 Final Western Suburbs Sporting Precinct Study - Public Comment

The Presiding Member thanked the deputation for their presentation.

5. **Ms Heidi Lazzaro and Mr Jason Petkovich, - Cockburn City Soccer Club** in relation to Item 17.1 Final Western Suburbs Sporting Precinct Study - Public Comment

The Presiding Member thanked the deputation for their presentation.

6. **Mrs Sofie De Meyer and Ms Jozina De Ruiter, - Dixon Park Friends** in relation to Item 17.1 Final Western Suburbs Sporting Precinct Study - Public Comment

The Presiding Member thanked the deputation for their presentation.

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

Nil

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

Nil



AT THIS POINT IN THE MEETING, THE TIME BEING 8:24AM THE FOLLOWING ITEMS WERE CARRIED BY 'EN BLOC' RESOLUTION OF COUNCIL

- | | | |
|------|------|------|
| 14.1 | 15.1 | 16.1 |
| 14.2 | | 16.3 |
| 14.3 | | |
| 14.4 | | |
| 14.5 | | |
| 14.6 | | |
| 14.7 | | |
| 14.8 | | |

13. COUNCIL MATTERS

Nil



14. PLANNING & DEVELOPMENT DIVISION ISSUES

14.1 (2018/MINUTE NO 0002) DEDICATION OF PORTION RESERVE 43023 (TAPPER PARK) AND LOT 129 JANDAKOT ROAD AS ROAD RESERVE

Author(s) L Gatt and A Trosic
Attachments N/A

RECOMMENDATION

That Council:

- (1) agree to the 481sqm excision of land from Reserve 43023, and dedicate this for road purposes in accordance with Section 56 of the Land Administration Act 1997, as per the plan contained in this report;
- (2) dedicate Lot 129 Unallocated Crown Land located on the corner of Jandakot Road and Fraser Road for road purposes in accordance with Section 56 of the Land Administration Act 1997, as per the plan contained in this report;
- (3) close the eastern portion of Fraser Road once the replacement western leg portion is built, as per the plan contained in this report. This eastern portion to be closed in accordance with Section 58 of the Land Administration Act 1997; and
- (4) indemnify the Minister for Lands against costs incurred in considering and granting the above.

COUNCIL DECISION

MOVED Cr C Reeve-Fowkes SECONDED Cr S Pratt

That the recommendation be adopted.

CARRIED 9/0

Background

Two road projects are currently progressing within the City of Cockburn which the State Government have requested road dedication and closure resolutions of the local government. These relate to the Armadale Road / North Lake Road bridge project, and the Jandakot Road upgrade. These resolutions are requirements in order to continue facilitating the land components required to deliver these projects.



The land required for the Armadale Road / North Lake Road bridge project relates to portion of Lot 656 Tapper Road, Atwell (Reserve 43023 – Tapper Park).

The land required for the Jandakot Road upgrade pertains to the unallocated crown land (Lot 129) at the intersection of Jandakot Road and Fraser Road. Importantly this does not relate to privately owned land, rather it relates to crown land which is unallocated and needs to be appropriately vested as road reserve.

Submission

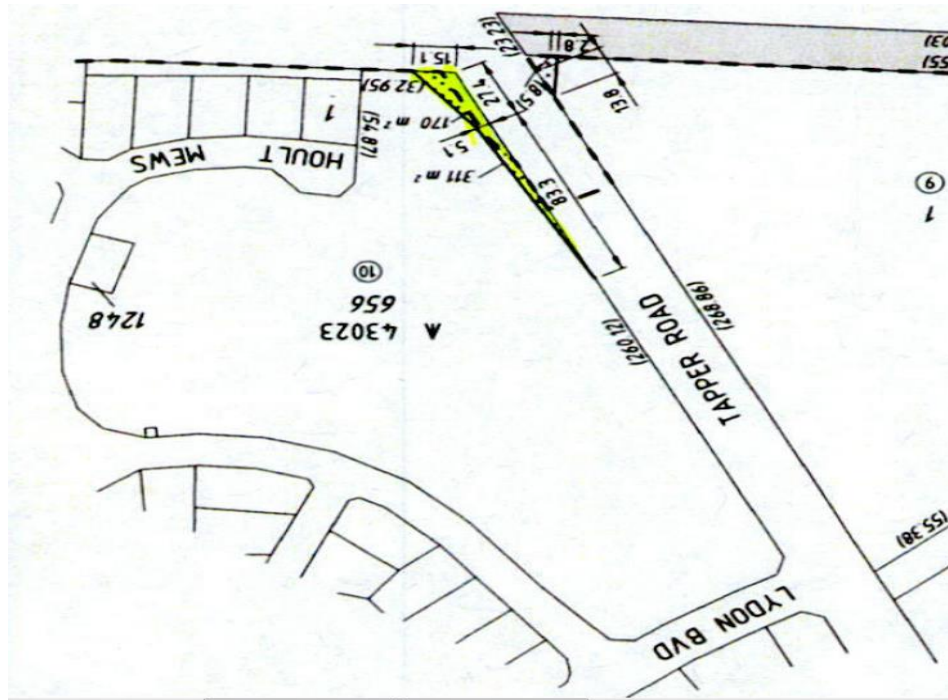
N/A

Report

A Council resolution is required under Section 56 and 58 of the Land Administration Act 1997 to enable the designation of land as road reserve that will enable the delivery of current road projects within the City of Cockburn.

Armadale Road / North Lake Road bridge project

The subject area of land is a 481sqm portion of Reserve 43023 (Tapper Park) being Lot 656 Tapper Road, Atwell, which is located on the corner of Tapper and Armadale Roads. The subject area of land is located on the northeast corner of the reserve, highlighted in the plan below:



This is the edge of the reserve, but does include infrastructure improvements including fence bollards, footpaths, irrigation and a



copse of mature trees. It also needs to interface correctly with the skate park, which is located close by, but not within the area required to be excised. Should Council agree to excise this portion of the reserve in order to facilitate the required land for the road upgrade, full reinstatement works including protection to the trees in proximity would need to be done by Main Roads.

The infrastructure improvements on the subject area can be seen on the image below.



It is recommended that Council approve the 481sqm excision of land from Reserve 43023, and dedicate this for road purposes in accordance with Section 56 of the Land Administration Act 1997. This is subject to the normal reinstatement works being performed by Main Roads WA, to the satisfaction of the City.

Jandakot Road - unallocated Crown Land near Fraser Road

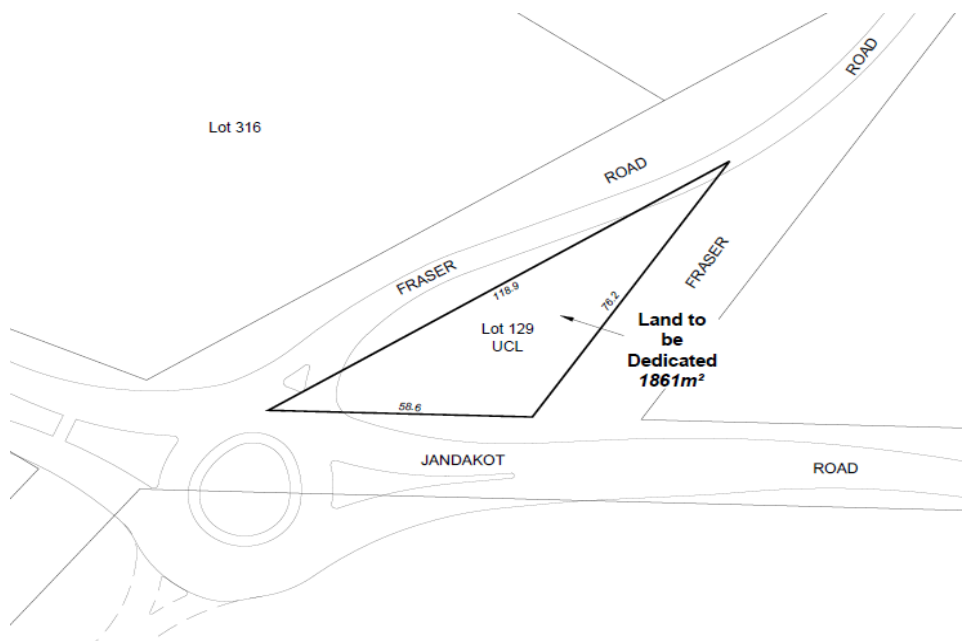
Lot 129 is a piece of unallocated crown land on the corner of Jandakot Road and Fraser Road, highlighted on the following aerial photograph.





Lot 129 is required to be dedicated as road reserve, to facilitate the approved upgrade of Jandakot Road. It falls within Stage 1 of the Jandakot Road upgrading project, which Council approved to be constructed, at its July 2018 meeting.

Lot 129 will be specifically used as both for the road, roundabout, deviation of Fraser Road and drainage basin. This is shown following:



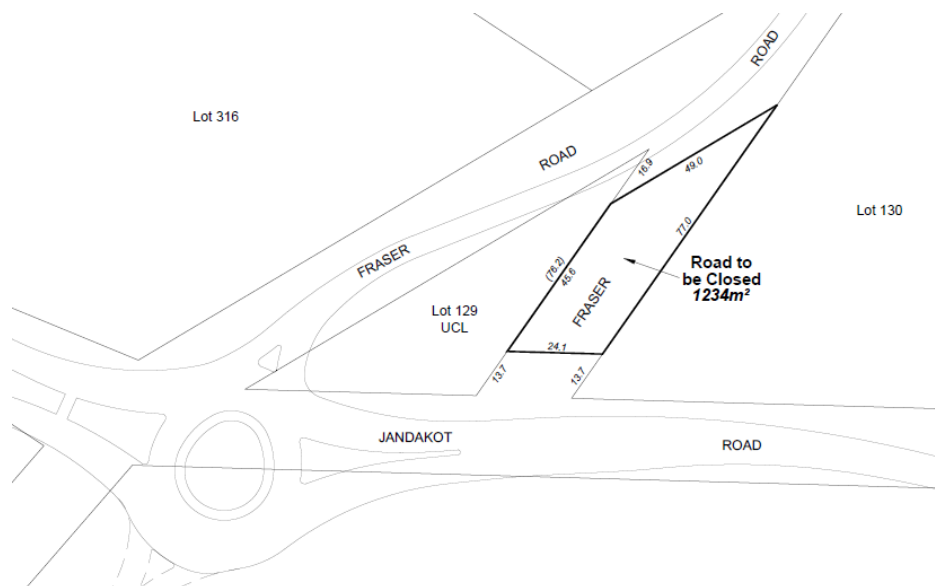
The City is required to advertise the proposed dedication of the unallocated crown land and the closure of the redundant portion of Fraser Road including writing to landowners within close proximity of the proposal.

The City notified the nearby landowners on 29 August 2018 and received one objection to the proposal, from the owners of Lot 316, which related to concerns over noise and light from the construction of the round-about on the boundary of their property. The City has undertaken:

- (1) to plant additional vegetation (native mature trees) as a landscaping treatment;
- (2) remove an existing driveway or cross over and replace it with a new access at a different location including modification to fences, internal works, gates or revegetation;
- (3) reconstruct all driveways impacted by the roadwork; and
- (4) to arrange meetings between the landowner and the City's acoustic consultant, Lloyd George Pty Ltd and engineering consultants, Cardno.

It is recommended Council dedicate Lot 129 for road purposes in accordance with Section 56 of the Land Administration Act 1997.

Once the newly aligned portion of Fraser Road, on the west side of Lot 129, is constructed then the existing portion of Fraser Road, on the eastern side of Lot 129, will become redundant. It is therefore recommended that this portion of Fraser Road be formally closed, in accordance with Section 58 of the Land Administration Act 1997. This subject portion of Fraser Road to be closed is shown as follows:



Following Council's determination the proposed dedications and road closure will be forwarded to the Department of Planning Lands and Heritage for implementation.

Strategic Plans/Policy Implications

Moving Around

Reduce traffic congestion, particularly around Cockburn Central and other activity centres.

Improve connectivity of transport infrastructure.

Budget/Financial Implications

N/A

Legal Implications

Provisions of the Land Administration Act 1997.

Community Consultation

Advertisement placed in the West Australian on 31 August 2018 with a closing date of 5 October 2018.

Correspondence sent to all neighbouring landowners on 29 August 2018.

Risk Management Implications

There appears to be minimal risk to the City. The project to upgrade Armadale Road is being undertaken by Main Roads who have considerable experience in such projects. The small portion of land excised from Tapper Park will require full reinstatement works to the park, which is a normal function performed by Main Roads.

The risk to the City, if the Council decision is to defer or not support the recommendation, is that projects may be delayed.

Advice to Proponent(s)/Submitters

Main Roads and the landowner who lodged a submission have been advised that this matter is to be considered at the 11 October 2018 Ordinary Council Meeting.

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

Nil



14.2 (2018/MINUTE NO 0003) PROPOSED BASIC SCHEME AMENDMENT NO. 143 - CORRECTION TO DEFINITIONS ('VETERINARY CONSULTING ROOMS' AND 'VETERINARY HOSPITAL')

Author(s)	D Di Renzo
Attachments	N/A
Location	N/A
Owner	N/A
Applicant	N/A
Application Reference	109/143

RECOMMENDATION

That Council

- (1) in pursuance of Section 75 of the Planning and Development Act 2005 amend the City of Cockburn Town Planning Scheme No. 3 ("Scheme") for the following purposes:

Deleting 'Veterinary Hospital' from Table 3 (Commercial Use Classes – Vehicle Parking), including the associated provisions.

Replacing all other references to 'Veterinary Consulting Rooms' and 'Veterinary Hospital' with 'Veterinary Centre', without duplicating the reference where both are referred to in the same section of a table.

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

an amendment to correct an administrative error.

- (3) upon preparation of amending documents in support of resolution (1) above, determine that the amendment is consistent with Regulation 35 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the amendment be referred to the Environmental Protection Authority ("EPA") as required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, ensure the amendment documentation, be signed and sealed and then submitted to the Western Australian Planning Commission along with a request for the endorsement of final approval by the Hon. Minister for Planning.



COUNCIL DECISION

MOVED Cr C Reeve-Fowkes SECONDED Cr S Pratt

That the recommendation be adopted.

CARRIED 9/0**Background**

Amendment No. 99 to the City of Cockburn Town Planning Scheme No. 3 (“the Scheme”) was gazetted on 17 October 2014, and included 45 minor modifications to the Scheme text and map. This included the deletion of ‘Veterinary Consulting Rooms’ and ‘Veterinary Hospital’, replacing them with ‘Veterinary Centre’ in the ‘land use table’ and ‘Definitions’ sections of the Scheme, as follows:

1. Modifying the Scheme Text by deleting the ‘Veterinary Consulting Rooms’ use from Schedule 1 - Land Use Definitions and Table 1 - Zoning Table.
2. Modifying the Scheme Text by deleting the ‘Veterinary Hospital use’ from Table 1 - Zoning Table.

These amending clauses did not explicitly outline the deletion/replacement of references to ‘Veterinary Hospital’ and ‘Veterinary Consulting Rooms’ in all sections of the Scheme. Therefore a number of references to ‘Veterinary Hospital’ and ‘Veterinary Consulting Rooms’ remain in the ‘Additional Use’ and ‘Restricted Use’ Tables of the Scheme, and Table 3 (Commercial Use Classes – Vehicle Parking). This amendment will correct these elements.

Submission

N/A

Report

The purpose of this report is for Council to consider adopting a basic amendment to correct an administrative oversight to the Scheme.

When Scheme Amendment No. 99 was gazetted in 2014 it deleted references to ‘Veterinary Consulting Rooms’ and ‘Veterinary Hospital’, in the ‘Land Use Table’ and ‘Definitions’, replacing them with ‘Veterinary Centre’.

This amendment was proposed due to multiple, unnecessary classifications for veterinary land uses in the Scheme. This also sought

to bring the definition into line with the then Model Scheme Text (now the Model Scheme Template).

However, because the amending clauses referred specifically to the land use table and definitions, there are still a number of references to both 'Veterinary Hospital' and 'Veterinary Consulting Rooms' in the 'Additional Use' and 'Restricted Use' Tables of the Scheme. These uses are also still listed in Table 3 (Commercial Use Classes – Vehicle Parking).

This means that a proposed 'Veterinary Centre', as defined in the Scheme, is not a permitted use for those properties where such a use was clearly intended to be permitted through 'Restricted Use' and 'Additional Use' provisions.

This was an oversight, as it was clearly intended that 'Veterinary Hospital' and 'Veterinary Consulting Rooms' be replaced throughout the Scheme with a new definition 'Veterinary Centre', which reflects and captures both of these uses appropriately. This is an administrative error, and it is recommended that a basic amendment be adopted to correct this, as follows:

- Deletion of 'Veterinary Hospital' from Table 3 (Commercial Use Classes – Vehicle Parking), including the associated provisions.
- Replacement of all other references to 'Veterinary Hospital' and 'Veterinary Consulting Rooms' throughout the Scheme.

In Table 3 (Commercial Use Classes – Vehicle Parking), this will mean 'Veterinary Hospital' will be deleted, and 'Veterinary Consulting Rooms' will be renamed 'Veterinary Centre'. Currently the parking rates for these uses are the same, and they will remain the same under the proposed renaming.

Currently for 'Veterinary Hospital' there is a delivery bay requirement (1: Service/Storage Area), however inclusion of this requirement for 'Veterinary Centre' is not considered necessary as any specific requirements for servicing/delivery bays will be dependent on the scale of the development/use, and the specific circumstances of the site.

It is noted that this definition for 'Veterinary Centre' is now also included in the Model Scheme Template which replaced the Model Scheme text and has been provided to assist local government planners in the preparation, review or amendment of their local planning schemes to align with the model provisions, Schedule 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

These proposed changes will fully implement the changes advertised and intended by Amendment No. 99; correct anomalies; and ensure the Scheme has definitions consistent with the Model Scheme Template.



If adopted by Council, the amending documents in support of the amendment will be referred to the Environmental Protection Authority ("EPA") as required by Section 81 of the *Planning and Development Act 2005*, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, the amendment documentation will be signed and sealed and then submitted to the Western Australian Planning Commission along with a request for the endorsement of final approval by the Hon. Minister for Planning.

Strategic Plans/Policy Implications

City Growth

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

Economic, Social & Environmental Responsibility

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

Budget/Financial Implications

The Scheme Amendment report will be prepared and processed by Strategic Planning Services.

Legal Implications

N/A.

Community Consultation

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

A basic amendment (such as this) requires no consultation. This amendment is an administrative matter and there is no opportunity for any party to suggest changes or modifications. The replacement of 'Veterinary Consulting Rooms' and 'Veterinary Hospital' with 'Veterinary Centre' was advertised in 2013 as part of Amendment No. 99, and this amendment only proposes to fully implement those intended changes throughout the whole Scheme, including the Schedules and Tables.

Risk Management Implications

The officer's recommendation takes in to consideration all the relevant planning factors associated with this proposal. It is considered that the



officer recommendation is appropriate in recognition of making the most appropriate planning decision to ensure the City's Scheme is consistent.

Advice to Proponent(s)/Submitters

N/A

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

Nil.



14.3 (2018/MINUTE NO 0004) PROPOSED STRUCTURE PLAN - LOT 9008 FRANKLAND AVENUE, HAMMOND PARK

Author(s)	D Di Renzo
Attachments	<ol style="list-style-type: none"> 1. Location Plan ↓ 2. Proposed Structure Plan ↓ 3. Landscape Concept Plan ↓ 4. Schedule of Submissions ↓
Location	Lot 9008 Frankland Avenue, Hammond Park
Owner	Beauchamps Nominees Pty Ltd
Applicant	Rowe Group
Application Reference	110/186

RECOMMENDATION

That Council

- (1) adopts the Schedule of Submissions prepared in respect to the Proposed Structure Plan;
- (2) endorse the Bushfire Management Plan prepared by Bushfire Safety Consulting in respect of the proposed Structure Plan and dated 28 June 2018 (version 3.0), subject to the following modification:
 1. Correcting the discrepancy between the Photo ID (2) and the Vegetation Classification map.
- (3) pursuant to Clause 20 of the Deemed Provisions, recommend to the Western Australian Planning Commission that the proposed Structure Plan for Lot 9008 Frankland Avenue, Hammond Park, be approved, subject to the following modifications:
 1. Amend the proposed extension of Neilson Street so that it represents a straight westward extension, with the northern (front) boundary of the proposed residential zoned area aligning with front boundary of existing lots on Neilson Street, and the road verge width matching the existing road verge of the southern side of Neilson Street.
 2. As part of the above modifications to the alignment of Nielson Street, demonstrate an appropriate interface between the existing adjacent lot (29 Nielson Street), to be reflected in a modified Concept Earthworks Plan.
 3. Footpath widths to be a minimum of 1.5m (Part 2 – 4.4.4 Pedestrian and Cycle Networks and any maps within the



Structure Plan report and Appendices).

4. All references to Local Structure Plan or 'LSP' replaced with 'Structure Plan'.
5. Inclusion of a temporary cul-de-sac to the City's specifications (18m) at the end of the proposed access street – local road where it terminates on the northern boundary of the subject land, to be reflected on the Structure Plan map and referred to within Part 1 (Subdivision and Development Requirements).
6. Amending Part 1 (Implementation) as follows:
 - a. (Clause 4e – Notifications on Title) Inclusion of an additional point warning of heightened risk of mosquito-borne disease in the area.
 - b. (Clause 4f – Management Plans) inclusion of an additional point requiring the preparation and implementation of a Landscape and Natural Area Management Plan prepared in accordance with the *Guidelines checklist for preparing a wetland management plan* (DEC 2008 or any subsequent version), to the satisfaction of the City.
7. Modification to the Local Water Management Strategy as follows, to the satisfaction of the City:
 - a. Indicate that the most recent Bureau of Metrology Intensity-Frequency-Duration (IDF) design rainfall estimates and Australian Rainfall & Runoff (AR&R) 2016 Guidelines have been used to calculate stormwater runoff volumes.
 - b. Indicate expected phosphorous retention index (PRI) of amended soil under the bio-retention basin.
 - c. Inclusion of an indicative cross-section of a bio-retention basin in the appendix, indicating the angle of side slope, depth to maximum groundwater level, basin invert and top water level, use of amended soil and overflow design.
 - d. Section 9.2: Post Development Monitoring - explain the purpose of the post-development monitoring, the chosen location of the proposed monitoring bore and present preliminary trigger values and a contingency action plan.



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|-----|---|
| (4) | advise the landowners within the structure plan area and those who made a submission of Council's recommendation accordingly. |
|-----|---|

<p>COUNCIL DECISION</p> <p>MOVED Cr C Reeve-Fowkes SECONDED Cr S Pratt</p> <p>That the recommendation be adopted.</p> <p style="text-align: right;"><u>CARRIED 9/0</u></p>
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Background

The subject land is located on Frankland Avenue in Hammond Park, and is approximately 3.82 ha in area (see Attachment 1 – Location Plan).

The subject site is zoned 'Development' under the City of Cockburn Town Planning Scheme No. 3 ("the Scheme"), and is included within 'Development Area 26' ("DA26"), 'Development Contribution Area 9' ("DCA9") and 'Development Contribution Area 13' ("DCA13").

Pursuant to Table 9 of the Scheme, DA26, which refers to the Rowley Road Development Zone, is to provide for residential development and compatible land uses.

In accordance with the provisions of the 'Development' zone under the Scheme, a Structure Plan is required as a precursor to subdivision and development. The report deals with assessment of the structure plan, following its advertising according to the provisions of the Scheme. It is recommended that the Structure Plan be supported, subject to modifications.

Submission

N/A

Report

The purpose of this report is for Council to consider a proposed Structure Plan for Lot 9008 Frankland Avenue, Hammond Park that has been advertised for community consultation; and to make a recommendation to the Western Australian Planning Commission ("WAPC").

Proposed Structure Plan.

The proposed Structure Plan is included at Attachment 2 and recommends introducing a residential zoning on the southern portion of the subject land, with a residential density of R25. This would facilitate the subdivision of approximately 45 residential lots.

An area of proposed POS (1.1518ha) is identified over the portion of land considered to have the greatest environmental value, seeking to ensure the protection of this environmental asset.

Residential Zoning

The proposed residential coding of R25 is considered appropriate as it is consistent with the adjacent residential codings of R20, R25 and R20. This will ensure the resulting residential subdivision and development is consistent with the character of the area.

Public Open Space

The Structure Plan proposes to provide a 1.1518 ha area of POS to protect the environmental asset on the subject land. This represents approximately 30 per cent of the subject land.

The shape of the proposed POS provides a direct accessible interface and clear separation from private development, through the proposed adjacent public road. This provides the City with accessibility to all sides of the asset in order to assist in long term management, and assists with providing separation to manage bushfire risk. In this regard a Bushfire Management Plan has been prepared with the Structure Plan to ensure that the bushfire risk is appropriately managed, given the proposed retention of bushland.

The provision of conservation fencing around the edge of the environmental asset as shown in the Landscape Concept Plan (Attachment 3) will assist with access control and limit edge effects.

While the proposed POS will be classified as restricted open space, it will provide passive recreational opportunities for residents within the Structure Plan area and the broader locality, via direct road frontage.

The Structure Plan includes an assessment of the distribution of active public open space within an 800m radius of the subject land to determine the availability of existing and proposed active POS sites within a 10 minute walkable catchment of the site.

This demonstrates that there are a total of 13 areas of POS within 800m of the subject land. This includes eight sites within a 400m or five-minute walkable catchment, providing unrestricted open space for active recreation purposes. These sites include Serventy Park located



directly south; Piesley Park located approximately 240m south-east of the subject land, incorporating open space and play equipment; Weetman Park located approximately 200m east of the subject land, incorporating open space, play equipment and a half-court basketball court; and Johnsonia Park located approximately 400m to the north incorporating open space and shade structures.

Therefore all residents within the Proposed Structure Plan area will be within 400m of a number of active POS spaces.

A landscape concept plan has been submitted with the proposed Structure Plan (Attachment 3) which indicates a path around the POS and a lookout on the eastern side to facilitate passive recreation.

Drainage

A Local Water Management Strategy has been submitted with the Structure Plan, demonstrating the proposed roads draining to a proposed drainage basin located in the North West corner of the proposed POS, which will be the low point of the site. Overflow events will be accommodated in the adjacent POS to the southwest.

Proposed Road Network

The proposed road network comprises an extension to the existing roads in the area to south and east of the subject land. These roads extend to connect to a proposed road running along the southern edge of the proposed POS, providing a logical, legible and connected road network.

The extension of Neilson Street shown on the indicative subdivision plan indicates a misalignment to the north which would result in the future residential lots on the subject land being set forward of the existing lots on the southern side of Neilson Street. This would have detrimental impact on the streetscape of Neilson Street, and in particular the western most lot on this street (29 Neilson Street). An objection was received in relation to this, and it is recommended that the Structure Plan be amended to reflect a straight westward extension of Neilson Street, with the northern (front) boundary of the proposed lots aligning with front boundary of existing lots on Neilson Street. This will only reduce the size of two or three proposed lots, and the land to the north of the proposed road can be depicted as road reserve (verge area) or POS.

The proposed access street – local road that terminates on the northern boundary of the subject land will require an 18m wide temporary cul-de-sac for waste vehicles, and it is therefore recommended that the Structure Plan be modified to include this.



Planning Framework

Perth and Peel @ 3.5 Million

The Perth and Peel @ 3.5 Million suite of documents were adopted in March 2018, and provide a framework for the development of the Perth and Peel regions as the population reaches an estimated 3.5 million by 2050.

The subject site is situated within the South Metropolitan Sub-Region and is identified as 'Urban'. The development of the land for residential purposes is consistent with the Peel and Peel @ 3.5 Million framework.

Southern Suburbs District Structure Plan – Stage 3

The Southern Suburbs District Structure Plan ("DSP") was adopted by the City in September 2012. The DSP provides a guide to the future land use and development of the study area and the assessment of structure plans.

The proposed Structure Plan provides for residential development and passive POS which is consistent with the DSP, which does not depict any active POS for the subject land.

Liveable Neighbourhoods

Liveable Neighbourhoods represents the WAPC's primary policy to guide the design and assessment of structure plans and subdivision for new urban development of residential communities in Western Australia. Liveable Neighbourhoods focuses on an urban structure based on walkable mixed-use neighbourhoods with interconnected street patterns.

The Proposed Structure Plan creates a legible, permeable road network, and an appropriate interface with surveillance of POS, consistent with the principles of Liveable Neighbourhoods.

Other Issues to be addressed

Landscape and Natural Area Management Plan

The subject land contains an environmental asset that the Structure Plan seeks to protect in a viable natural state. In order to ensure the long term survivability of such an asset, and the long term management by the City of Cockburn, a 'Landscape and Natural Area Management Plan' should be prepared as a condition of subdivision approval (to be included as a requirement under Part 1 of the Structure Plan report).

To ensure the relevant environmental and hydrological values are appropriately protected and managed, it is recommended that the



Guidelines checklist for preparing a wetland management plan (DEC 2008 or any subsequent version) be used to prepare the plan, to the satisfaction of the City, in accordance with the advice by the Department of Biodiversity, Conservation and Attractions (“DBCA”).

Local Development Plans

The Proposed Structure Plan (Part 1) sets out when Local Development Plans (“LDPs”) are to be prepared. It is recommended that an additional point be included to require LDPs for lots adjacent to POS to ensure an appropriate interface is achieved.

Bushfire Management Plan

The subject land is located within a Bushfire Prone Area and accordingly a Bushfire Management Plan has been prepared as part of the Proposed Structure Plan.

The Proposed Structure Plan was referred to the Department of Fire and Emergency Services (“DFES”) during the advertising period. Their comments are addressed in Attachment 4, and it is recommended that the discrepancy identified in the Bushfire Management Plan between the Photo ID and the Vegetation Classification map (Photo ID2) be rectified.

Thomsons Lake – Mosquito born disease risk.

The subject land is subject to Council’s Local Planning Policy 1.10 ‘Subdivision around Thomsons Lake’ (“LPP 1.10”), as it is located within the ‘Policy Area’ depicted in Appendix B of the Policy.

It is considered prudent and responsible for the City to ensure that prospective purchasers of residential properties in this area are alerted to the emerging risk of mosquito born disease in the area. A key means of communicating the risk recommended by the Department of Health is through placing memorials on new land titles created at subdivision stage.

Accordingly, LPP 1.10 stipulates that the City shall recommend the WAPC impose a condition requiring a memorial be placed on all new residential lots created within the Policy Area warning of the heightened risk of mosquito born disease in the area.

It is therefore recommended that an additional requirement be included in Part 1 (Subdivision and Development Requirements), outlining that the Council shall recommend to the WAPC that a condition be imposed on the subdivision approval for a notification to be placed on the Certificate of Title accordingly.



Community Consultation

In accordance with clause 18(2) of the deemed provisions, the Structure Plan was advertised for a period of 28 days commencing on 30 July 2018 and concluding on 31 August 2018.

Advertising included a notice in the Cockburn Gazette and on the City's webpage, letters to 112 landowners in the vicinity of the proposed Structure Plan area, and letters to relevant government agencies.

Landowner/Resident Consultation Outcomes

A number of objections were received from landowners and residents living in the existing residential areas to the south and east of the subject land. All submissions received are included and addressed in Attachment 4.

A total of 20 submissions were received from landowners/residents and government agencies.

There were 12 submissions received from landowners/residents, and of these two were in support, and 10 objected to the proposed Structure Plan.

A number of submissions objected to the land being developed for residential development; however, the subject land is zoned 'Development' within 'Development Area No. 26', which seeks to provide for residential development and compatible land uses.

There were seven submissions which objected to the proposal on the basis of loss of bushland and/or negative environmental impacts. The proposed Structure Plan includes the protection of a significant area (1.1518ha) of bushland within POS, which represents 30 per cent of the subject land. This is well in excess of the usual 10% requirements for POS.

There were three objections received regarding the extension of the existing roads resulting in increased traffic. The proposed road network represents a logical extension of the road network, to create the most permeable and interconnected road network. While there may be an increase in traffic on local roads this will be well within the capacity of these roads.

It is proposed that concern regarding the extension of Neilson Street be addressed through an amendment to the Structure Plan to ensure a straight extension to the road, with proposed residential lots aligning with existing lots. Concern was also raised regarding the level difference between proposed new lots on Neilson Street and the existing adjacent residential lot which could require substantial retaining on the western boundary of this lot. It is recommended that this also be



examined as part of the changes to the Concept Earthworks Plan realigning Neilson Street, to ensure an appropriate interface.

An objection from the eastern adjoining property raised concerns in respect of filling of the land, and that this may impact on their land in terms of drainage. In terms of the submitted LWMS, all drainage generated from subdivision will drain to a swale located in the northwest corner of the land. Protection of the environmental asset also enables a sensitive response to the landscape in respect of groundwater levels. It is noted also that a structure plan has only been prepared for the southern portion of the eastern adjoining land, including an associated LWMS. When the landowner undertakes eventual development of the northern adjoining portion, a LWMS will need to be prepared to address drainage and fill requirements.

Other key points of objection have been addressed in the Schedule of Submissions (Attachment 4).

Government Agency Submissions

Specific comments were made on the proposal by DFES, DBCA and Department of Water and Environmental Regulation, which have been addressed in the Schedule of Submissions (Attachment 4).

The matters raised by the DBCA are noted, and it is considered on balance that the proposed Structure Plan protects the environmental asset in a viable natural state through its location within POS, representing 30 per cent of the subject land. However, to ensure that the long term viability of the environmental and hydrological values of this area are protected it is considered critical that a 'Landscape and Natural Area Management Plan' be prepared as a condition of subdivision approval.

In accordance with the advice of the DBCA the *Guidelines checklist for preparing a wetland management plan* (DEC 2008 or any subsequent version) should be used to prepare the plan.

The Department of Water and Environmental Regulation reviewed the associated Local Water Management Strategy and recommended modifications which are outlined in the Schedule of Submissions and the recommendation.

Conclusion

It is considered that the Proposed Structure Plan addresses the viable protection of the environmental values of the subject land, and that a future Landscape and Natural Area Management Plan will ensure the viability of this environmental asset into the future.



It is therefore recommended that Council recommend to the WAPC that the Proposed Structure Plan for Lot 9008 Frankland Avenue, Hammond Park, be approved subject to the modifications discussed in this report and the Schedule of Submissions (Attachment 4).

Strategic Plans/Policy Implications

City Growth

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

Economic, Social & Environmental Responsibility

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

Budget/Financial Implications

The required Structure Plan fee has been calculated in accordance with the *Planning and Development Regulations 2009*, and has been paid by the applicant.

Legal Implications

N/A.

Community Consultation

In accordance with clause 18(2) of the deemed provisions, the Structure Plan was advertised for a period of 28 days commencing on 30 July 2018 and concluding on 31 August 2018. The details and outcomes of consultation have been discussed in this report, and all submissions are outlined and addressed in the Schedule of Submissions (Attachment 4).

Risk Management Implications

The officer's recommendation takes in to consideration all the relevant planning factors associated with this proposal. It is considered that the officer recommendation is appropriate in recognition of making the most appropriate planning decision.

Advice to Proponent(s)/Submitters

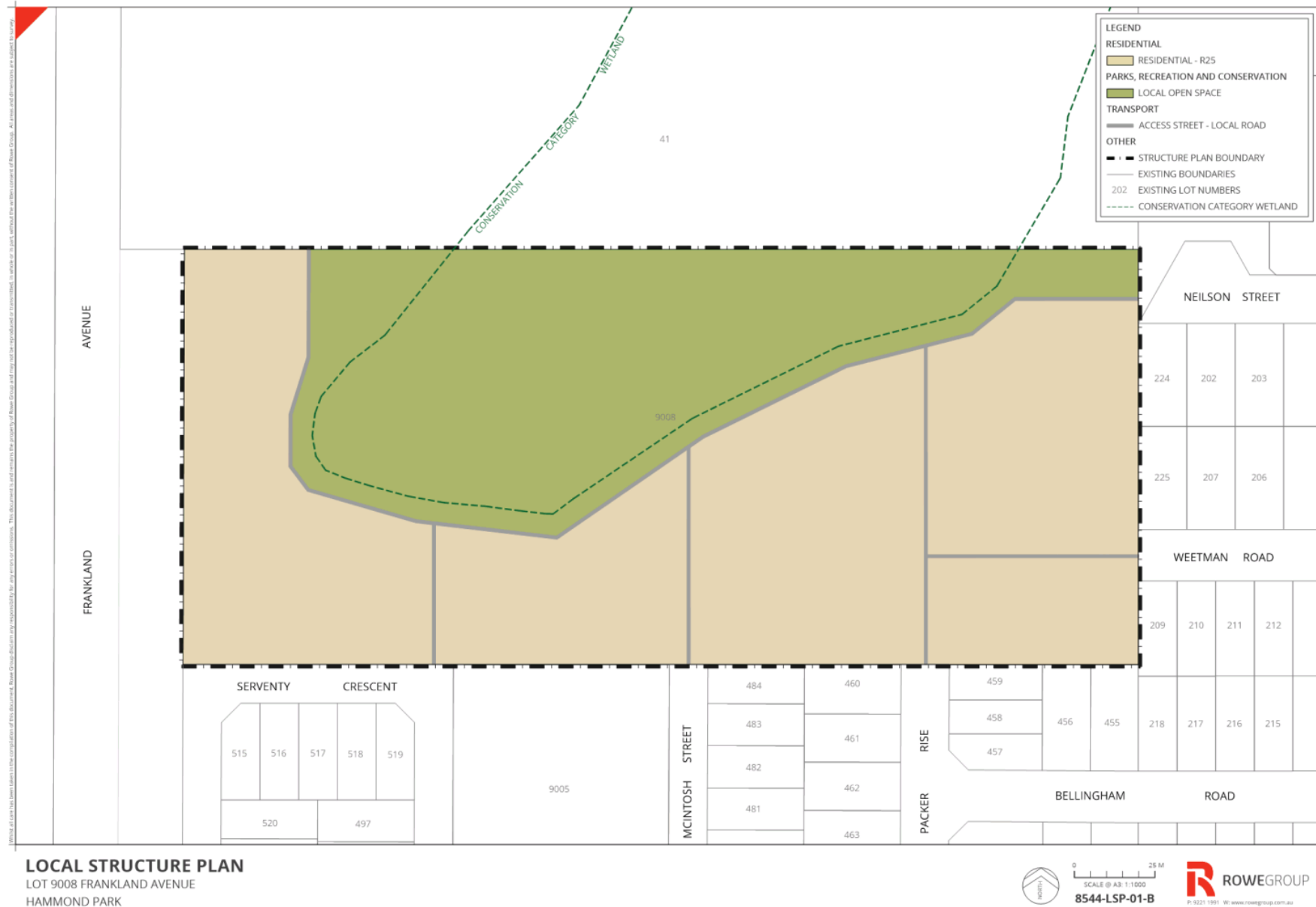
The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 October 2018 Ordinary Council Meeting.

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

Nil.









File No. 110/186

SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN – LOT 9008 FRANKLAND AVENUE, HAMMOND PARK

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Landowner	SUPPORT	Noted.
2	Manish Purohit 29 Neilson Street HAMMOND PARK WA 6164	<p>OBJECT</p> <p>I am an owner of the property # 29 Neilson street, Hammond park and would like to object proposed development of Lot 9008 Frankland Avenue.</p> <p>My property (attached) is bordering the proposed plan and potentially subjected to safety hazards, loss of sunshine breeze and privacy, blocking of access in case of emergencies.</p> <p>1. I have reviewed documents available on council website relating this development and would like to register my objection to this proposed development for reasons listed below. New proposed plots immediately next to me are of dimensions 36.3 m x 15 m and aligned with boundary line of plot no. 225 (plot on southern boundary of my property) on Weetman Road.</p> <p>Simple maths suggest that plot on my western boundary would be 8.6 meters (not including 2 m wide footpath and the verge) in front (further north) than existing plot's boundary line on Neilson street.</p> <p>Please note most houses on Nielson street are at about 2.5 set back and I have followed the same convention to add to the street value. This overhang in north creates awkward break in rather symmetrical street with pleasant street appeal.</p> <p>This would also mean the Neilson street road would have to bend towards N-W at this junction (instead of running straight E-W) and some 15-20 meters further west it would start to turn S-W .</p> <p>This would mean very sharp bends at or near my house and would make it a</p>	<p>Agreed. The extension of Neilson Street shown on the indicative subdivision plan indicates a misalignment to the north which would result in the future residential lots on the subject land being set forward of the existing lots on the southern side of Neilson Street. This would have detrimental impact on the streetscape of Neilson Street, and in particular the western most lot on this street (29 Neilson Street). It is therefore recommended that the Structure Plan be amended to reflect a straight westward extension of Neilson Street, with the northern (front) boundary of the proposed lots aligning with front boundary of existing lots on Neilson Street.</p> <p>It is recommended that the level difference between proposed new lots on Neilson Street and the existing adjacent residential lot be examined as part of the changes to the Concept Earthworks Plan realigning Neilson Street, to ensure an appropriate interface.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>traffic hazard for my driveway and potentially kids/people walking on or near road.</p> <p>This would also block loss of my views on western boundary, accessibility, sunshine and wind breeze, and potentially cast shadows on my master bedroom in front.</p> <p>2. Plots immediately next to me are shown with top of pad height @ 25.15/25.30 (concept earthworks plan # CI-109-EW-SK2, page 208 on detailed report, available on council website), which is the same pad height till the S-E end of the lot 9008. This suggest that with present contour line of 22 m in N-E all of this zone would be raised about 3 meters starting from Neilson street road.</p> <p>Please note at present houses on the Neilson street are about 1.8 m lower elevation than Weetman road and it seems this fact is conveniently ignored in the development plan.</p> <p>This would mean a retaining wall as high as my fencing on western boundary would be built and my property would be completely blocked by proposed plots (considering another 1.8 m fence on top of the new proposed plots retaining wall) immediately west of my property.</p> <p>This would completely rob my property off afternoon sunshine, westerly breeze, privacy and possible access in case of emergency. Also it would be utter disaster if the retaining wall gave away as all of this newly backfilled sand/soil will only be 1m away from my house.</p> <p>I am not willing to carry this risk and disturbance/dust etc. due to massive backfilling and associated construction works.</p> <p>3. Referring to the concept earthworks plan # CI-109-EW-SK2, page 208 on detailed report , new plot boundary lines do not align with existing properties on Neilson Street or Weetman road. This along with proposed height of 25.15/25.30m changes the natural contour of this whole area and negatively impacts street appeal – which could mean loss in valuation for properties like</p>	<p>With regards to dust, under City Policy SPD7, bulk earthworks are prohibited on Class 3 and 4 sites between 1 October and 31 March (the moratorium period). Bulk earthworks are defined as clearing, land re-contouring and cut-to-fill operations. Work such as construction of retaining walls, installation of sewers and construction of roads are considered to be civil earthwork may only be permitted if a dust management plan has been approved.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>mine. This contour changes may create storm water logging issues and reverse rundowns towards eat and potentially towards my house.</p> <p>4. Besides above mentioned objections I have concerns on dust/noise/traffic chaos emanating from the construction activity in close proximity of my property. Suffering from allergies relating to dust , I envisage a major impact on health of me and my family including very young baby due to arrive in September-2018.</p> <p>Kindly consider my objection for the review and do the needful to address these issues.</p>	
3	Department of Transport GPO Box C102 PERTH WA 6839	The Department of Transport (DoT) has no comment to provide for the above.	Noted.
4	Richard Kilmartin 25 Neilson Street HAMMOND PARK WA 6164	<p>OBJECT</p> <p>I would like to object to this proposal due to insufficient information being supplied for review, for example, the public open space that is to remain, how will that look, would there be a nice park/offlead dog enclosure/footy oval/children's recreational equipment that will be useful to the surrounding residents or will it be simply left as bush because of the "conservation category wetland"? Is there an artistic presentation of what the area would look like. If more details are available I would welcome the opportunity to visit your office to review even if they were not to be publicly available</p>	<p>The proposed POS seeks to protect an area of land that has high conservation values, therefore it is proposed to be retained as bushland, with a path around it and a lookout for passive recreation.</p> <p>In considering the appropriateness of this it is noted that there are a total of 13 areas of POS within 800m of the subject land. This includes eight sites within a 400m or five-minute walkable catchment, providing unrestricted open space for active recreation purposes. This includes Serventy Park located directly south; Piesley Park located approximately 240m south-east of the subject land, incorporating open space and play equipment; Weetman Park located approximately 200m east of the subject land, incorporating open space, play equipment and a half-court basketball court; and Johnsonia Park located approximately 400m to the north incorporating open space and shade</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			<p>structures.</p> <p>Therefore all residents within the proposed Structure Plan area will be within 400m of a number of active POS spaces.</p>
5	Landowner	<p>OBJECT</p> <p>Enough homes in this area already. Destroying more bushland is a negative on the environment and area.</p>	<p>The subject land is identified for residential development – it is zoned 'Development' zone and is within 'Development Area No. 26', with the DA 26 provisions as follows:</p> <ol style="list-style-type: none"> 1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with clause 27(1) of the Deemed Provisions. 2. To provide for residential development and compatible land uses. <p>The proposed Structure Plan protects 30 per cent of the bushland on the property, so there will still be a substantial quantity of bushland (approximately 1.15 ha remaining).</p>
6	Robert Higgins 4 Melak Close COOGEE, WA roberthiggins1956@gmail.com	<p>OBJECT</p> <p>We have recently purchased a property adjacent to the proposed area, on which we are in the process of building a new home, with the hope that for the foreseeable future we would be able to enjoy the tranquillity of being next to natural bush, instead, if this</p>	<p>The subject land is identified for residential development – it is zoned 'Development' zone and is within 'Development Area No. 26', with the DA 26 provisions as follows:</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		proposal goes ahead we can look forward to living in a construction site for years to come, with the obvious noise and disruption and possible damage to our new home from the vibrations that goes along with this type of venture, because in my opinion, looking at the site, there would likely be a large amount of infill required If such damage occurs I wonder who would be held accountable?	<ol style="list-style-type: none"> 1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with clause 27(1) of the Deemed Provisions. 2. To provide for residential development and compatible land uses. <p>The proposed Structure Plan protects 30 per cent of the bushland on the property, so there will still be a substantial quantity of bushland (approximately 1.15 ha) remaining.</p>
7	Zafrin Ahmed Heritage Support Officer Heritage Operations Bairds Building 491 Wellington Street, PERTH WA 6000	<p>NO OBJECTION</p> <p>Thank you for your enquiry to the Department of Planning, Lands and Heritage (DPLH) in regards to Lot 9008 Frankland Avenue, Hammond Park (A9609949).</p> <p>A review of the Register of Places and Objects as well as the DPLH Aboriginal Heritage Database concludes that proposed area does not intersect any registered boundary as administered by the DPLH. Therefore based on the information held by the DPLH, no approvals under the Aboriginal Heritage Act 1972 (AHA) are required.</p> <p>DPLH encourages proponents to refer to the State's Aboriginal Heritage Due Diligence Guidelines (Guidelines) which can be found on the DPLH website at the following link: https://www.daa.wa.gov.au/heritage/land-use/</p>	Noted.
8	Department of Water and Environmental Regulation	<p>COMMENTS</p> <p>Thank you for the <i>Lot 9008 Frankland Ave, Hammond Park – LWMS</i> dated March 2018. The Department of Water and Environmental Regulation (DWER) has reviewed</p>	<p>Comments noted.</p> <ol style="list-style-type: none"> 1. Modification to the Local Water Management Strategy as

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>the report and offers the following advice.</p> <p>The Geomorphic Wetlands – Swan Coastal Plain (Management Category) Dataset has identified a Conservation Category Wetland (CCW) present on-site. Review of the LWMS has acknowledged the CCW, however a CCW requires a 50 metre management buffer where development, including stormwater management systems are excluded. The LWMS provides information that a wetland report commissioned on behalf of the proponent, <i>Lots 41 & 42 Frankland Ave, Hammond Park Wetland Database Modification Request</i>, Bayley Environmental Services (October, 2010), was completed to justify a wetland reclassification.</p> <p>The Department of Biodiversity, Conservation and Attractions (DBCA) are custodians of the Geomorphic Wetlands – Swan Coastal Plain (Management Category) Dataset and the responsible authority for the mapping, classification and evaluation of wetlands. As the wetland has not been reclassified and still remains CCW, the current development proposal is required to include the CCW and its buffer. As such, the proposed development illustrates a design flaw in the LWMS and any associated Local Structure Plan (LSP). If consultations have occurred with the City of Cockburn or DBCA regarding the wetland, or an agreement reached on classification and extent of the buffer, then the LWMS should include this information.</p> <p>Pending determination of the wetland classification and buffer the DWER provides the following advice on the LWMS.</p> <p>Section 6: Stormwater Management Strategy</p> <p>□ The LWMS proposes a bio retention basin within the CCW's 50 metre buffer. As noted above, stormwater infrastructure should be located outside of any CCW buffer area. It is acceptable that small events (first 15mm of runoff) are infiltrated within the bioretention area (located outside of the CCW and buffer), and minor and major rainfall events overtop and flow into the wetland and its buffer via vegetated overland flow paths.</p> <ul style="list-style-type: none"> • Section should indicate that the most recent Bureau of Metrology Intensity-Frequency-Duration (IDF) design rainfall estimates and Australian Rainfall & Runoff (AR&R) 2016 Guidelines have been used to calculate stormwater runoff volumes. • Section should indicate expected phosphorous retention index (PRI) of amended soil under the bioretention basin. 	<p>follows, to the satisfaction of the City:</p> <ol style="list-style-type: none"> Indicate that the most recent Bureau of Metrology Intensity-Frequency-Duration (IDF) design rainfall estimates and Australian Rainfall & Runoff (AR&R) 2016 Guidelines have been used to calculate stormwater runoff volumes. Indicate expected phosphorous retention index (PRI) of amended soil under the bioretention basin. Inclusion of an indicative cross-section of a bioretention basin in the appendix, indicating the angle of side slope, depth to maximum groundwater level, basin invert and top water level, use of amended soil and overflow design. Section 9.2: Post Development Monitoring - explain the purpose of the post-development monitoring, the chosen location of the proposed monitoring bore and present preliminary trigger values and a contingency action plan.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<ul style="list-style-type: none"> An indicative cross-section of a bioretention basin (located outside of the CCW and buffer) should be presented in the appendix. The cross-section should include angle of side slope, depth to maximum groundwater level, basin invert and top water level, use of amended soil and overflow design. To reduce the bioretention basin size more stormwater runoff can be captured and infiltrated higher in the catchment within raingardens, tree pits and roadside swales or flush/spaced kerbing adjacent to the POS. <p>Section 9.2: Post Development Monitoring</p> <p><input type="checkbox"/> Section should explain the purpose of the post-development monitoring, the chosen location of the proposed monitoring bore and present preliminary trigger values and a contingency action plan.</p> <p>It is recommended that the LWMS be revised incorporating the above points and any others recommended by the City of Cockburn and then re-submitted to both agencies. In the revised LWMS please identify where and how comments have been addressed.</p>	
9	Atco Gas Locked Bag 2, Bibra Lake DC, WA, 6965	<p>NO OBJECTION</p> <p>Thank you for your recent correspondence regarding the above mentioned proposed Structure Plan for the nominated Lot 9008 Frankland Avenue, Hammond Park, within the City of Cockburn.</p> <p>ATCO Gas Australia (ATCO) has no objection to the proposed Structure Plan to facilitate the future opportunity for development of the nominated Lot 9008, based on the information provided.</p> <p>The content of Section 4.8.3 (Natural Gas) of the Local Structure Plan documentation prepared by the Rowe Group (Ref: 8544) is consistent with our gas infrastructure. Our closest gas network (DN110PE 1.5PEHP 350kPa and DN40PE 1.5PEHP 350kPa) are within the road reserves in the immediate vicinity of Lot 9008.</p> <p>ATCO will not be making a formal submission regarding this Structure Plan proposal. Please accept this email as ATCO's response.</p>	Noted.
10	Fraser Daly and Helena Perez 7 Packer Rise	OBJECT	The subject land is identified for residential development – it is zoned

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	HAMMOND PARK, WA	There is enough housing development in the area and very limited green areas, this will rob the area of native bushland. As it stands, Hammond Park is a sea of houses with nothing else and this will just add to it. We need green zones to improve the environment and the quality of the area, more housing does not do that. With the increase of high density housing, we have next to no infrastructure to support it; limited commercial buildings etc. This will also generate large quantities of dust in an established area again, we went through this already and should not be subject to it again! We need to start thinking more of the living environment and less the developers' profits.	<p>'Development' zone and is within 'Development Area No. 26', with the DA 26 provisions as follows:</p> <ol style="list-style-type: none"> 1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with clause 27(1) of the Deemed Provisions. 2. To provide for residential development and compatible land uses. <p>The proposed Structure Plan protects 30 per cent of the bushland on the property, so there will still be a substantial quantity of bushland (approximately 1.15 ha remaining).</p> <p>With regards to dust, under City Policy SPD7, bulk earthworks are prohibited on Class 3 and 4 sites between 1 October and 31 March (the moratorium period). Bulk earthworks are defined as clearing, land re-contouring and cut-to-fill operations. Work such as construction of retaining walls, installation of sewers and construction of roads are considered to be civil earthwork may only be permitted if a dust management plan has been approved.</p>
11	Landowner/resident in adjacent area	OBJECT	The proposed road network represents a

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p><i>(Submission has minor edits to ensure confidentiality protected)</i></p> <p>I live near the end of the turning circle on one of the streets that is to be opened and become an access street to the new proposed development. The main reason that we purchased this land was the very fact that it was at the end of a cul-de-sac with only the local traffic of our neighbours coming past our house. The proposed plan will increase the traffic past our house not just for the new lots, but also a quicker route to existing properties on Packer Rise, McIntosh Street, etc. particularly as Neilson Street is the first turning off Irvine Parade for traffic that has turned from Gaebler Road - which has increased since the opening of the new roundabout at Hammond Road/Frankland Avenue/Russell Road intersection. Surely a better idea would be for the traffic to access the new development (if it has to go ahead) from Frankland Avenue, therefore not involving any existing streets to be opened as through roads.</p> <p>My second point is that of conservation of the existing bushland and the wildlife living within. Surely Hammond Park would be a better suburb in retaining all of this area, rather than over developing as in other areas.</p> <p>Which leads to my third point. There is already extensive new building in the suburb at Gaebler/Barfield Roads and Frankland Avenue/Wattelup Road, how much more is there to be? Is no bushland to be retained? Not to mention can the existing schools cope with the number of new children moving into the suburb? I believe enough is enough.</p>	<p>logical extension of the road network, to create the most permeable and interconnected road network. While there may be an increase in traffic on local roads this will be within the capacity of these roads.</p> <p>The subject land is identified for residential development – it is zoned 'Development' zone and is within 'Development Area No. 26', with the DA 26 provisions as follows:</p> <ul style="list-style-type: none"> • An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with clause 27(1) of the Deemed Provisions. • To provide for residential development and compatible land uses. <p>The proposed Structure Plan protects 30 per cent of the bushland on the property, so there will still be a substantial quantity of bushland (approximately 1.15 ha remaining).</p>
12	Marie Berni 18 McIntosh Street Hammond Park	<p>OBJECT</p> <ol style="list-style-type: none"> 1. I have a number of comments to make. At the moment we look over the park and, to the north west, over the bushland towards the reserve. Instead of having the open view we have now, we will look onto houses and fences. In particular there will be solid fences all the way down the side of McIntosh Park and the first house on the corner of Serventy Crescent. When we bought this land we were told by the salesman for the developer that the land to the north 	<ol style="list-style-type: none"> 1. It is recommended that a Local Development Plan be required for lots adjacent to the existing POS to ensure an appropriate interface. 2. The proposed Structure Plan seeks to retained over 1ha of

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		<p>of us was not going to be built on. For that reason we were charged a premium for the land (due to the outlook from our house) and paid thousands of dollars for extra fire protection measures on our house. There has been a lot of land cleared since we moved here in 2015 - to the south of the Catholic Primary School and to the south of us off Wattleup Road. A lot of that land still appears to remain untitled or unsold and I question the need for more land to be cleared at this stage. The abundance of unsold land in the area is keeping the values of our own houses low.</p> <p>2. The area opposite us is home to a lot of wildlife and we often see quendas in the park. I understand that quendas have disappeared from Melbourne and Sydney and are declining to critically low numbers in the Perth metropolitan areas due to the destruction of their habitats. If the burrows in the bushland the subject of this application are destroyed, I can only imagine the animals themselves will be killed. They are not able to get into the reserve due to the "vermin proof" fencing. I understand from a report taken out when the Wattleup Road development was undertaken noted that two species of black cockatoos, peregrin falcons, quendas and rainbow bee-eaters were all living in the area. Although at that stage no big impact was expected, this obviously increases with each new piece of land that is cleared for development. As the land is quite a lot lower than our street I expect there will be a long term disruption to neighbouring properties from the clearing and building process. A lot of sand will need to be brought in to build it up to the level of the streets already in place. Hammond Park is one of the suburbs which has been noted to be much warmer in the summer than other older areas due to the removal of most of the shade cover from large trees. There are no large trees in our local area at all to provide shade to the neighbourhood and I understand that temperatures are often 5 degrees or more warmer here than in older more shady areas. This building will only increase that heat by removing some of the natural bush land nearby.</p> <p>3. If there is no alternative but to let this development go ahead (and if the impact on local flora and fauna species is not a consideration) would it not be possible for the other half of the land to be built on (adjacent to Gaebler Road)? There are fewer houses there that would be impacted by the development as it is opposite the Hammond Park Primary School. Again if this development must go ahead, could the houses by McIntosh Park not be turned so that the frontages are on McIntosh Park rather than a solid fenceline? Or the plan reversed so that the planned open space is on our side and the proposed</p>	<p>bushland, which is 30 per cent of the subject land. With regards to dust, under City Policy SPD7, bulk earthworks are prohibited on Class 3 and 4 sites between 1 October and 31 March (the moratorium period). Bulk earthworks are defined as clearing, land re-contouring and cut-to-fill operations. Work such as construction of retaining walls, installation of sewers and construction of roads are considered to be civil earthwork may only be permitted if a dust management plan has been approved.</p> <p>3. The subject land is identified for residential development – it is zoned 'Development' zone and is within 'Development Area No. 26' which seeks to provide for residential development and compatible land uses. The land referred to (to the north of the subject land) is in different ownership.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		housing is on the other side of the open space to preserve the outlook we paid extra for?	
13	Department of Education 151 Royal Street, East Perth Western Australia 6004	The Department has reviewed the proposed Structure Plan and wishes to advise that it has no objection to this future residential subdivision.	Noted.
14	DFES Land Use Planning I 20 Southport Street, West Leederville WA 6007	It should be noted that this advice relates only to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas</i> (SPP 3.7) and the <i>Guidelines to Planning in Bushfire Prone Areas</i> (Guidelines). It is the responsibility of the proponent to ensure that the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.	<p>Noted. It is recommended that these changes be implemented to the Bushfire Management Plan.</p> <p>The POS referred to, located to the south (partially vegetated) is located within the Fire Management Plan prepared for the Structure Plan. Lots 43 & 44 Frankland Avenue. This Fire Management Plan stipulates that the City is to maintain low bush fuel loads in all areas of public open space.</p> <p>Noted. It is recommended that the discrepancy between the Photo ID and the Vegetation Classification map (Photo ID2) be rectified.</p>



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		<p><u>Assessment</u></p> <p>1. Policy Measure 6.3 a) (ii) Preparation of a BAL Contour Map</p> <table><tr><th>Issue</th><th>Assessment</th><th>Action</th></tr><tr><td>Vegetation Exclusion - POS areas and road verge</td><td>Evidence to support the exclusion of Public Open Space (POS) and road reserve as managed to low threat in accordance with AS3959 is required. Specifically:<ul style="list-style-type: none">• POS – Plot 7 (south of subject site). The POS appears to contain an area, subject to native revegetation. It is unclear how this area is to be managed to low threat in perpetuity.• Frankland Road Reserve - Plot 6. Images provided do not support the classification of 'managed to low threat'. Evidence has not been provided to validate City management of the reserve.</td><td>Clarification required. The decision maker to be satisfied with the vegetation exclusions and vegetation management proposed.</td></tr></table> <p>DFES Land Use Planning 20 Southport Street, West Leederville WA 6007 Tel (08) 9482 1764 Fax (08) 9395 9384 advice@dfes.wa.gov.au www.dfes.wa.gov.au ABN 39 563 551 304</p> <hr/> <table><tr><td></td><td>Alternatively, the vegetation classification should be revised to apply the worst case scenario as per AS 3959.</td><td></td></tr><tr><td>Vegetation Classification</td><td>Page 9 of the BMP classifies Photo ID 2 as Class B Woodland, in contradiction to the vegetation classification map (page 13 of the BMP) which indicated Class D Scrub. This discrepancy should be rectified.</td><td>Modification required.</td></tr></table> <p>2. Policy Measure 6.3 c) Non-compliance with the bushfire protection criteria</p> <table><tr><th>Issue</th><th>Assessment</th><th>Action</th></tr><tr><td>Location, Siting and Design</td><td>A1.1 and A2.1 – insufficient information The BAL ratings cannot be validated, as the vegetation classification inputs require clarification/modification as per the above table.</td><td>Modification required.</td></tr></table> <p>Recommendation – insufficient information</p>	Issue	Assessment	Action	Vegetation Exclusion - POS areas and road verge	Evidence to support the exclusion of Public Open Space (POS) and road reserve as managed to low threat in accordance with AS3959 is required. Specifically: <ul style="list-style-type: none">• POS – Plot 7 (south of subject site). The POS appears to contain an area, subject to native revegetation. It is unclear how this area is to be managed to low threat in perpetuity.• Frankland Road Reserve - Plot 6. Images provided do not support the classification of 'managed to low threat'. Evidence has not been provided to validate City management of the reserve.	Clarification required. The decision maker to be satisfied with the vegetation exclusions and vegetation management proposed.		Alternatively, the vegetation classification should be revised to apply the worst case scenario as per AS 3959.		Vegetation Classification	Page 9 of the BMP classifies Photo ID 2 as Class B Woodland, in contradiction to the vegetation classification map (page 13 of the BMP) which indicated Class D Scrub. This discrepancy should be rectified.	Modification required.	Issue	Assessment	Action	Location, Siting and Design	A1.1 and A2.1 – insufficient information The BAL ratings cannot be validated, as the vegetation classification inputs require clarification/modification as per the above table.	Modification required.	
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15	Department of Health PO Box 8172 Perth Business Centre Western Australia 6849	<p>The development is required to connect to scheme water and reticulated sewerage as required by the Government Sewerage Policy - Perth Metropolitan Region.</p> <p>The City of Cockburn should also use this opportunity to minimise potential negative impacts of the increased density development such as noise, odour, light and other lifestyle activities and consider incorporation of additional sound proofing / insulation, double glazing on windows, or design aspects related to location of air conditioning units and other appropriate building/construction measures.</p> <p>DOH has a document on 'Evidence supporting the creation of environments that encourage healthy active living' which may assist you with planning elements related to this activity centre plan. A copy is attached or may be downloaded from: http://www.public.health.wa.gov.au/cproot/6111/2/140924_wahealth_evidence_statements_being_heard.pdf</p>	Noted.
16	David Fletcher 32 Weetman Road, Hammond Park	<p>OBJECT</p> <p>Due to the fact it will create more traffic and noise in our street and speeding. And there is no guarantee there will be no units or high rise in that area, considering what has happened already in our area on the roundabout and opposite the oval. It will bring in more crime in the area due to units. Should be house area only, and to the fact it will low house prices in the area again. Being doing this for 25 this for 25 years so I know the result. And due to it a heritage area for birds and plants listed for extinction.</p>	The proposed residential coding of R25 is considered appropriate as it is consistent with the adjacent residential codings of R20, R25 and R20. This will ensure the resulting residential subdivision and development is consistent with the character of the area. A coding of R25 does not allow for multiple dwellings therefore will not facilitate 'high rise' development.
17	Parks and Wildlife Service Department of Biodiversity, Conservation and Attractions Locked Bag 104, Bentley Delivery Centre, WA 6983	<p>Conservation category dampland (UFI 14101)</p> <p>A portion of Lot 9008 Frankland Avenue is classified as a Conservation category dampland (UFI 14101) in DBCA's <i>Geomorphic Wetlands Swan Coastal Plain</i> dataset. The wetland vegetation of UFI 14104 has been described as comprising floristic community types 4 and 5 (<i>Melaleuca preissiana</i> damplands and mixed shrub damplands).</p> <p><i>Guidance Statement 33 Environmental Guidance for Planning and Development</i> (Guidance Statement 33), prepared by the then Environmental Protection Authority, requires a minimum 50 metre buffer distance to Conservation category wetlands.</p>	The matters raised by the DBCA are noted, and it is considered on balance that the proposed Structure Plan protects the environmental asset in a viable natural state through its location within POS, representing 30 per cent of the subject land. However, to ensure that the long term viability of the environmental and hydrological values of this area are protected it is considered critical that a 'Landscape and Natural

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		<p>Previous Advice Regarding the District Structure Plan</p> <p>DBCA (as the former Department of Environment and Conservation (DEC)) provided advice to the City in a letter dated 24 July 2012 in relation to the draft Southern Suburbs District Structure Plan – Stage 3 (SSDSP3). It was advised that the SSDSP3 did not show the intended purpose of the Conservation category wetland and that a buffer (of 50 m minimum) should extend into the boundary of Lot 43 and further into Lot 39. Notwithstanding DEC advice, the draft SSDSP3 was adopted by Council on 13 September 2012.</p> <p>Previous Advice Regarding the Local Structure Plan (LSP)</p> <p>DBCA (as the former DEC) provided advice to the City in a letter dated 22 April 2013 in relation to a previously proposed LSP for Lot 42 Frankland Avenue, Hammond Park, which is now known as Lot 9008. It was advised that the proposed LSP did not adequately provide for the protection of the Conservation category wetland (UFI 14104) that occurs within the property and as such, the proposal was not supported. DEC recommended that the proposed LSP be redesigned to provide for the protection of the Conservation category wetland and to provide for an appropriate buffer.</p> <p>DBCA is aware that the matter of the wetland classification has since been considered through the Supreme Court mediation process where DBCA provided preliminary support for the public open space being classified as restricted open space, to give some protection to the environmental asset. The City set out it's without prejudice position in an email to DBCA dated 10 August 2017 in consideration of a revised concept plan (referred to as DCP2), where the boundary of UFI 14104 is also the boundary of a surrounding road. The same concept is reflected in the subject structure plan such that there is no provision for a wetland buffer to UFI 14104. However, the Local Structure Plan prepared by Rowe Group (Ref. 8544-LSP-01-B) is misleading and should be revised as it is drawn to imply a local open space (or buffer) between the CCW boundary and the road.</p> <p>Specific Comments on the Subject Structure Plan Proposal</p> <p>The City of Cockburn's <i>Town Planning Scheme No. 3</i> (TPS 3) details requirements for the protection of wetlands and for the provision of appropriate wetland buffers (Section 4.16).</p>	<p>Area Management Plan' be prepared as a condition of subdivision approval.</p> <p>In accordance with the advice of the DBCA the <i>Guidelines checklist for preparing a wetland management plan</i> (DEC 2008 or any subsequent version) should be used to prepare the plan.</p>

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		<p>Based on the assumption that the City's local planning framework is suitable to consider all planning aspects required to properly assess the subject structure plan and that the City should have already determined whether the design is appropriate, the following comments are made in response to the City's expectations of the proposed structure plan (email of 10 August 2017).</p> <ul style="list-style-type: none"> • Environmental analysis is to demonstrate that the environmental asset [the CCW] is being protected in a viable state. <p>Based on the information provided, DBCA is unable to advise that the applicant has demonstrated that the CCW is being protected in a viable state. The City is aware of DBCA's position which is to support the Environmental Protection Authority's recommendation that wetlands to be protected are afforded a minimum 50 metre buffer (Guidance Statement 33). The City may wish to liaise with the Department of Water and Environmental Regulation given <i>Guidance Statement 33</i> was developed by the Environmental Protection Authority.</p> <p>In relation to final design and management of the proposed development, consideration should be given to the potential alteration of the hydrological regime and geomorphology of the wetland (potential to change from Dampland to Sumpland) resulting from the importation of up to two metres depth of fill to facilitate development, and from the hard road surface that surrounds the wetland.</p> <p>Consideration should also be given to potential disturbance of native fauna and a loss of fauna habitat, resulting from removal of surrounding vegetation and replacement with road surface, particularly for the southern brown bandicoot <i>Isoodon obesulus</i> subsp. <i>Fuscicenter</i> (priority 4 species).</p> <ul style="list-style-type: none"> • A Local Water Management Strategy (LWMS) demonstrates the water balance approach and how Water Sensitive Urban Design will protect the pre development water balance and ensure water quality is not only maintained, but improved. <p>It is noted that stormwater management will consist of pipes to convey road runoff to a constructed biofiltration area within the Public Open Space.</p> <p>DBCA understands that the LWMS is yet to be endorsed by the Department of Water and Environment Regulation. The Department of Water's <i>Decision process for stormwater management in WA: draft for consultation</i> (2016) recommends that the pre-development surface water flow rates, runoff volumes and flood level and shallow</p>	

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		<p>groundwater recharge rates are maintained for receiving water bodies unless otherwise approved.</p> <ul style="list-style-type: none"> • A management plan (including landscape design) to demonstrate how the environmental asset [the CCW] will be configured to provide a viable natural area which is integrated with opportunities for passive recreation. This would include the peripheral path network, seating areas, lookout areas and the like. <p>DBCA has no role or responsibility in relation to the current or future management of UFI 14101, it is understood that the CCW will be ceded to the City of Cockburn as Public Open Space. Should development ultimately be approved, a wetland management plan should be recommended by the City of Cockburn as a subdivision condition. The <i>Guidelines checklist for preparing a wetland management plan</i> (DEC 2008) should be used to prepare the plan.</p> <p>It should include strategies to enhance existing native vegetation, to address management of edge effects such as weeds, rubbish, disease, feral/pet animals and the increased risk of fire. It should also show the position of fences, gates, pathways and fire access. The provision of conservation fencing around the edge of the environmental asset as shown in the Landscape Concept Plan (EPCAD 26 June 2018) is likely to assist with access control and limit some of the aforementioned edge effects.</p> <ul style="list-style-type: none"> • A bushfire management plan to confirm the management of risk associated with the local context that the land exists within. <p>DBCA does not support the clearing of native vegetation or maintenance of low fuels for fire management purposes within the environmental asset. All provisions for fire management must be met through appropriate lot layout and subdivision design.</p> <ul style="list-style-type: none"> • Other studies including traffic impact assessment, contamination assessment and a street tree master plan. It is outside of DBCA's responsibility to provide advice on these plans. 	
18	Confidential submission – landowner/resident in the area	<p>OBJECT</p> <p><i>(Content summarised to protect privacy of submitter)</i></p> <p>The proposed plan will increase traffic. Conservation of existing bushland and the wildlife living within in.</p>	



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
19	Confidential submission – landowner/resident in the area	SUPPORT Nice draft concept plan. A shame the blocks are bigger.	Noted.
20.	Pamela and Nikola Baskovich 36 Gaebler Road Hammond Park 6164	<p>OBJECT</p> <p>In response to your invitation to make comments on the proposed Draft Structure Plan for 9008 Frankland Ave, Hammond Park. Our comments are as follows.</p> <p>We strongly oppose the structure plan for the following reasons.</p> <ol style="list-style-type: none"> 1. Further raising of the area surrounding our property will cause excess / water to drain to the lowest point. The lowest point is our property. 2. In 2014 when Gaebler Road was raised 1.5m, I rang the City of Cockburn to voice our concerns that due to the developments around us, it made our property lower than the surrounding area, and we would become water logged. The reply I received was “Madam, the rain will fall on your property the same as it always has, you will have no more water on your property than usual”. Unfortunately, I made the error of not recording the date, time and male I spoke to on that occasion. 3. Last year, 2017, in August a pool of water appeared on the western border of our property bordering on Lots 41 & 42 Frankland Ave, which lasted for roughly 3-4 weeks then dried up. We did not think to notify the Council as we thought it was a one off. 4. 2018. Attached photographs (11) bear out the following points. 5. As you can see from the attached photographs we have two lakes on our property. Photograph no.9. 6. We are unable access our tractor which is in it's shed. Photographs 2 & 10. 7. We are unable to cultivate our land for two reasons. One, the tractor is sitting in water and the land is so sodden we can't drive on the land. Photographs 1, 2, 3, 4, 6, 8, 9, 10 & 11. 8. Our wood shed centimetres of water in it and we are unable to access the wood to light our heater to heat our home. Photograph no. 7 9. We moved into our new home in December 2017. Some of our furniture is still in our container and now we are unable to access that as-well. Photographs 2 & 10. 	<p>The subject Structure Plan includes a Local Water Management Strategy has been submitted with the Structure Plan, demonstrating the proposed roads draining to a proposed drainage basin located in the north west corner of the proposed POS, which will be the low point of the site. Overflow events will be accommodated in the adjacent POS to the southwest.</p> <p>It is noted that 36 Gaebler Road was part of a larger lot that was previously in part structure planned, with the landowner opting to exclude this northern portion of land from the proposed structure plan, to be dealt with as 'Stage 2'. This was the most recent structure plan to be approved in this area.</p> <p>The drainage issues being experienced on this land are the responsibility of the landowner who elected to proceed with a staged structure plan without adequate consideration of what would happen in the interim if 'Stage 2' did not proceed immediately. The landowners will need to engage their own Engineer to determine an appropriate interim solution that addresses the issue.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION									
		<p>10. The vegetables we have in our market garden are also sitting in water and instead of being able to harvest them for our family, it looks more like they will rot instead of being eaten. Photographs 1, 3, 5, 9 & 11.</p> <p>11. Our dog (Border collie) walked on the grassed area this week and sank down to his elbows!!</p> <p>We have lived on this same property since August 6th 1975 – 43 years.</p> <p>In all that time, we have never, until now, encountered or seen the water table rise on our property to its present level or cause these significant problems. As the water has been laying around now for several weeks it is beginning to form green algae.</p> <p>We have included pages 3 & 7 of the report prepared by Beauchamps Nominees Fobbing Hall Pty Ltd for Bayley Environmental Services (2010) for Lots 41 & 42 Frankland Ave, Hammond Park immediately to the West boundary of our property where the biggest expanse of water is.</p> <p>The findings in this report corroborates the fact that this area has not been subject to high water tables.</p> <p>The report covers 1.0 Introduction, 2.0 Visual Justification, 3.0 Wetland Identification and Delineation Topography and Hydrology, soils, Vegetation, 4.0 Discussion and Conclusions, 5.0 References.</p> <p>We are able to supply a full copy of the report at your request.</p> <p>For a more accurate look at rainfall, we have attached a monthly average chart for rainfall from the Bureau of Meteorology and Water Corp.</p> <p>These clearly show that although we have had significant rain in August 2018, it is not above the averages recorded from 1876 to our present date (chart attached).</p> <table><tr><td>1876 - 2016 rainfall**</td><td>January to August</td><td>676.5mm</td></tr><tr><td>1994 - 2017 rainfall*</td><td>January to August</td><td>572.2mm</td></tr><tr><td>2017</td><td>January to August</td><td>616.6mm</td></tr></table> <p>* Mean monthly rainfall data supplied by the Bureau of Meteorology for the period 1994-2017.</p> <p>** Average monthly rainfall for the period 1876-2016.</p> <p>It is of interest to note here that August 2017's rainfall for August was 151.6mm and to date (19/8/2018) August's rainfall is 138.2mm. There is still 13.4mm required to reach last August 2017's rainfall.</p> <p>The long range forecast shows three days above a 50% chance of rain and five days below 50% chance of rain.</p>	1876 - 2016 rainfall**	January to August	676.5mm	1994 - 2017 rainfall*	January to August	572.2mm	2017	January to August	616.6mm	
1876 - 2016 rainfall**	January to August	676.5mm										
1994 - 2017 rainfall*	January to August	572.2mm										
2017	January to August	616.6mm										

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>July 2017 was 172.6 and July 2018 was 154.8. so this has no bearing on the excess water on our property.</p> <p>As you can see, the amount of surface water on our property <u>is not due to excess rainfall in , rather mismanagement from the development for housing in our area.</u></p> <p>The one single circumstance is the fact the City of Cockburn has allowed natural undulation of the land to be significantly compromised and our property is now the lowest point in an unnatural landscape and is being water logged. Clearing of natural bushland which drew on underground water and raising of the surrounding area has resulted in our property becoming waterlogged.</p> <p>For these reasons we oppose the development of 9008 Frankland Ave, Hammond Park as it will allow more water to drain into our property and render it totally useless.</p> <p>If however you allow Lot 9008 Frankland Ave, Hammond Park to be cleared which will further damage our property we will be seeking compensation.</p>	



14.4 (2018/MINUTE NO 0005) PROPOSED AMENDMENT 138 TO TOWN PLANNING SCHEME NO. 3 - DELETION OF DEVELOPMENT CONTRIBUTION AREA 2 'SUCCESS LAKES'

Author(s)	C Catherwood
Attachments	N/A
Location	Development Contribution Area 2 'Success Lakes'
Owner	N/A
Applicant	N/A
Application Reference	109/138

RECOMMENDATION

That Council

- (1) in pursuance of Clause 75 of the Planning and Development Act 2005 ('the Act') initiate the amendment, to the City of Cockburn Town Planning Scheme No. 3 ("Scheme") for the following purposes:
 1. Delete Development Contribution Plan 2 'Success Lakes' from Table 10 Development Contribution Plans of the Scheme.
 2. Delete the annotation of Development Contribution Area 2 from the Scheme map.
- (2) note the amendment referred to in resolution (1) above is a 'complex amendment' as it satisfies the following criteria of Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015:

an amendment to identify or amend a development contribution area or to prepare or amend a development contribution plan;
- (3) pursuant to Clause 81 of the Act, refer the scheme amendment to the EPA by giving to the EPA written notice of this resolution and such written information about the amendment as is sufficient to enable the EPA to comply with section 48A of the EP Act in relation to the proposed scheme amendment;
- (4) pursuant to Regulation 37 (2) of the Regulations, submit two copies of the proposed Scheme amendment to the Commission to obtain consent to advertise the Scheme amendment; and
- (5) subject to Clause 81 and 82 of the Act, if the Commission advises

the City of Cockburn that it is satisfied that the complex amendment is suitable to be advertised, advertise the proposed amendment pursuant to the details prescribed within Regulation 38. Regulation 38 specifies advertising must not be less than a period of 60 days.

COUNCIL DECISION

MOVED Cr C Reeve-Fowkes SECONDED Cr S Pratt

That the recommendation be adopted.

CARRIED 9/0

Background

The City of Cockburn Town Planning Scheme No. 3 (“the Scheme”) contains a number of smaller, area specific development contribution plans. Many have been in place for a number of years, and the land parcels which were in place when the contribution plans were set up, has now been fully subdivided.

This means there is no further ‘trigger’ under the Scheme to require a development contribution payment from this land towards the infrastructure items the contribution plan was set up for. The infrastructure has also been constructed. This means the development contribution plan is effectively redundant.

There is also the overarching development contribution plan for community infrastructure (“DCA13”) which will continue to apply as any properties are redeveloped.

Submission

N/A

Report

Development Contribution Plan 2 relates to the area known as ‘Success Lakes’ and the content of this plan is detailed in Table 10 of the Scheme as shown below:



Ref No:	DCA 2
Area:	Success Lakes
Provisions:	<p>All landowners within DCA 2 with the exception of Lot 500 Hammond Road shall make a proportional contribution to the cost of common infrastructure.</p> <p>The proportional contribution is to be determined in accordance with the provisions of <i>clause</i> 5.3 and contained on the Development Contribution Plan.</p> <p>Contributions shall be made towards the following items:-</p> <p>1. Land and works for Hammond Road between Bartram Road and Russell Roads; and</p> <p>50% of Russell Road between Hammond Road/ Frankland Avenue and Kwinana Freeway.</p> <p>This comprises the following:</p> <ul style="list-style-type: none"> • Land reserved for Hammond and Russell Roads under the Metropolitan Region Scheme; • Full earthworks; • Construction of a two-lane road and where the reserve width is less than 40 metres wide, kerbing to the verge side of the carriageway should be provided; • Dual use path (one side only); • Pedestrian crossings (where appropriate at the discretion of the local government); • Drainage; • Costs to administer cost sharing arrangements - preliminary engineering design and costings, valuations, annual reviews and audits and administration costs; • Servicing infrastructure relocation where necessary.
Participants and Contributions:	In accordance with the Cost Contribution Schedule adopted by the local government for DCA 2.

It is designated on the Scheme map as Development Contribution Area 2 ("DCA2"). A representation of that area is shown in the map below (note this is not the Scheme map). This shows:

- the segment of Hammond Road between Bartram Rd and Russell Rd
- the segment of Russell Rd between Hammond Rd and the Kwinana Freeway



The subdivision of the area is now complete (as shaded in the above map) and there are no further contributions to be collected.

The infrastructure related to the plan has now been delivered.

The final audit of the transactions and reserve account have been finalised.

Removing this now redundant plan will alleviate confusion for purchasers in the area who may note the DCA2 annotation on the Scheme map. It will also assist in 'cleaning up' the Scheme in preparation for the new local planning scheme which is soon to enter the drafting phase.

Strategic Plans/Policy Implications

Leading & Listening

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



Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

The final audit of this plan has been undertaken and published to the City's webpage.

Legal Implications

N/A

Community Consultation

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

A complex amendment (such as this) requires 60 days consultation in recognition that such proposals have a greater impact on the community. Whereas a basic amendment requires no consultation and a standard amendment is 42 days consultation.

Risk Management Implications

There is a slight risk that leaving the plan within the Scheme will add unnecessary complications to the creation of a new local planning scheme.

There is a medium risk of confusion to ratepayers or prospective purchasers in DCA2 by the designation remaining on the Scheme map. Particularly where those customers view information on the website and mapping system and do not discuss with City staff, who are able to clarify there are no further contributions for DCA2 to be levied.

Advice to Proponent(s)/Submitters

N/A

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

Nil



14.5 (2018/MINUTE NO 0006) PROPOSED AMENDMENT 139 TO TOWN PLANNING SCHEME NO. 3 - DELETION OF DEVELOPMENT CONTRIBUTION PLAN 3 'GAEBLER ROAD'

Author(s)	C Catherwood
Attachments	N/A
Location	Development Contribution Area 3 'Gaebler Road'
Owner	N/A
Applicant	N/A
Application Reference	109/139

RECOMMENDATION

That Council

- (1) in pursuance of Clause 75 of the Planning and Development Act 2005 ('the Act') initiate the amendment, to the City of Cockburn Town Planning Scheme No. 3 ("Scheme") for the following purposes:
 1. Delete Development Contribution Plan 3 'Gaebler Road' from Table 10 Development Contribution Plans of the Scheme.
 2. Delete the annotation of Development Contribution Area 3 from the Scheme map.
- (2) note the amendment referred to in resolution (1) above is a 'complex amendment' as it satisfies the following criteria of Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015:

an amendment to identify or amend a development contribution area or to prepare or amend a development contribution plan;
- (3) pursuant to Clause 81 of the Act, refer the scheme amendment to the EPA by giving to the EPA written notice of this resolution and such written information about the amendment as is sufficient to enable the EPA to comply with section 48A of the EP Act in relation to the proposed scheme amendment;
- (4) pursuant to Regulation 37 (2) of the Regulations, submit two copies of the proposed Scheme amendment to the Commission to obtain consent to advertise the Scheme amendment; and
- (5) subject to Clause 81 and 82 of the Act, if the Commission advises the City of Cockburn that it is satisfied that the complex



amendment is suitable to be advertised, advertise the proposed amendment pursuant to the details prescribed within Regulation 38. Regulation 38 specifies advertising must not be less than a period of 60 days.

COUNCIL DECISION

MOVED Cr C Reeve-Fowkes SECONDED Cr S Pratt

That the recommendation be adopted.

CARRIED 9/0

Background

The City of Cockburn Town Planning Scheme No. 3 (“the Scheme”) contains a number of smaller, area specific development contribution plans. Many have been in place for a number of years, and the land parcels which were in place when the contribution plans were set up, has now been fully subdivided.

This means there is no further ‘trigger’ under the Scheme to require a development contribution payment from this land towards the infrastructure items the contribution plan was set up for. The infrastructure has also been constructed. This means the development contribution plan is effectively redundant.

There is also the overarching development contribution plan for community infrastructure (“DCA13”) which will continue to apply as any properties are redeveloped.

Submission

N/A

Report

Development Contribution Plan 3 relates to the area known as ‘Gaebler Road’ and the content of this plan is detailed in Table 10 of the Scheme as shown below:



Ref No:	DCA 3
Area:	Gaebler Road
Provisions:	<p>All landowners within DCA 3 shall make a proportional contribution to the cost of common infrastructure.</p> <p>The proportional contribution is to be determined in accordance with the provisions of <i>clause 5.3</i> and contained on the Development Contribution Plan.</p> <p>Contributions shall be made towards the following items:</p> <ol style="list-style-type: none"> Land and works for Hammond Road/ Frankland Avenue between Russell Road and Gaebler Road; and 50% of Russell Road between Hammond Road/ Frankland Avenue and Kwinana Freeway. This comprises the following: <ul style="list-style-type: none"> Land reserved for Hammond Road/Frankland Avenue and Russell Road under the Metropolitan Region Scheme; Full earthworks; Construction of a two-lane road and where the reserve width is less than 40 metres wide, kerbing to the verge side of the carriageway shall be provided; Dual use path (one side only); Pedestrian crossings (where appropriate at the discretion of the local government); Drainage; Costs to administer cost sharing arrangements - preliminary engineering design and costings, valuations, annual reviews and audits and administrative costs; Servicing infrastructure relocation where necessary; The cost of a set of traffic signals at the intersection of Russell and existing Hammond Road. In the event that a high school site is included on the Southern Suburbs District Structure Plan within the area south of Gibbs Road and east of the Kwinana Freeway, a proportional contribution shall be made to the provision of a pedestrian / cyclist bridge across the Freeway in the vicinity of Gaebler Road.
Participants and Contributions:	In accordance with the Cost Contribution Schedule adopted by the local government for DCA 3.

It is designated on the Scheme map as Development Contribution Area 3 ("DCA3"). A representation of that area is shown in the map below (note this is not the Scheme map). This shows:

- the segment of Hammond Road between Russell Road and Gaebler Road
- the segment of Russell Rd between Hammond Road and the Kwinana Freeway





The subdivision of the area is now complete (as shaded in the above map) and there are no further contributions to be collected.

The infrastructure related to the plan has now been delivered.

The final audit of the transactions and reserve account have been finalised.

Removing this now redundant plan will alleviate confusion for purchasers in the area who may note the DCA3 annotation on the Scheme map. It will also assist in 'cleaning up' the Scheme in preparation for the new local planning scheme which is soon to enter the drafting phase

Strategic Plans/Policy Implications

Leading & Listening

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

Deliver sustainable governance through transparent and robust policy and processes.



Budget/Financial Implications

The final audit of this plan has been undertaken and published to the City's webpage.

Legal Implications

N/A

Community Consultation

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

A complex amendment (such as this) requires 60 days consultation in recognition that such proposals have a greater impact on the community. Whereas a basic amendment requires no consultation and a standard amendment is 42 days consultation.

Risk Management Implications

There is a slight risk that leaving the plan within the Scheme will add unnecessary complications to the creation of a new local planning scheme.

There is a medium risk of confusion to ratepayers or prospective purchasers in DCA3 by the designation remaining on the Scheme map. Particularly where those customers view information on the website and mapping system and do not discuss with City staff, who are able to clarify there are no further contributions for DCA3 to be levied.

Advice to Proponent(s)/Submitters

N/A

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

Nil



14.6 (2018/MINUTE NO 0007) PROPOSED AMENDMENT 140 TO TOWN PLANNING SCHEME NO. 3 - DELETION OF DEVELOPMENT CONTRIBUTION PLAN 7 'AUBIN GROVE'

Author(s)	C Catherwood
Attachments	N/A
Location	Development Contribution Area 7 'Aubin Grove'
Owner	N/A
Applicant	N/A
Application Reference	109/140

RECOMMENDATION

That Council

- (1) in pursuance of Clause 75 of the Planning and Development Act 2005 ('the Act') initiate the amendment, to the City of Cockburn Town Planning Scheme No. 3 ("Scheme") for the following purposes:
 1. Delete Development Contribution Plan 7 'Aubin Grove' from Table 10 Development Contribution Plans of the Scheme.
 2. Delete the annotation of Development Contribution Area 7 from the Scheme map.
- (2) note the amendment referred to in resolution (1) above is a 'complex amendment' as it satisfies the following criteria of Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015:

an amendment to identify or amend a development contribution area or to prepare or amend a development contribution plan;
- (3) pursuant to Clause 81 of the Act, refer the scheme amendment to the EPA by giving to the EPA written notice of this resolution and such written information about the amendment as is sufficient to enable the EPA to comply with section 48A of the EP Act in relation to the proposed scheme amendment;
- (4) pursuant to Regulation 37 (2) of the Regulations, submit two copies of the proposed Scheme amendment to the Commission to obtain consent to advertise the Scheme amendment; and
- (5) subject to Clause 81 and 82 of the Act, if the Commission advises the City of Cockburn that it is satisfied that the complex



amendment is suitable to be advertised, advertise the proposed amendment pursuant to the details prescribed within Regulation 38. Regulation 38 specifies advertising must not be less than a period of 60 days.

COUNCIL DECISION

MOVED Cr C Reeve-Fowkes SECONDED Cr S Pratt

That the recommendation be adopted.

CARRIED 9/0

Background

The City of Cockburn Town Planning Scheme No. 3 (“the Scheme”) contains a number of smaller, area specific development contribution plans. Many have been in place for a number of years, and the land parcels which were in place when the contribution plans were set up, has now been fully subdivided.

This means there is no further ‘trigger’ under the Scheme to require a development contribution payment from this land towards the infrastructure items the contribution plan was set up for. The infrastructure has also been constructed. This means the development contribution plan is effectively redundant.

There is also the overarching development contribution plan for community infrastructure (“DCA13”) which will continue to apply as any properties are redeveloped.

Submission

N/A

Report

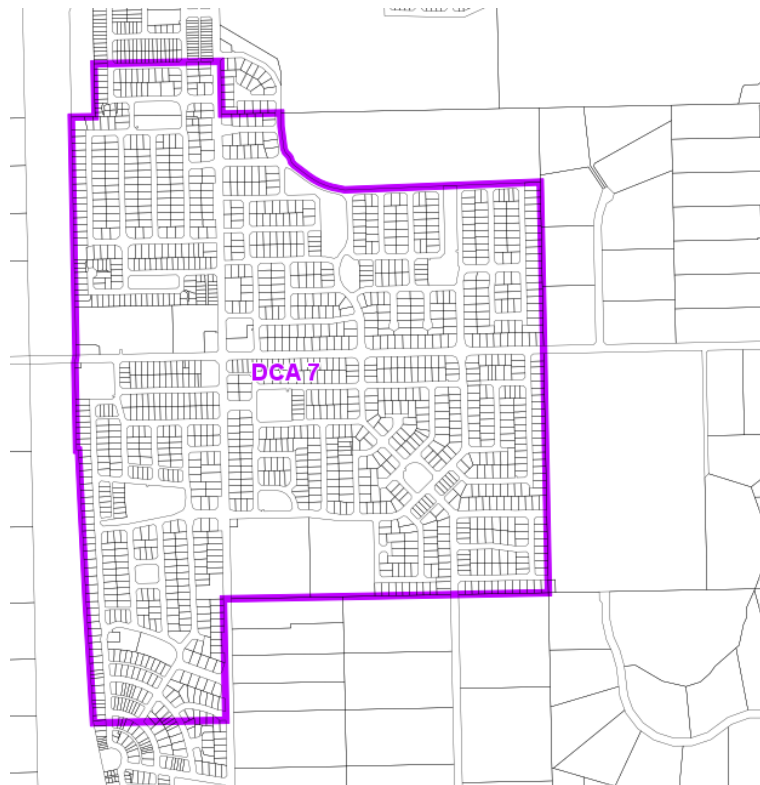
Development Contribution Plan 7 relates to the area known as ‘Aubin Grove’ and the content of this plan is detailed in Table 10 of the Scheme as shown below:



Ref No: AMD 17 GG 15/205	DCA 7
Area:	Aubin Grove
Provisions:	<p>All landowners within DCA 7 with the exception of Part of Lot 199 Gaebler Road identified as Bush Forever Site No. 492 and the Water Corporation bore sites shall make a proportional contribution to the cost of regional drainage infrastructure in accordance with the Russell Road Arterial Drainage Scheme.</p> <p>In relation to Lot 448 Lyon Road, Aubin Grove which has been identified for a primary school, if this site is not developed for a primary school in the future a proportional contribution to the cost of regional drainage infrastructure will be required.</p> <p>There may be such other land owners as agreed to, in Development Contribution Area No. 3 (DCA 3) located between Barfield Road and Kwinana Freeway that shall also make proportional contributions towards the regional drainage infrastructure.</p> <p>The proportional contribution is to be determined in accordance with the provisions of clause 5.3 and contained on the Development Contribution Plan.</p> <p>Contributions shall be made towards the following items:</p> <ul style="list-style-type: none"> Costs associated with the provision of regional drainage infrastructure including the cost of the Freeway Swale area and connection to Lake Kopulup; Costs associated with boring under the Kwinana Freeway to provide the pipe channel to the Freeway swale outlet; Costs associated with the relocation of servicing infrastructure resulting from the implementation of this scheme, where appropriate; Costs associated with the landscaping of the linear swale; Costs to administer cost sharing arrangements including preliminary engineering design and costings, valuations, annual reviews and audits and administration costs.
Participants and Contributions:	In accordance with the cost Contribution Schedule adopted by the local government for DCA 7.

It is designated on the Scheme map as Development Contribution Area 7 ("DCA7"). A representation of that area is shown in the map below (note this is an extract only of the Scheme map only showing the DCA). This shows:

- The land in Aubin Grove which benefited from the Russell Road Arterial Drainage Scheme on the eastern side of the Kwinana Freeway.



The subdivision of the area is now complete and there are no further contributions to be collected. The larger sites shown above are strata developments, a school and the City's clubroom/playing field.

The infrastructure related to the plan has now been delivered.

The final audit of the transactions and reserve account have been finalised.

Removing this now redundant plan will alleviate confusion for purchasers in the area who may note the DCA7 annotation on the Scheme map. It will also assist in 'cleaning up' the Scheme in preparation for the new local planning scheme which is soon to enter the drafting phase.

Strategic Plans/Policy Implications

Leading & Listening

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

Deliver sustainable governance through transparent and robust policy and processes.



Budget/Financial Implications

The final audit of this plan has been undertaken and published to the City's webpage.

Legal Implications

N/A

Community Consultation

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

A complex amendment (such as this) requires 60 days consultation in recognition that such proposals have a greater impact on the community. Whereas a basic amendment requires no consultation and a standard amendment is 42 days consultation.

Risk Management Implications

There is a slight risk that leaving the plan within the Scheme will add unnecessary complications to the creation of a new local planning scheme.

There is a medium risk of confusion to ratepayers or prospective purchasers in DCA7 by the designation remaining on the Scheme map. Particularly where those customers view information on the website and mapping system and do not discuss with City staff, who are able to clarify there are no further contributions for DCA7 to be levied.

Advice to Proponent(s)/Submitters

N/A

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

Nil



**14.7 (2018/MINUTE NO 0008) COCKBURN CENTRAL NORTH
(MURIEL COURT) STRUCTURE PLAN AMENDMENT - LOT 52 AND
55 NORTH LAKE ROAD**

Author(s)	R Pleasant
Attachments	<ol style="list-style-type: none"> 1. Location Plan ↓ 2. Proposed road widening ↓ 3. Existing and Proposed Structure Plan Amendment Maps ↓ 4. Traffic Impact Assessment Review Report Revision B ↓ 5. Schedule of Submissions ↓
Location	Lot 52 and 55 North Lake Road, Cockburn Central
Owner	Lot 52 - Australian Invest GRP International of Fengshi Pty Ltd, Lot 55 – Fire and Emergency Services Ministerial Body
Applicant	City of Cockburn
Application Reference	110/181

RECOMMENDATION

That Council

- (1) adopt the Schedule of Submissions prepared in respect to the proposed structure plan;
- (2) pursuant to clause 20 of the deemed provisions, recommend to the Western Australian Planning Commission the proposed structure plan amendment be approved; and
- (3) advise the landowners who made a submission of Council's recommendation accordingly.

COUNCIL DECISION

MOVED Cr C Reeve-Fowkes SECONDED Cr S Pratt

That the recommendation be adopted.

CARRIED 9/0

Background

The Cockburn Central North Structure Plan (the Structure Plan), previously referred to as the Muriel Court Structure Plan is located



within Development Area 19 ('DA19') and has been earmarked for urban residential development since 1994.

The subject area is located in the locality of Cockburn Central; bound by North Lake Road, Semple Court, Verna Court, the Kwinana Freeway and Kentucky Court. Being 79 ha in size and is located within the Cockburn Central Activity Centre, recognising its central location. A Location Plan is included at Attachment 1.

Detailed planning of the subject area was instigated by the City's Strategic Planning Department in late 2006 and culminated in the endorsement of the Structure Plan by the Western Australian Planning Commission ('WAPC') in February 2010.

Several amendments have been undertaken to the Muriel Court Structure Plan since 2010 however these do not relate to the lots subject to this amendment – Lots 52 and 55 North Lake Road.

The Structure Plan is supported by the Local Planning Policy 4.2 Cockburn Central North (Muriel Court) Design Guidelines of which provide guidance for built form outcomes across the precinct.

For lots fronting North Lake Road, including Lots 52 and 55 North Lake Road, Local Planning Policy 5.6 Vehicle Access (LPP 5.6) provides a framework for the planning and development of safe and efficient movement of motorists, public transport users, pedestrians and cyclists, where a coordinated approach to vehicle access is required. LPP 5.6 achieves this by identifying 'Vehicle Access Policy Plans' including one for North Lake Road which identifies vehicle access arrangements including the provision of an easement in gross to consolidate the number of cross overs adjoining North Lake Road.

Submissions

N/A

Report

The proposed amendment seeks to widen the north-south link road, straddling the boundaries of Lots 52 and 55 North Lake Road, from 12m to 17.2m in the southern portion of the road and 15.5m for the northern end as depicted in Attachment 2. The current approved and proposed amended Structure Plans are included as Attachment 3.

The purpose of this report is to consider the amended Structure Plan in light of the advertising that has taken place. It is recommended that Council adopt the amended Structure Plan, and refer it to the WAPC for final approval.



Proposed amendment

In early 2018 the City commissioned a review of the Traffic Impact Assessment supporting the Structure Plan recognising –

- The Traffic Impact Assessment supporting the Structure Plan was prepared in 2008;
- The need to review traffic impacts from development changes now materialising in the form of proposals across the Structure Plan area post 2010;
- The increased traffic expected to be generated within the area resulting from the Armadale Road and North Lake Road Bridge Interchange project, and;
- The anticipated development and traffic generation from emerging developments in the vicinity including Cockburn Central West and the future Gateways expansion.

A Traffic Impact Assessment was prepared on behalf of the City by GTA consultants and received in April 2018. At the time assumptions underpinning the analysis assumed in addition to the abovementioned points; traffic generation numbers based on the assumptions that Lot 52 would provide for a mixed business and R160 development and Lot 55 a fire station. The assumptions also assumed the required easement in gross required by LPP 5.6 was to be provided across both for Lots 52 and 55 North Lake Road with the primary intent of providing access to and from the link road for lots Lot 52 and 55 in addition to adjacent lots to the West and East.

The analysis revealed the need to widen the link road to 20m and as a result this identified change was advertised to the owners of Lots 52 and 55 in addition to the Water Corporation.

Submissions received and ongoing discussions with DFES

Three submissions were received during advertising from all three parties. The owners of Lots 52 and 55 objected to the proposal while Water Corporation advised the alignment is suitable for provision of the sewer infrastructure. These submissions and the officer responses are provided in the Schedule of Submissions at Attachment 4.

In light of the concerns raised, the City undertook a further review of the TIA to understand the impacts should the easement in gross over lot 55 not be provided and if not, would this provide an opportunity to review the width of the link road. The second and final review of the TIA (Attachment 4) resulted in the identification that the easement in gross Lot 55 is not essential. This recognises a crossover to North Lake Road is identified within LPP5.6 approximately 60m to the East. As a result the TIA review recommended also a reduced road width option from



20m to 17.2m in the southern part of the link road and 15.5m in the northern part.

DFES have provided support for that option. This revised option is also acceptable with the Water Corporation. As a result the City recommends supporting the Structure Plan amendment at Attachment 2 and 3.

The City continues to work with DFES to facilitate the fire station while also providing for the wider Structure Plan area including the local road network. This includes addressing modifications to LPP5.6. It should be noted that, without prejudice, the City has discussed the likelihood that DFES will be developing their land in the short term, and this will require the provision of the full road pavement and one verge to enable a finalised road to be created. This is consistent with other approaches where roads which straddle property boundaries are shifted if one property is developed ahead of another. This allows a landowner to proceed with development should the timing of development for both landowners not coincide – rather than delay development. Should DFES intend to submit for approval in the short term, a minor amendment can be facilitated that will slightly adjust the road to ensure a full pavement and single verge is provided.

Strategic Plans/Policy Implications

City Growth

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

Moving Around

Reduce traffic congestion, particularly around Cockburn Central and other activity centres.

Improve connectivity of transport infrastructure.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Consultation was undertaken with affected landowners and infrastructure providers in accordance with Regulation requirements.



Risk Management Implications

The officer's recommendation takes into consideration all the relevant planning factors associated with this proposal and is appropriate in recognition of making the most appropriate planning decision. There is minimal risk to the City if the amendment is recommended for approval as it will have minimal impact on existing landowners or the proposed development outcome under the Structure Plan.

If the Structure Plan amendment is not progressed, the rationalisation of the road layout will not be achieved, making it more difficult for the landowner/developer to proceed with subdivision and development of each lot. Given the highly strategic location of the subject land and in the interest of facilitating development of the Cockburn Central North precinct in a timely manner and with minimal complications, it is recommended that the amendment be approved.

Advice to Proponent(s)/Submitters

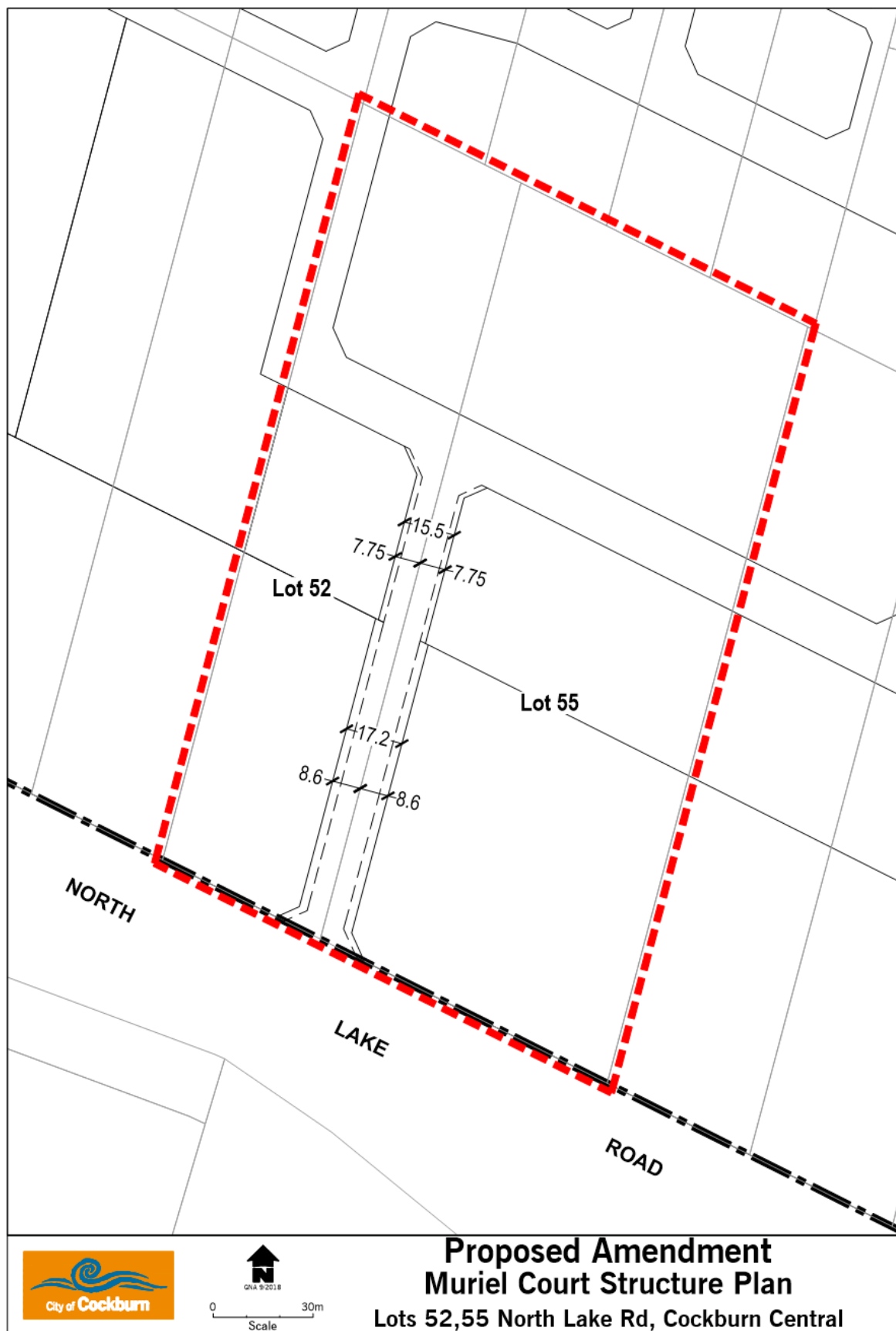
Those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 October 2018 Ordinary Council Meeting.

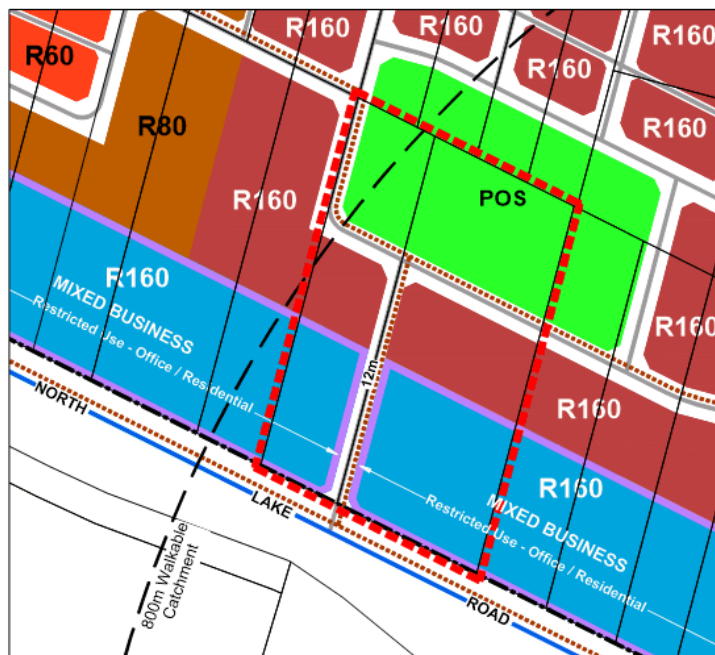
Implications of Section 3.18(3) *Local Government Act, 1995*

Nil.

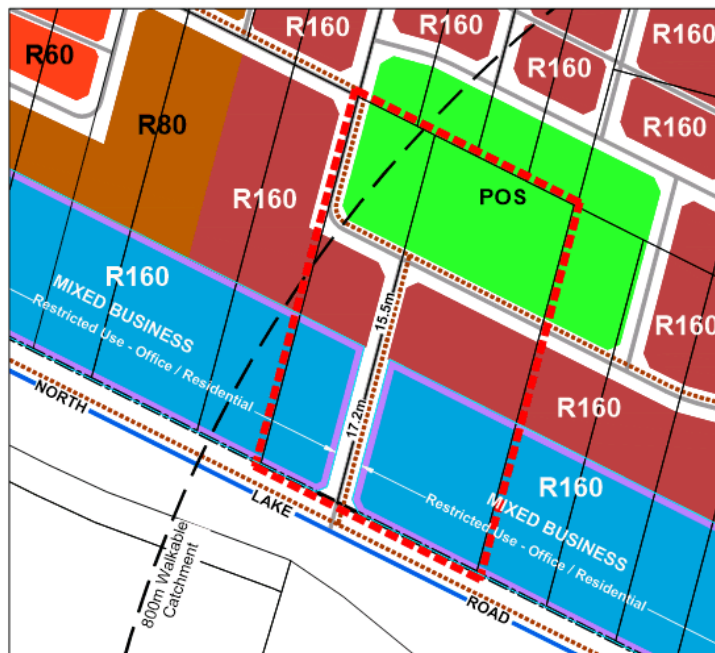






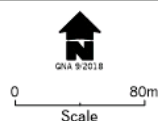


Existing



Proposed

- Subject lots
- Structure plan boundary
- R20** Residential density code
- Residential R60
- Residential R80
- Residential R160
- Public open space
- Mixed business
- District distributor integrator A
- Access street
- Dual use path
- 800m walkable catchment from train station



Proposed Amendment
Muriel Court Structure Plan
 Lots 52,55 North Lake Rd, Cockburn Central



Technical Note

Project Code: W149950 **Project Name:** Muriel Court Structure Plan TIA Addendum
Date: 13/08/2018 **Version:** B (draft)
Author: Rodney Ding
Reviewer: Neale McCracken/Tim Judd
SUBJECT: TIA Addendum Report
Page 1 of 12, plus attachments

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1. Introduction

This technical note report was commissioned by the City of Cockburn, to document a review of the Traffic Impact Assessment for the Muriel Court Structure Plan due to the revised traffic generation based on the now expected lot yields for the proposed structure plan. The revised information to be provided as part of this scope of works is to be an addendum to the original traffic impact assessment undertaken in 2008.

2. Methodology

The broad methodology of this assessment to revise the 2008 traffic assessment included the following steps:

- Calculation of the expected traffic generation of the structure plan road network based on the expected lot development yield
- Assignment of the expected trip generating of the above lot yield onto the road network proposed with the new road link connection to North Lake Road
- Report back to the City of Cockburn as to the implications of the revised traffic volumes expected due to the above changed lot yields
- Provide options for Muriel Court for the limitation of full movement intersections to allow the maximisation of a boulevard treatment along its length
- Determine appropriate intersection controls along Muriel Court as determined by the above tasks
- Undertake an assessment of the new road link from the structure plan area to North Lake Road, west of Kentucky Court.

3. Preliminary Analysis

The preliminary assessment was based on a review of the now expected lot yield of the structure plan as provided by the City of Cockburn in April 2018. The lot yield information provided is summarised below.

Advice from the City of Cockburn was that the lot yield is to be derived from a 75% potential yield, based on the current structure plan shown at Attachment 1. The advice provided by the City was that the following minimum areas in Table 1 should be applied to the current proposed residential densities.

Table 1: Minimum Land Area for 75% Yield

Density	Min. Land Area (Lot) to Yield 75%	Land Area to Yield 100%
R25	466m ²	350m ²
R40	293m ²	220m ²
R60	200m ²	150m ²
R80	160m ²	120m ²
R160	160m ²	120m ²

Source: City of Cockburn

The above minimum lot yields were applied to the expected development densities for the same traffic generation zones from the previous traffic impact assessment undertaken by Uloth & Associates in 2008 (and shown as Attachment 2).

The resulting traffic generation for each of the zones in comparison to the previous traffic impact assessment is shown below in Table 2. The traffic generation rates for each of the densities are further summarised below in Table 3.

Table 2: Traffic Generation Rate v Density

Density	Traffic Generation Rate per dwelling (vpd)
R25	8
R40	6
R60	6
R80	5
R160	5

Source: Uloth & Associates

Table 3: STRUCTURE PLAN Traffic Generation

Zone	Original TIA	Addendum TIA	Difference (%)
Zone 1	930	1550	+66%
Zone 2	680	890	+31%
Zone 3	350	1320	+278%
Zone 4	1360	1540	+14%
Zone 5	550	870	+59%
Zone 6	1200	1980	+65%
Zone 7	1910	2520	+32%
Zone 8	3740	1980	-47%

Zone	Original TIA	Addendum TIA	Difference (%)
TOTAL STRUCTURE PLAN	10720	12660	+18%

Source: Uloth & Associates

Overall the new lot yields are expected to generate approximately 12,700 trips per day compared to the previous report which was expected to generate approximately 10,700 trips per day. This is an increase of approximately 18%.

The revised expected trip generation was assigned to the current proposed road network for the structure plan with the origins based on the above zone traffic generation and the destinations based on the previous traffic impact assessment report traffic volumes expected for the external links in the model prepared for the previous study on a pro-rata basis. These traffic volumes are summarised below in Table 4.

Table 4: External Trips

External Road	Original TIA	Addendum TIA
Berrigan Dr W	1740	2050
Elderberry Dr	210	250
Berrigan Dr E	2680	3160
North Lake Rd W	1810	2140
Poletti Rd	110	130
Northlake Rd (S,W)	4170	4920
TOTAL	10720	12660

The revised expected traffic flows on the internal road links along Muriel Court is shown in Attachment 3. These are not significantly different to the previously calculated traffic flows as shown in Attachment 4. Traffic volumes are expected to vary from 3,600 vpd near the Semple Court intersection, 2,400 vpd near the central section of Muriel Court to approximately 3,100 vpd near Kentucky Court. The comparison to the previous traffic study is shown below in Table 5.

Table 5: Muriel Court Traffic Volumes

Section	Original TIA	Addendum TIA
Muriel Ct W	3,250	3,600
Muriel Ct Central	2,980	2,400
Muriel Ct W	1,850	3,100

With the increase in traffic generation for the whole structure plan area anticipated to be approximately 18%, the traffic is expected to be slightly lower in the middle section of Muriel Court in comparison to the previous traffic report. This is a function of the location of the different densities now expected in the structure plan and the proximity the higher densities located closer to the extremities of the subject site and thus there is expected to be less traffic in the centre of the site.

Based on the expected revised traffic flows on Muriel Court of 2,400 to 3,600 vpd, the proposed road typologies as shown in Attachment 5 will generally provide the same functionality as previously expected. However, based on the rationalisation of the number of full movement intersections along Muriel Court, the proposed cross section is recommended to be modified to facilitate U-turn movements to and from proposed left-in/left-out intersections, this is discussed in more detailed below.

Muriel Court has 15 intersections proposed along its 770m length between the proposed roundabout at the new Semple Court/Muriel Court intersection and the eastern extremity of Muriel



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Court, near its proposed continuation into Kentucky Court. None of these are proposed to be 4-way intersections with each intersection proposed to be a T-junction. The average intersection spacing is expected to be approximately 51m between intersections with off-set to T-junctions on the opposite side of Muriel Court ranging from 27m to 40m. If all intersections were to become full movement intersections this would have detrimental road safety and operational effects due to the number of movements to and from these intersections through the proposed median treatment along Muriel Court. In addition to this, the City of Cockburn desire that Muriel Court become a boulevard with a long median length, maximising landscape planting.

Based on an assessment of the expected traffic volumes on side roads intersecting with Muriel Court three options have been recommended.

3.1 Option 1

This option has two pairs of full movement intersections, one near the intersection of Muriel Court/Semple Court and the local centre (Lots 50/51 and Lots 7/30 roads), to facilitate traffic movement in and around the local centre, and the other near the middle of Muriel Court (Lots 56/57 and Lots 10/11 roads), to facilitate a north-to-south traffic movement through the structure plan.

These intersections are proposed to have a left/right stagger to facilitate north-to-south movements across Muriel Court through the use of left turns. A left/right stagger would require vehicles to undertake a less desirable right turn from the side road across and into Muriel Court. This is slightly less safe than the recommended right/left stagger. These intersections are separated by approximately 40m at the centre line of the intersections, this being the minimum for intersections of this nature as recommended in Table 5 from Appendix 3 in Liveable Neighbourhoods.

The eastern end of Muriel Court is proposed to have two full movement T-junctions one near the eastern end of Muriel Court (through Lot 65) and the other slightly to the west between Lots 20/80. This will facilitate movements to and from North Lane Road via Kentucky Court for lots in and around the large Lot 1 Verna Court.

The road between Lots 20/80 is expected to carry approximately 750 vpd and will provide connection through to the new link from the structure plan onto North Lake Road between Lots 52/55 North Lake Road. This new link is expected to carry approximately 800 vpd to and from the structure plan at its northern end and approximately 3,800 vpd at the southern end, due to the commercial strip traffic near the intersection with North Lake Road.

The above is shown in Attachment 6.

3.2 Option 2

To reduce the attractiveness of the new link road for structure plan traffic, an alternate intersection arrangement is shown in Attachment 7. This has the full movement intersection located between Lots 21/100. This will then be offset from the intersection through Lot 65 by approximately 47m, thus satisfying Liveable Neighbourhoods requirements. The other accesses along Muriel Court remain the same as Option 1.

3.3 Option 3

This option is similar to Option 1, with the exception that the full movement intersection near the eastern end of Muriel Court is now proposed between Lots 101/102 as shown at Attachment 8. This

will provide a left/right stagger with the intersection through Lot 65 on the north side of Muriel Court but will have a stagger of approximately 20m.

This option may not be able to provide a median between these two roads and there may be a small degree of corner cutting as vehicles travel between these two intersections. This option would further reduce the attractiveness of the new link road onto North Lake Road for structure plan traffic.

3.4 Muriel Street Cross-section

The current proposed Muriel Court cross-section has the a 24.4m wide road reserve (see cross-section at Attachment 5).

The rationalisation of the number of full movement intersections along Muriel Court will lead to the creation of nine (9) left-in/left-out type T-junctions with six (6) full movement T-junctions. The number of left-in/left-out intersections will encourage the use of median openings for U-turn movements as residents undertake U-turns to drive to and from the left-in/left-out T-junctions.

The current proposed cross-section will provide approximately 11.4m width between the on-road cycle lanes to undertake U-turns. To increase the ability for most passenger vehicles to undertake U-turns it is recommended that the median width be increased from 4.4m to 4.8m with a narrowing of the parking bay width on each side of the road from 2.5m to the general minimum recommended in AS/NZS 2890.1:2004 of 2.3m. This will allow a 11.8m width between cycle lanes for passenger vehicles to undertake U-turns. This proposed cross-section would be as per Attachment 9.

The median openings for the intersections are recommended to be basic openings with no right or left turn pockets provided in either the median or road side.

4. Detailed Analysis

A more detailed assessment was undertaken for the key intersections along Muriel Court and for the proposed new road link intersection with North Lake Road. Details of these assessments are discussed in more detail below.

4.1 Muriel Court

The intersection types along Muriel Court are all proposed to be T-junctions and either be restricted to left-in/out (for nine intersections) or allow full movements (for six intersections). All these intersections are recommended to be priority controlled, with Muriel Court being the priority road. To examine if this type of control would provide an acceptable level of service the intersection with the highest expected traffic flows was assessed utilising SIDRA Intersection.

Based on the maximum expected traffic flows on Muriel Court of approximately 3,400 vpd near Semple Court and the largest side road traffic flow estimated at approximately 750 vpd for the side road near the eastern end of Muriel Court. On an hourly basis this works out to approximately 350 vph in Muriel Court and 75 vph for the side road. The expected level of service for this traffic flow and the basic intersection layout discussed above is shown below in Table 1.

Table 1: Typical Peak Performance – Typical Muriel Court full movement intersection

	Demand Flows		Cap.	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	
	Total veh/h	HV %	Veh/h	v/c	Sec		Veh	Dist m
South: New Road								
Lane 1	39	2.0	1375	0.028	5.1	LOS A	0.1	0.7
Approach	39	2.0		0.028	5.1	LOS A	0.1	0.7
East: Muriel Ct								
Lane 1	171	2.0	1918	0.089	0.3	LOS A	0.0	0.0
Approach	171	2.0		0.089	0.3	NA	0.0	0.0
West: Muriel Ct								
Lane 1	171	2.0	1882	0.091	0.4	LOS A	0.1	0.6
Approach	171	2.0		0.091	0.4	NA	0.1	0.6
Intersection	380	2.0		0.091	0.9	NA	0.1	0.7

Based on the maximum expected traffic flows, the intersection is expected to operate at a level of service A in peak periods with priority control. There is expected to be minimal queuing and delays on all approaches. With this minimal queuing and delays, U-turns will be facilitated and thus not impeded.

4.2 North Lake Road

The new link road from the structure plan area through the commercial strip fronting North Lake Road is proposed to intersect with North Lake Road at a full movement intersection. The type of control and cross-section of this new road link has yet to be determined.

As previously discussed, this new link is expected to draw traffic from a combination of structure plan traffic (approximately 800vpd at its northern end) and the commercial strip fronting North Lake Road (approximately 3,000vpd) for a total of approximately 3,800vpd near the intersection with North Lake Road.

The expected traffic generation for the commercial strip has been based on the following assumed development scenario:

- Lots 53/54 Mixed Business & R160
- Lot 55 Fire Station
- Lots 52/81 Mixed Business & R160
- Lots 75/76 Self Storage
- Lot 74 Medical Centre
- Lots 18/53/73 Mixed Business & R160

The Mixed Business & R160 use was assumed to be similar to the development on the corner of North Lake Road and Kentucky Court. This development consisted of 77 residential units with 373m² of commercial floorspace consisting of office/restaurant uses. This type of development was applied on a pro-rata basis for the vacant lots to derive expected traffic generation.

Traffic flows for North Lake Road were provided by the City of Cockburn and is shown at Attachment 10. This data has assumed that North Lake Road has been extended east over the Kwinana Freeway with a new bridge linking to Armadale Road, together with the expansion of

Cockburn Gateway Shopping Centre to 90,000sqm. Based on these assumptions, approximately 38,270 vpd are expected to utilise North Lake Road near the new intersection of the new link road and North Lake Road.

With an expected peak hour factor of 9% for the traffic flows on North Lake Road and a 10% factor for traffic flows on the new link road, the expected performance of this new intersection in the AM and PM peak periods is shown in the Table 2 and Table 3. The 7m wide median in North Lake Road will allow vehicles turning right from the new link road to perform this manoeuvre in two movements. In the AM peak, the intersections critical movement is the right turn from the new link road and this is expected to have a level of service E with vehicles typically waiting up to 47s in the median to turn right. For the right turn, the overall delay is expected to be approximately 65s. The queue length is expected to be one to two vehicles.

Table 2: New Link Intersection AM Peak Performance

	Demand Flows		Cap.	DOS	Average Delay	Level of Service	95% Back of Queue	
	Total veh/h	HV %					Veh	Dist m
			veh/h	v/c	sec			
East: North Lake Rd								
Lane 1	1120	6.0	1877	0.597	0.1	LOS A	0.0	0.0
Lane 2	1120	6.0	1877	0.597	0.1	LOS A	0.0	0.0
Lane 3	105	2.0	361	0.291	16.7	LOS C	0.9	6.7
Approach	2345	5.8		0.597	0.9	NA	0.9	6.7
NorthEast: Median RT								
Lane 1	100	2.0	180	0.554	46.6	LOS E	3.2	22.5
Approach	100	2.0		0.554	46.6	LOS E	3.2	22.5
North: New Link								
Lane 1	80	2.0	589	0.136	9.9	LOS A	0.5	3.6
Lane 2	100	2.0	276	0.362	18.8	LOS C	1.3	9.5
Approach	180	2.0		0.362	14.8	LOS B	1.3	9.5
West: North Lake Rd								
Lane 1	60	2.0	1831	0.033	6.4	LOS A	0.0	0.0
Lane 2	603	6.0	1877	0.321	0.0	LOS A	0.0	0.0
Lane 3	603	6.0	1877	0.321	0.0	LOS A	0.0	0.0
Lane 4	5	2.0	62	0.081	63.0	LOS F	0.2	1.3
Approach	1270	5.8		0.321	0.6	NA	0.2	1.3
Intersection	3895	5.5		0.597	2.6	NA	3.2	22.5

In the PM peak the critical right turn from the new link road is expected to operate at level of service F, with delays of approximately 50 seconds waiting to turn right into the median from the new link. For the right turn, the overall delay is expected to be approximately 62s. The queue length is expected to be two vehicles.

Table 3: New Link Intersection PM Peak Performance

	Demand Flows		Cap.	DOS	Average Delay	Level of Service	95% Back of Queue	
	Total veh/h	HV %					Veh	Dist m
			veh/h	v/c	sec			
East: North Lake Rd								
Lane 1	688	6.0	1877	0.366	0.0	LOS A	0.0	0.0
Lane 2	688	6.0	1877	0.366	0.0	LOS A	0.0	0.0
Lane 3	105	2.0	156	0.672	43.8	LOS E	2.3	16.0
Approach	1480	5.7		0.672	3.2	NA	2.3	16.0
NorthEast: Median RT								
Lane 1	70	2.0	490	0.143	11.5	LOS B	0.8	5.4
Approach	70	2.0		0.143	11.5	LOS B	0.8	5.4
North: New Link								
Lane 1	110	2.0	308	0.358	19.8	LOS C	1.4	10.0
Lane 2	70	2.0	118	0.594	50.2	LOS F	2.1	14.7
Approach	180	2.0		0.594	31.6	LOS D	2.1	14.7
West: North Lake Rd								
Lane 1	110	2.0	1831	0.060	6.4	LOS A	0.0	0.0
Lane 2	1033	6.0	1877	0.550	0.1	LOS A	0.0	0.0
Lane 3	1033	6.0	1877	0.550	0.1	LOS A	0.0	0.0
Lane 4	5	2.0	210	0.024	23.2	LOS C	0.1	0.5
Approach	2180	5.8		0.550	0.5	NA	0.1	0.5
Intersection	3910	5.5		0.672	3.1	NA	2.3	16.0

This right turn movement from the new link road into North Lake Road movement is thus the critical movement. To address this delay, the option of installing traffic signals is available. However, the installation of traffic signals will make this new link road very attractive for structure plan traffic and may provide a rat-run to avoid the nearby signalised intersection of North Lake Road/Kentucky Court.

Thus, to discourage structure plan traffic from this new link, it is not recommended to signalise this intersection.

In addition to this, the following Local Area Traffic Management (LATM) treatments are recommended to actively discourage structure plan traffic from using the link road:

- A raised plateau treatment at the intersection of the new link road and internal structure plan road
- Raised median in the structure plan road to limit movements to left-in/left-out to and from the new link road
- Consider an access strategy similar to Muriel Court for the Kentucky Court extension to the eastern end of Muriel Court. Under this scenario, only a single intersection would have full turning movements, with two other intersections limited to left-in/left-out.

The above is schematically shown in Attachment 11.

With the expected traffic flows of close to 4,000 vpd near the intersection of North Lake Road, the link cross section is recommended to be similar to the Muriel Court cross section, but within a 20.0m road reserve with a median treatment. At the intersection of North Lake Road, the intersection



treatment should include a left turn lane in place of verge that is typically provided elsewhere on this road. This is schematically shown at Attachment 12.

5. Modified Fire Station/Lot 55 Access

Another consideration is the impact of the proposed layout of the fire station on Lot 55 and the impact on the above predicted flows on the new link and at the intersection of North Lake Road. The proposed crossover is shown in Attachment 13.

Regarding the traffic flows expected for the new link onto North Lake Road, the original GTA update report had assessed the traffic flow to be approximately 3,800 vehicles per day (vpd) with origins/destinations consisting of approximately:

- 2,300vpd from west of the new link (from Lots 18, 53, 73, 74, 81 & 52) using the Easement in Gross crossover on Lot 52
- 700vpd from east of the new link (comprising approximately 250vpd from the proposed fire station on Lot 55 and 450vpd from Lots 53 & 54 using the Easement in Gross crossover on Lot 55
- 800vpd from the internal Muriel Court LSP.

The left-in/left-out treatment for Lots 53/54 was originally expected to cater for approximately 450vpd.

With the proposed building footprint for the proposed fire station across Lot 55, the Easement in Gross will be required to be removed from the North Lake Road frontage of Lot 55, thus Lot 53/54 traffic will now be required to use the proposed LLO access direct onto North Lake Road and/or the signalised intersection at Midgegooroo Ave/Kentucky Ct to the east (and then use the Easement in Gross to travel to and from Lots 53/54 across Lots 16/17) or the proposed new intersection form by the intersection of the above new link and North Lake Road between Lot 55 and Lot 52 (to undertake U-turns after travelling east-west to then travel west-east and enter the Lot 53/54 crossover via a left turn).

With the above access arrangement, the expected traffic flows are:

- 2,300vpd from west of the new link (Lots 18, 53, 73, 74, 81 & 52) using the Easement in Gross crossover on Lot 52 - NO CHANGE
- 250vpd from east of the new link (comprising approximately 250vpd from the proposed fire station on Lot 55) – a REDUCTION of approximately 450vpd from Lots 53/54.
- 800vpd from the internal Muriel Court LSP – NO CHANGE

The left-in/left-out treatment for Lots 53/54 should carry approximately 550 to 650vpd. Approximately 250 to 350vpd would utilise the Easement in Gross across Lots 16/17 to access the intersection at Midgegooroo Ave/Kentucky Ct.

In terms of the traffic volumes expected along the length of new link they would be in the order of:

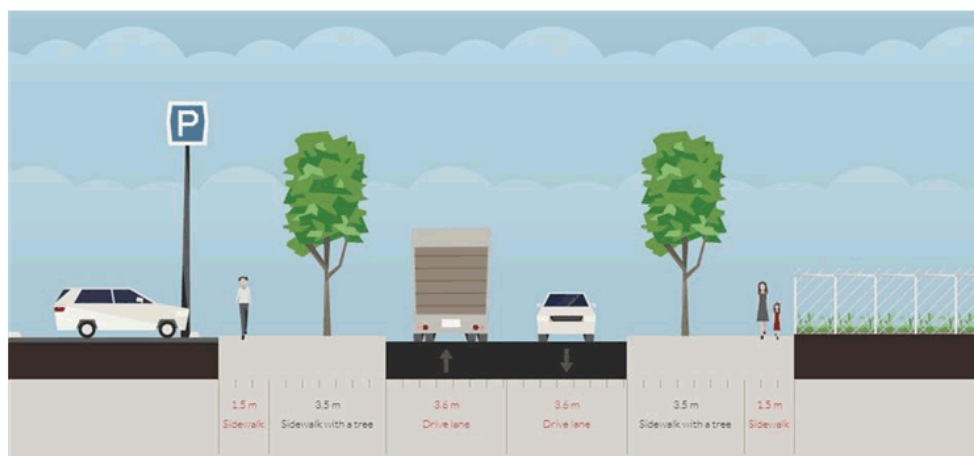
- 3,350vpd North Lake Road to Easement in Gross crossover
- 1,050vpd Easement in Gross crossover to Lot 55 crossover
- 800vpd Lot 55 crossover to end of new link road

With the expected traffic volumes near North Lake Road (3,350vpd) and size of vehicles accessing the fire station crossover (tenders, appliances, trucks etc), the proposed carriageway widths recommended are:

- o North Lake Road to Lot 55 crossover
 - 7.2m wide two-way pavement with 5.0m verges either side in a 17.2m wide road reserve (as per an Access Street C in Liveable Neighbourhoods)

See Figure 5.1 below.

Figure 5.1: North Lake Rd to Lot 55 Crossover Cross-section



As traffic volumes decrease north of the fire station access and type of vehicles become more small private motor vehicle the proposed crossover carriageway widths recommended are:

- o Lot 55 crossover to end of road
 - 5.5m wide two-way pavement with 5.0m verges either side in a 15.5m wide road reserve (as per an Access Street D in Liveable Neighbourhoods). This could be further reduced by 1.0m along the POS frontage, subject to servicing requirements.

See Figure 5.2 below.

Figure 5.2: Lot 55 Crossover to end of New Link Cross-section



The original technical note in Sections 1 to 4 above, had assumed that a boulevard treatment would be required and allowed a 3.0m median along its entire length (North Lake Road to the end of the road), with 3.5m wide carriageways and 5.0m wide verges in a 20.0m wide road reservation, see Figure 5.3 below.

Figure 5.3: Original New Link Cross-section



6. Summary & Conclusions

6.1 Muriel Court Boulevard

- Compared to the original traffic impact assessment, the proposed 75% yield for the currently proposed structure plan layout will generate traffic flows of a similar quantum.
- Intersections are generally proposed to be left-in/left-out for Muriel Court with the exception of 3 or 4 locations where full movement are proposed.
- These intersections are anticipated to operate satisfactorily as proposed.
- The median is recommended to be widened from 4.4m to 4.8m to facilitate U-turns where possible.

6.2 New Link to North Lake Road

- This road is expected to carry approximately 800 vpd near its northern end to 3,800 vpd near North Lake Road.
- The proposed North Lake Road/Link Road intersection is expected to operate satisfactorily with the anticipated North Lake Road traffic flows that include the new bridge over the Kwinana Freeway.
- Traffic signals are not recommended at the North Lake Road/Link Road intersection as this may encourage this new link to be used as a rat-run for structure plan traffic to avoid the signalised intersection at North Lake Road /Kentucky Court.
- Notwithstanding the above, LATM treatments are recommended at the northern end of the new link road near the public open space to discourage structure plan traffic from using this road. Also, an access/intersection strategy for Kentucky Court, similar to Muriel Court, is further recommended to ensure structure plan traffic is generally contained to the Muriel Court/Kentucky Court boulevard.



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6.3 Modified Lot 55 Access for Fire Station

- Traffic volumes are expected to be approximately 3,350vpd near North Lake Road with approximately 2,300vpd coming from the Easement in Gross crossover on the western side of the new link.
- The left-in/left-out on Lots 53/54 is expected to cater for approximately 550 to 650 vpd.
- A road reserve of 17.2m would be possible near North Lake Road and this decreasing to 15.5m north of the Lot 55 crossover.

6.4 Conclusion

On the basis of the above, and the discussion provided in this report, the transport characteristics of the proposed amended structure plan are considered acceptable.



Attachment 1

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180814tn-W149950 update

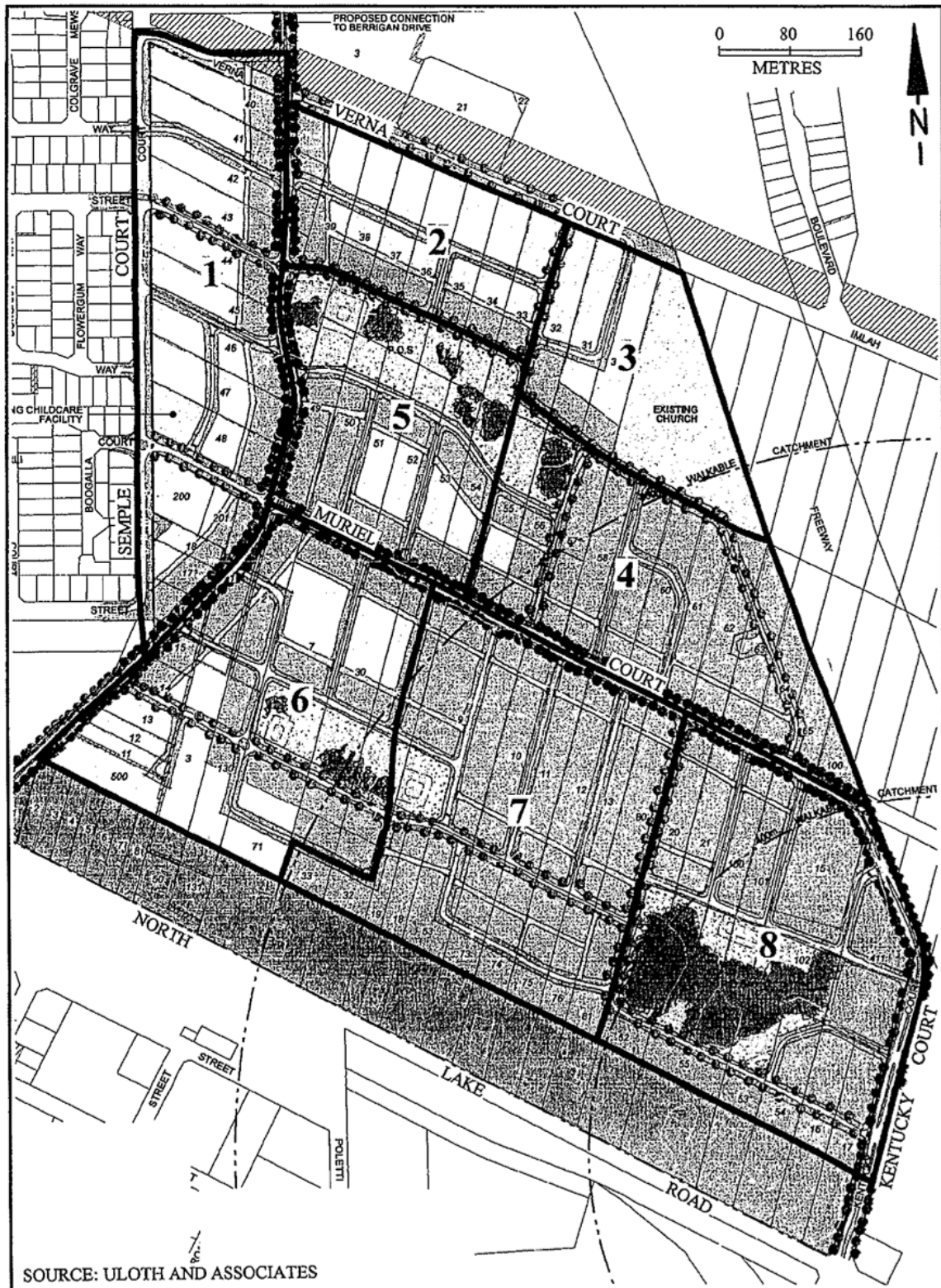




Attachment 2

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180814tn-W149950 update



Future Traffic Zones
PROPOSED MURIEL COURT STRUCTURE PLAN

FIG.
A.9

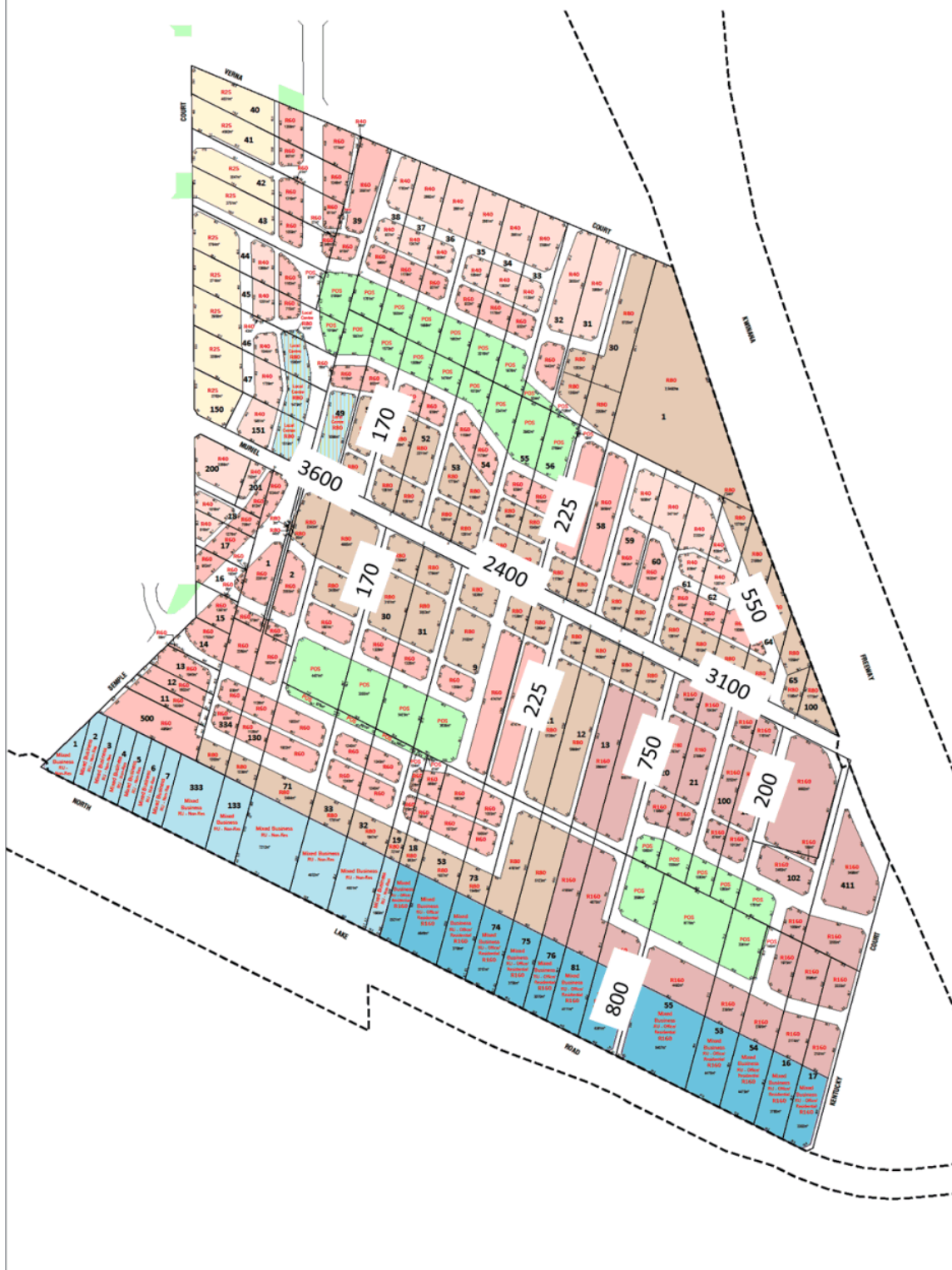


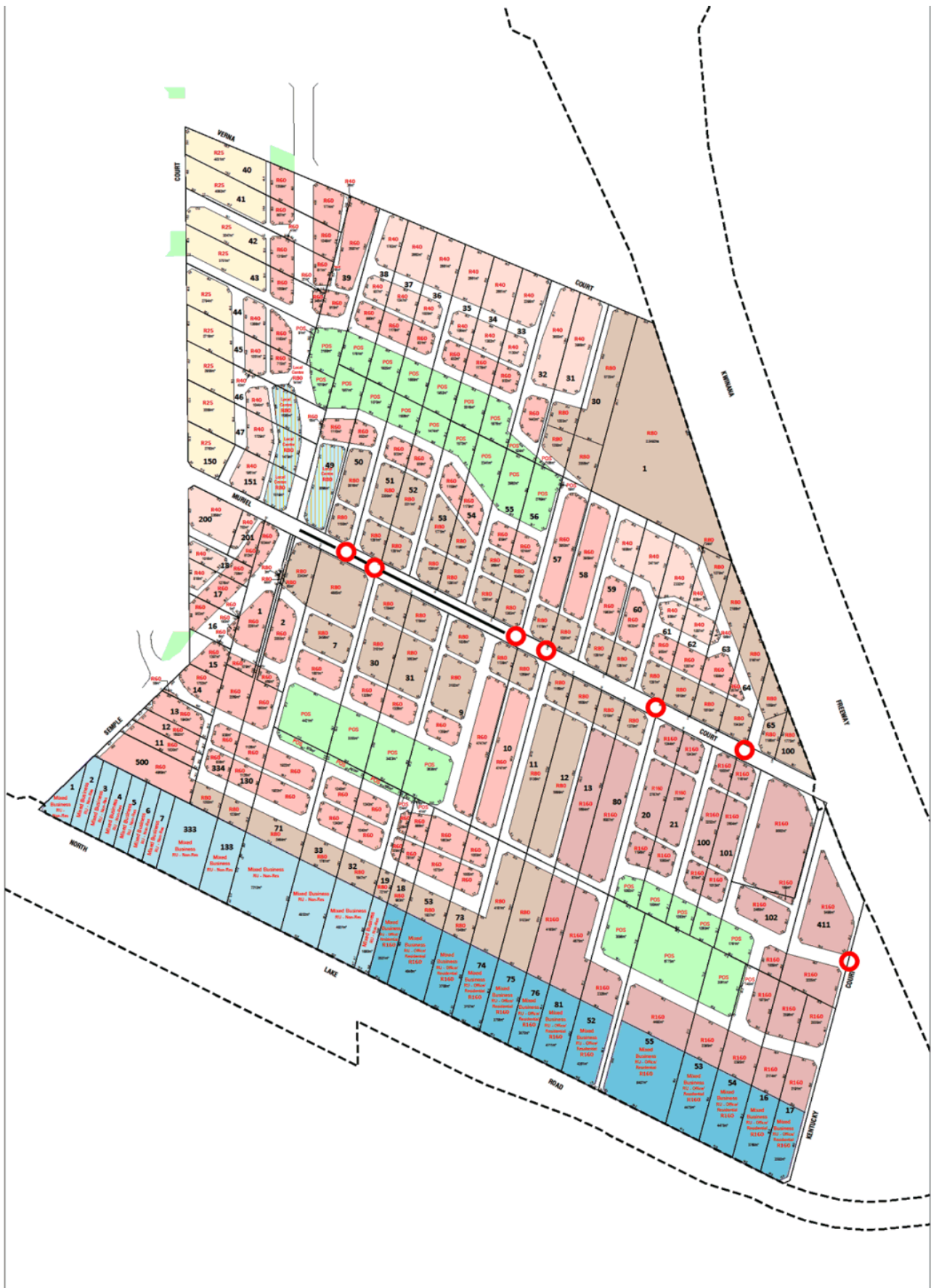
Attachment 3

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180814tn-W149950 update

FUTURE DEVELOPMENT TRAFFIC FLOWS PROPOSED MURIEL COURT STRUCTURE PLAN WITH NEW PROPOSED YIELDS



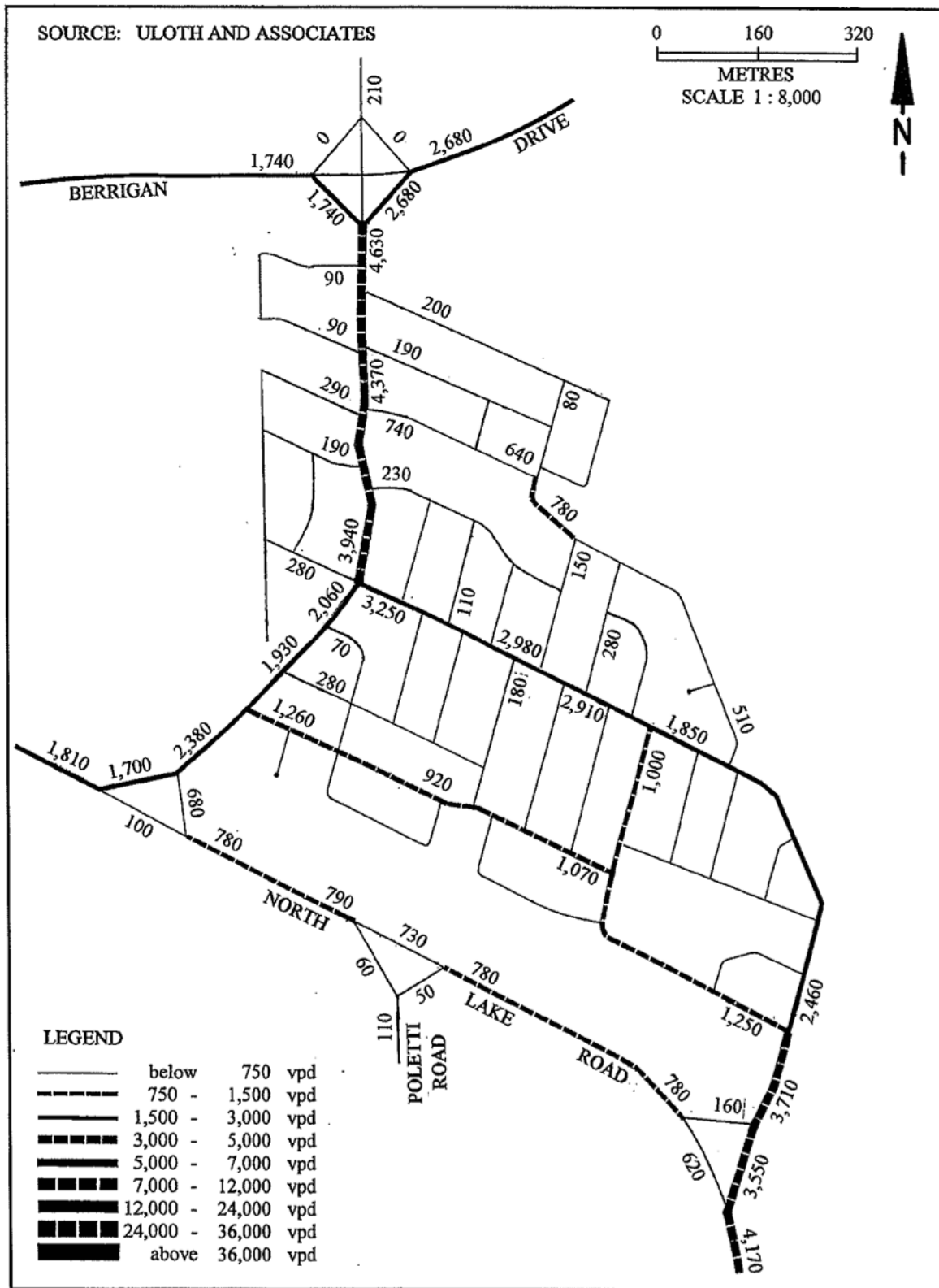




Attachment 4

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180814tn-W149950 update



Future Development Traffic Flows
PROPOSED MURIEL COURT STRUCTURE PLAN

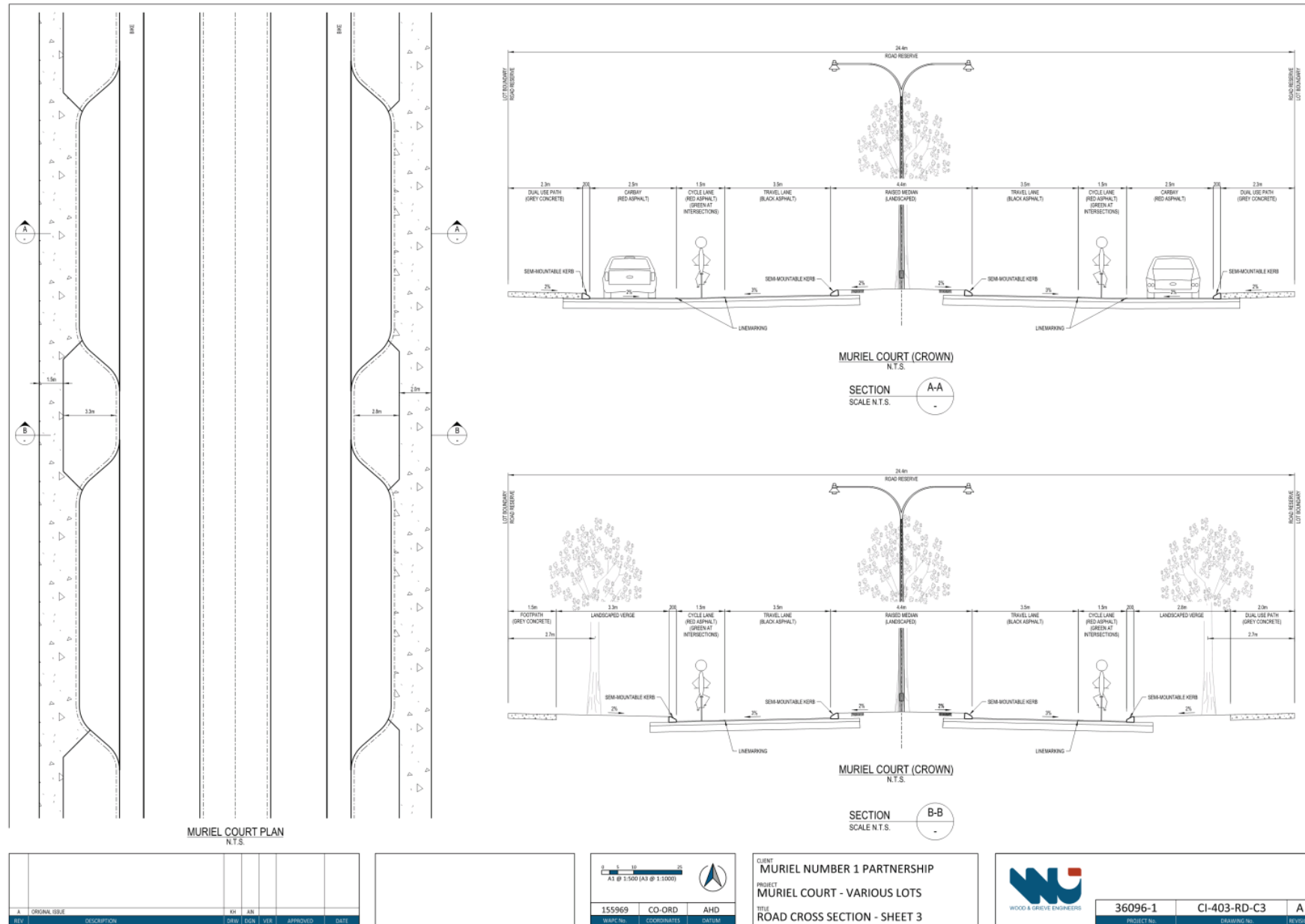
FIG.
A.10



Attachment 5

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180814tn-W149950 update





Attachment 6

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180814tn-W149950 update

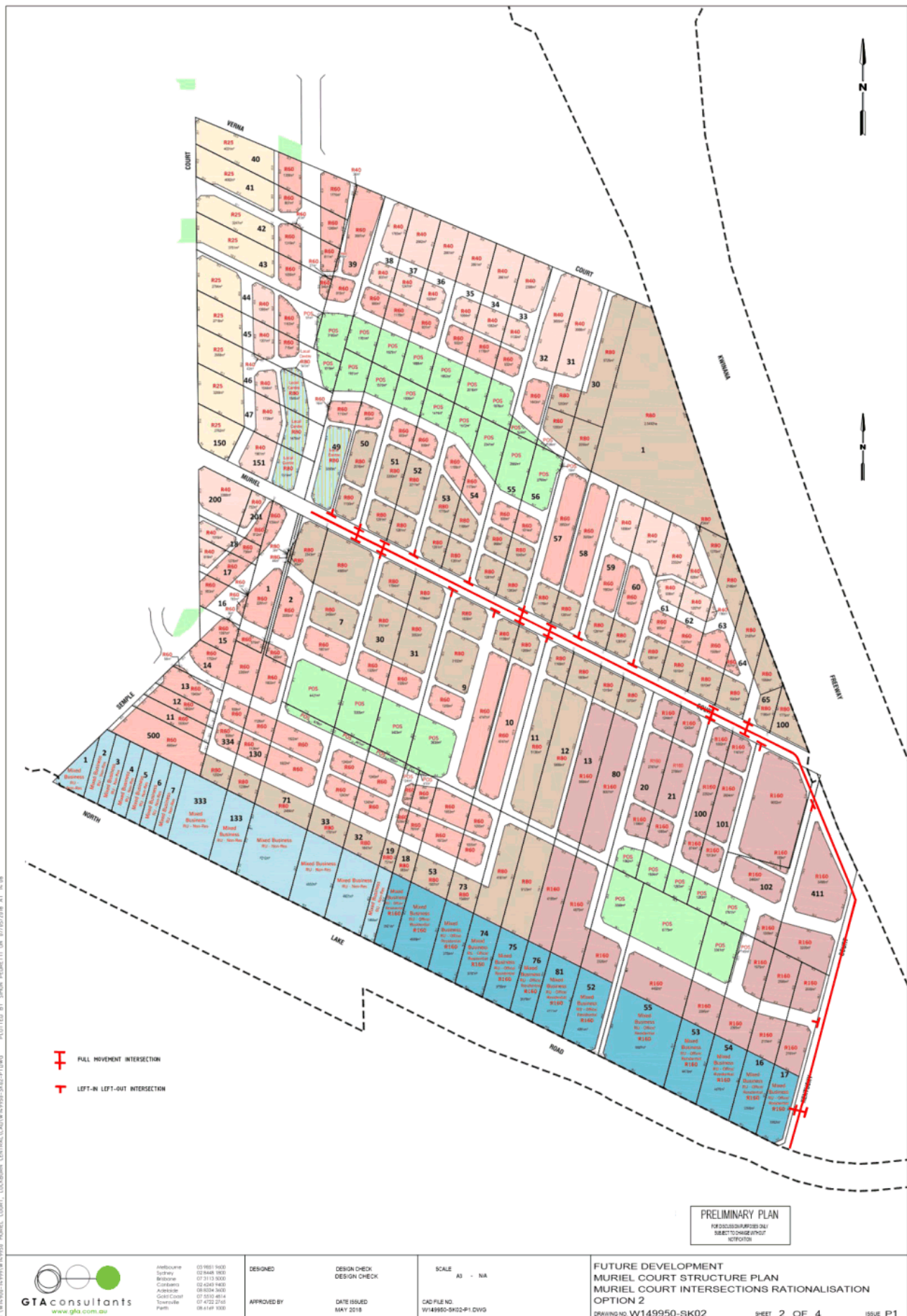




Attachment 7

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180814tn-W149950 update





Attachment 8

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180814tn-W149950 update

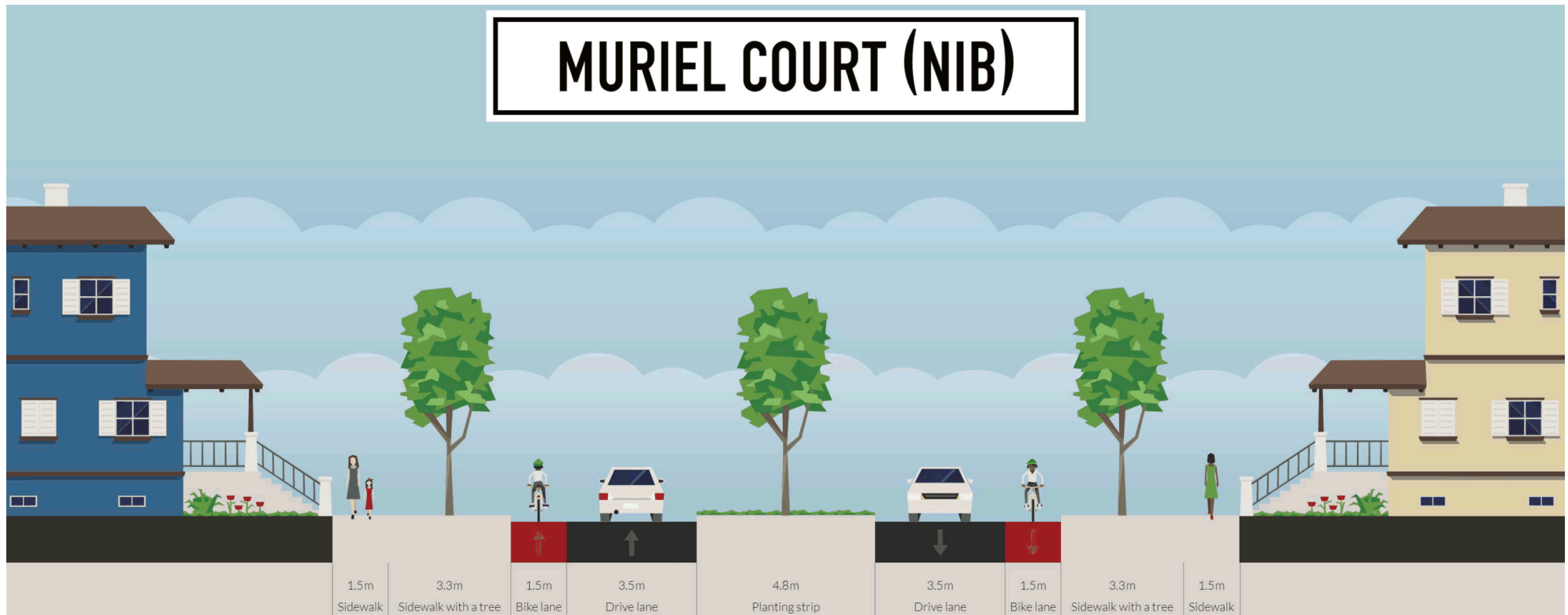


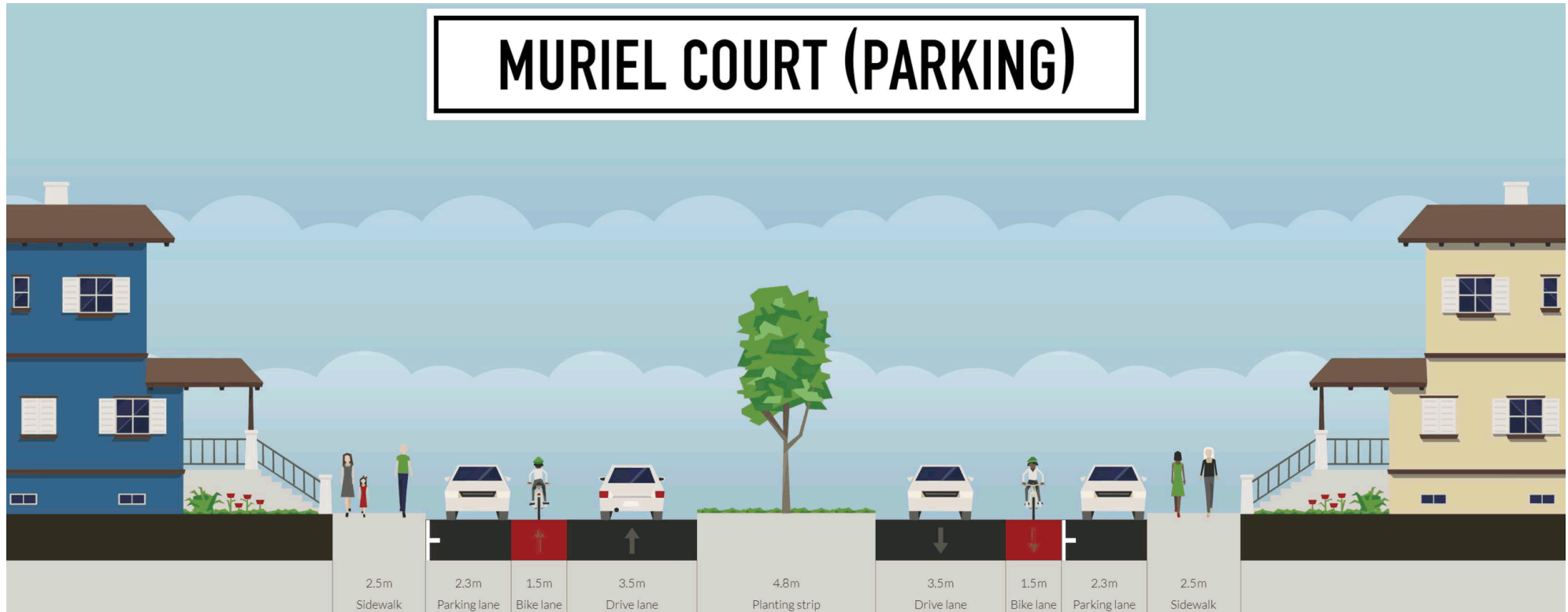


Attachment 9

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180814tn-W149950 update



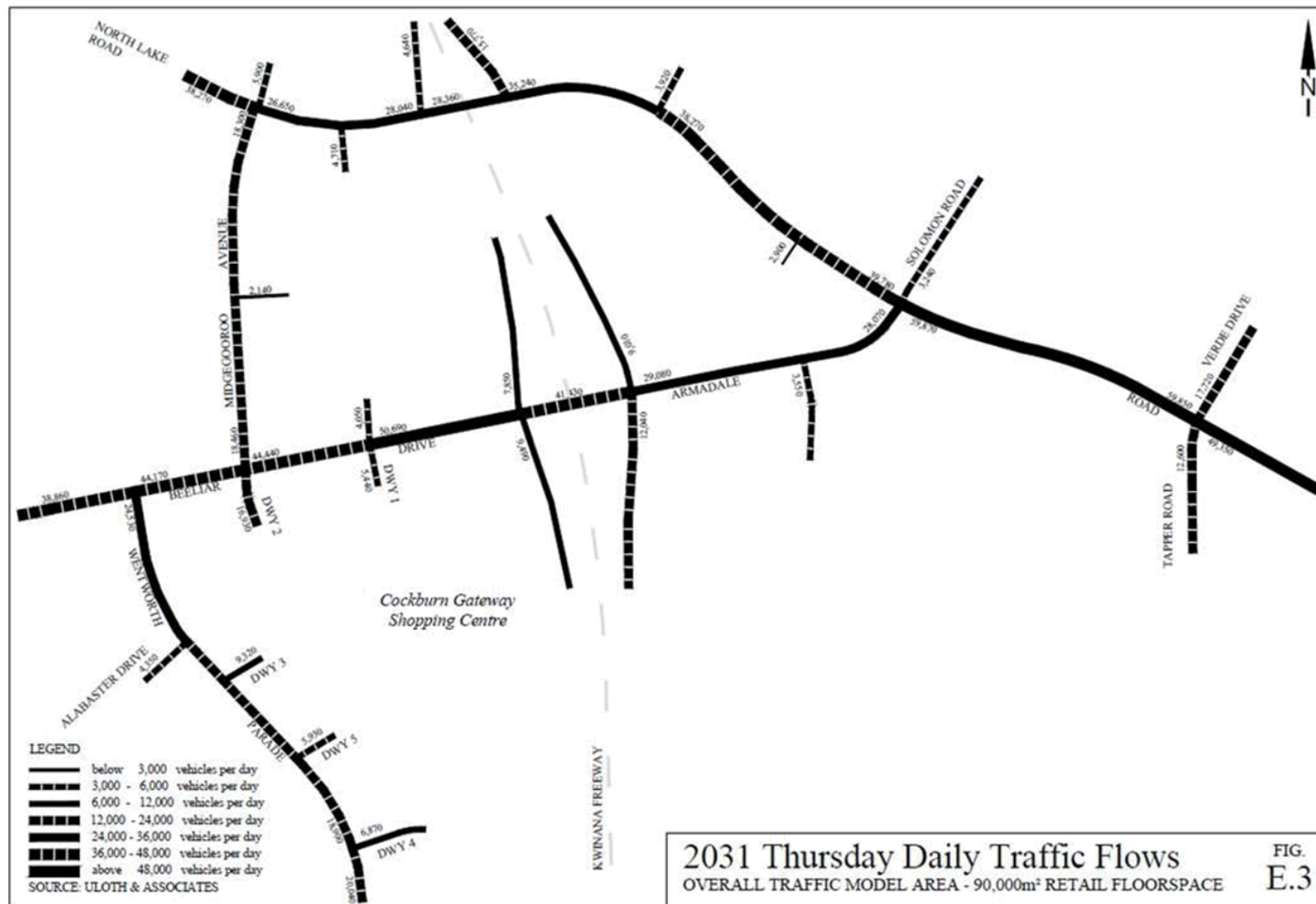




Attachment 10

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180814tn-W149950 update



E-6



Attachment 11

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180814tn-W149950 update

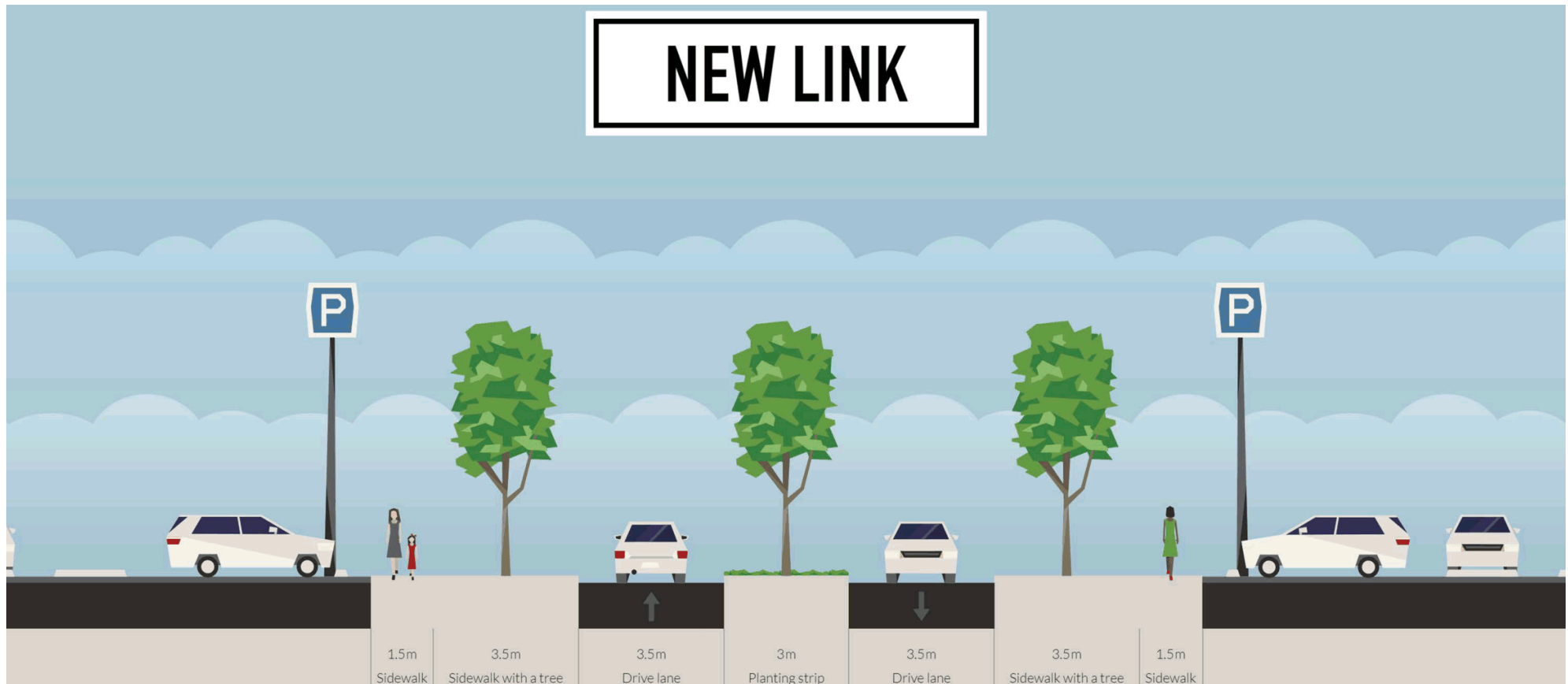




Attachment 12

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180814tn-W149950 update

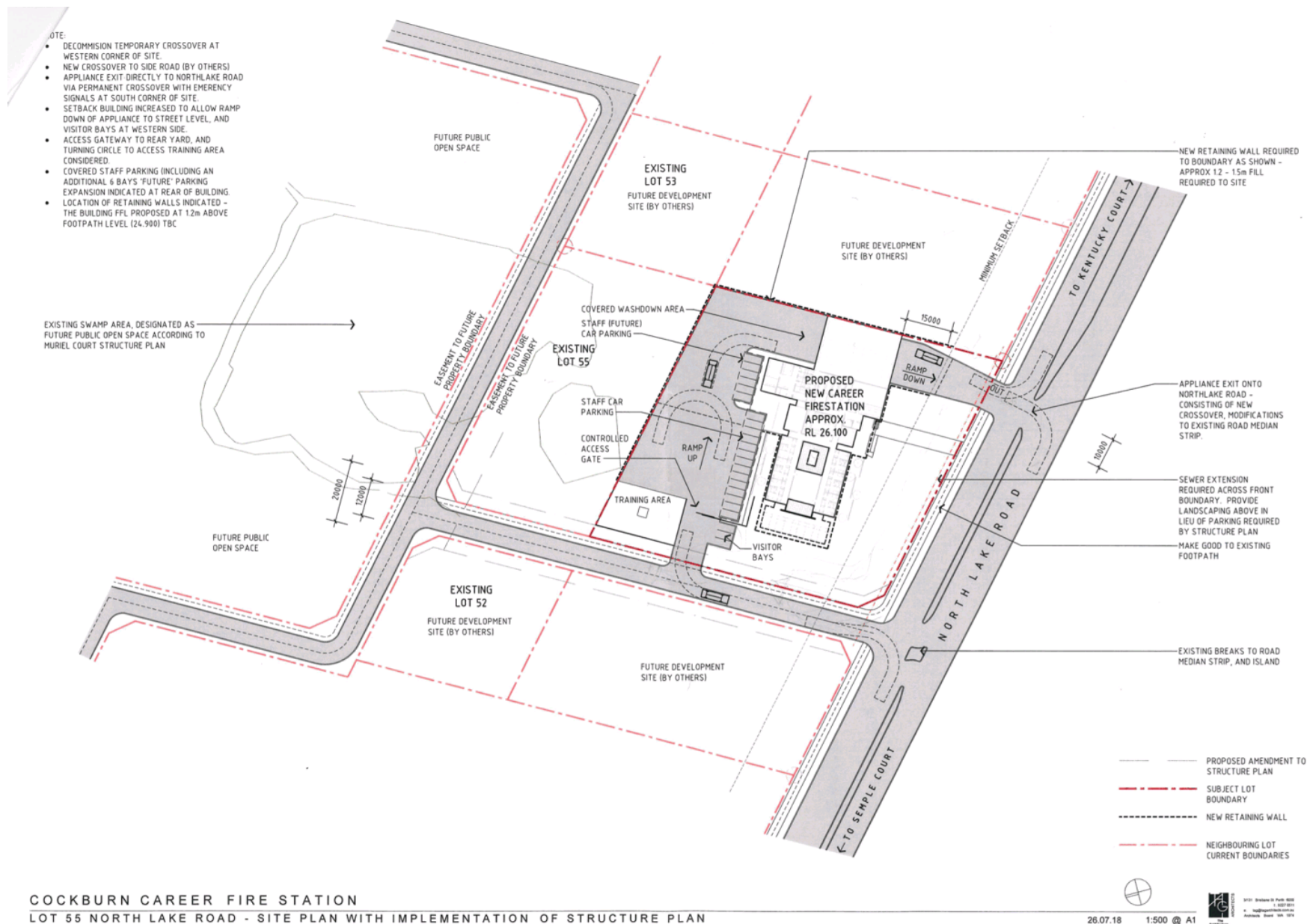




Attachment 13

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180814tn-W149950 update



File No. 110/190

SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN AMENDMENT NO. 8- LOTS 52 & 55 NORTH LAKE ROAD< COCKBURN CENTRAL

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Landowner	<p>Australia Investment Group International of FengShi Pty. Ltd is officially incorporated in Perth of Australia on June 15, 2010. The shareholder is a Chinese company "Beihai Fengshi Industrial Development Co., Ltd.", who has accounting for 100% of the shares. FengShi company is mainly invested in real estate and construction projects in Perth. In July 2014, it was going to invest in land purchase and completed all of settlement procedures in December 2014. This project covers an area of 12174 m', which is located in Lot 52, No.866 North Lake Road, Cockburn Central (However the actual useful land area is only 6, 988 m~ and there are 3, 988 m' must be requisitioned as a Public Open Space).</p> <p>FengShi company must gain approval from three different departments before purchased the land that include Ministry of Commerce of the People's Republic of China(MCPRC), State Administration of Foreign Exchange of China(SAFEC), and Australian Government Foreign Investment Review Board(FIRB). To obey the rule of FIRB, the land should commences continuous construction before December 2016. However, the shareholder of FengShi company just faced economic recession in China from 2009 to 2017. That is result in FengShi company lack of ability to raise the investment into the project which had been delay. Afterwards, FengShi Company had report the actual situation to MCPRC, SAFEC and FIRB in order to gain extension for land development. These three departments are all agreed to provide an extension for the project until June 2019. Thus, according to original reserved road which is located between Lot 52 and Lot 55 under the City Cockburn Structure Plan should be 12 meters. As well as FengShi Company had ever send a formal email to City of Cockburn to ask confirmation about the main points for design requirements in August 2017, include site setback, rear-setback, road reserved, building height limited, etc. And then City of Cockburn had ever confirmed by Email reply. All information was provided by City of Cockburn told FengShi company need to conduct "Cockburn Central North (Muriel Court) Structure Plan - Design Guideline" into design concept, especially</p>	<p>Not supported</p> <p><u>Planning advice provided in August 2017.</u></p> <p>The City provided the most up to date advice available at the time in August 2017 to the landowner. It is noted early discussions requiring the road widening responded to the changing nature of developments within the vicinity in addition to the impacts likely to be created from the then proposed 156 apartments on Lot 52 in addition to the emerging discussions at that stage regarding the Fire Station on Lot 55.</p> <p>The emerging and staged manner in which developments are proposed and delivered make planning somewhat challenging. The City has sought to communicate with landowners and wider stakeholders where possible.</p> <p><u>Market impact and the increased costs of construction</u></p> <p>While the City will always seek to work with landowners as best it can to facilitate sustainable development outcomes, the State and Local Planning Framework does not consider financial and market forces in the planning decision making process.</p> <p><u>The proposed road will impact children safety</u></p> <p>It is not supported that children will be left un occupied in this busy environment noting the considerable traffic along North Lake Road. The new link road whether it is 12 or 20 m is unlikely to be a consideration for children's</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>about the reserved road 12m (Attachment 1 :Send Formal email to the City of Cockburn).The City of Cockburn had not inform FengShi Company any matters about the reserved road must be change to 20m road wide typology. Therefore, FengShi Company was follow original Structure Plan Guideline to complete the first phase concept design.At this stage,the project would have 156 apartments and also achieve the Plot Ratio up to 75%.</p> <p>Nevertheless, the City of Cockburn required FengShi company to change the reserved road from 12m to 20m after the concept design had been submit in November 2017.FengShi company is very disappointed at this temporary change which may lack of long view. The reason is that FengShi Company had never receive any notice or proposal by inform about the reserved road must be changed since the land had been purchased in 2014 until October 2017.FengShi company was also made a confirmation with the City of Cockburn about the actual width of the road reserved before purchase in June 2014(Attachment 2:Formal to confirm reserved road).That was actually a very important element to affect the foreign investors' investment. If the City of Cockburn would tell the road may need modify in future, then FengShi Company won't make the decision to purchase the land. The City is going to be developed well which should make the investment safe and flourishing, as well as the Structure Plan must attractive. However, this temporary change may break down the investment atmosphere. Otherwise, if the reserved road have been change that will affect market value of this project. According to the land valuation report of February 2018, the land value has been dropped from 3 .5 million to 2. 9 million (Attachment 3: Land Evaluation Report).</p> <p>In addition, if the reserved road must be broaden that will result in the project lose 15 to 20 apartment units due to ceding usable land area of buildings. To estimate of apartments' profit losing will be around \$5 million to \$7 million. Also, in order to supply sufficient car bays, the original concept design of the semi-ground car parking must be dug deep to make as full basement. Otherwise, the building heights may need to be raised beyond 25m in order to meet requirement of Plot Ratio 75% effective floor area. If FengShi company is ignore the costs to construct the road as 20m,that will involve in a high risk investment and in feasible return. Especially for building is over 25 meters, the construction cost of</p>	<p>safety in this particular scenario. Rather the new link road is sufficiently wide to accommodate an off road pedestrian footpath.</p> <p><u>Impact of land required for road reserve</u></p> <p>While the need for the road widening remains unchanged – since advertising and the receipt of comments from FengShi the City has explored how to address the link road requirements while reducing the width. As discussed within the Council Officers assessment the road proposed is reduced from 20m to 17.2m(South) and 15.5m (North).</p> <p><u>The widening of the road will only increase traffic</u></p> <p>Not supported – the City notes the Traffic Impact Assessment recommends not implementing traffic lights for this reason and to include modifications to the road to the north to reduce through traffic. The TIA recognises that if these controls are in place the vast majority of traffic utilising the link road will be generated form the Mixed business zoned land fronting North Lake Road.</p> <p>Furthermore recent discussions with DFES have identified the option of fire trucks being provided direct access to North Lake Road from Lot 55. Also proposed now is for the crossover on Lot 55 to not be provided – see Traffic Impact Assessment Revision B for the supporting analysis.</p> <p><u>Impact on development</u></p> <p>The reduced road reserve is expected to provide less of an impact than the advertised 20m.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>fire facilities will be doubled as well.</p> <p>As the Harmony Apartment and Australand Apartment would show currently the market sales references (Attachment 4: Apartment Sales Price List), the sales prices are mostly less than AUD\$ 5,000 per square meter. The real estate market is now just suffer depression. Therefore, if the construction cost increases, that will cause the profit which can not be able to cover the development cost.</p> <p>On the other hand, the City of Cockburn has already requisition 3988 m' land area to be POS, and now the project still has to cut more 586 m2 for 20m reserved road typology. The useful land area will become minimized. As far as the overall City Structure Plan is not really completely yet, and Muriel Court may not able to invest any funds to construct the facilities as well. Then, if FengShi company need to begin the project that may need to invest a lot to construct surrounding facilities by itself.</p> <p>FengShi company has not authority to prohibit the City of Cockburn to make any decision for changing the Structure Plan. However, FengShi company is honestly to ask for the City of Cockburn to consider the loss of Lot 52. Even though there is a way to bear of the loss for Lot 52, such as to apply FIRB for gain unlimited time to wait for real estate development have another high tide in future, and that may make Lot 52 have high return by economic booming and cover high construction cost. However, this method is having high risk because none promise can be gained from FIRB.</p> <p>Otherwise, FengShi company is objected the proposal of 20m reserved road typology because there are some other issues require the City of Cockburn to consider deeply. Lot 52 is located between Lot 55 and Lot 81, and they will construct as Department Fire Emergency Services (DFES), and Childcare Training Centre (CTC). To broaden the reserved road will impact on FengShi Company that also cause huge inconvenient to two neighbours.</p> <p>According to the current communication with two neighbours as to know DFES must supervise fire protection within a few tens of kilometres of the City Cockburn nearby. Fire brigades are always rushed to fire scene</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>since they receive the danger in order to protect people life and property security as soon as possible. Thus, if the reserved road have been broaden, then the majority of traffic flow will direct to this road. That would result in traffic problem particular in rush hour between 8am and 5pm. Then DFES may reduce the rescue operation properly, and also delay the rescue and endanger the residents.</p> <p>There is another neighbour Lot 81 which is going to construct Childcare, and Childcare Training Centre in future. If the reserved road acts as a main road which will cause all traffic concentrated on this area as well as potentially affect in children's safety. Children are always lively and active after off class, and they need to pass through this road back home. How to protect children from being safe on the road is a big problem that must be considered within the City Structure Plan. After all, protecting children is likely to protect the country's future. Therefore, FengShi company advice the City of Cockburn to call on other neighbouring land to plan and open up new road diversions. That can divert traffic and residents' access points which will improve safety and reduce risks. Vehicles will be also more fluent.</p> <p>Otherwise, it has an example would explain the measurement of data may be impossible to measure the fear from people, and reasonable to use reserved road in sometimes. This real case is from Swanbourne of Perth. There is an intersection of T-Shaped, named W Coast Highway, and Narla Road (Attachment S: The map of W Coast Highway and Narla Road). The intersection point have an entrance and an exit. Most drivers thought that was really convenient when they drive access from Narla Road to W Coast Highway because this way was more fast and save time.</p> <p>However, most of residents who live nearby this intersection are all feel anxious and frightened since the intersection point had been used more than one year. The reason for that is the intersection of one entrance and one exit would occur lot of vehicles go through this way, and potentially pose a life threat to the elderly and children of nearby residents whether regardless of the speed of the car. After several surveys researched by residents and transport department, this intersection is only left one exit to W Coast Highway and the entrance had been closed in mid of 2016. To analysis this case it shows that people's behaviour is changed</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>by right decision-making. Nevertheless it must be seen any decision-making should be efficient and benefit for people, and then everyone will observe the regulations.</p> <p>Actually, to response to the traffic flow of the whole area of Muriel Court that wills necessary to construct access roads better than putting all the traffic pressure on 20m reserved road typology. Today, broadening the reserved road as 20m can only resolve the traffic problems within the current five years. If the entire Muriel Court is only having one access road between Lot 52 and Lot 55, all of traffic flow within Muriel Court will definitely go this road and the danger of the reserved road will increase in future. As well as the next 10 - 20 years of traffic congestion will not able to solve. Therefore, the City of Cockburn should call upon other land owners to assist Muriel Court to construct more access roads rather than broaden the reserved road only.</p> <p>In conclusion, please to compare the facts that explain as above and carefully consider the feasibility of 20m reserved road typology in future. If there is a security threats to local, then to broaden the reserved road won't have any practical significance. FengShi company think the City of Cockburn will act on the Structure Plan and the corresponding codes with sincerely due to the city construction should base on human nature and the suitability for residential use. In this way, the value will be created in double and people will be all gain benefit in future.</p> <p>Attachment 1 – Email from 10 August 2017 Attachment 2 – Email from October 2014 Attachment 3 – Valuation Report Attachment 4 – Apartment Sales Research Attachment 5 – Map of West Coast Highway and Narla Road</p>	
2	Department of Fire and Emergency Services (DFES) GPO Box P1174 PERTH WA 6844	<p>DFES objects to the widening of the road reserve to Lot 55's western boundary, referred by the City of Cockburn (CoC) as the 'Link Road', in principle and effect.</p> <p>The widening of the road reserve and resultant reduction in usable space imposes additional design and engineering complexity, inhibiting delivery of internal and external functional requirements of the proposed Cockburn Career Fire Station (CCFS), and reduces Lot 55's market value.</p>	<p>Support</p> <p><u>Impact of road widening and emergency vehicle access requirements</u></p> <p>Since the initial submission the City has met with DFES on several occasions and since this time the City has reviewed the TIA to consider the option of not providing</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>The principle for widening of the New Link road is, in part, justified by anticipated traffic volumes traversing the east-west commercial service road (LPP5.6 vehicle access) running between the Link Road and Kentucky Court. DFES is opposed to the service road where public traffic movements intersect DFES' emergency vehicle response path inevitably resulting in delays to response times and an unacceptably high risk of vehicle collision.</p> <p>DFES' commitment to safely deploy attendance to an emergency incident in twelve (12) minutes, whilst maintaining Duty of Care obligations to operational personnel and the general public during emergency vehicle turnouts, is incongruent with the CoC's LPP5.6 commercial service road. DFES will be seeking the removal of reciprocal rights of access easement (Commercial Service Road) from Lot 55 on this basis.</p> <p>Furthermore, the traffic volumes projected to access the Link Road west of Lot 55 via the commercial service road terminating from Lot 52 fail to recognise the North Lake Road (NLR) full movement crossover between the Lots 73 and 74 only two hundred and ten (210) metres to the west of the Link Road. Noting DFES' objection to the Commercial Service Road and said crossover to NLR, DFES contends the traffic volumes justifying the Link Road amendment to 20 metres requires further investigation.</p> <p>For the above reasons, DFES strongly objects to Minor Amendment Number 8 and objects to the justifying principles, and requests:</p> <ul style="list-style-type: none"> a) the City of Cockburn amend Vehicle Policy Local Planning Policy 5.6 - Vehicle Access Policy – <ul style="list-style-type: none"> i. To acknowledge the use of Career Fire Station at Lot 55, and hereby; ii. Delete the reciprocal rights of access easement (Commercial Service Road) from Lot 55 to remove public conflict with emergency vehicle egress. b) The City of Cockburn reassess the Link Road reserve width in acknowledgement of Item a. above, and the full movement North lake Road crossover to the west of the Link Road. c) In the event Amendment 8 is endorsed – <ul style="list-style-type: none"> i. The City of Cockburn provide some form of consideration to offset the loss of amenity and additional costs associated with Amendment 8 implementation noting Lot 	<p>the easement in gross across Lot 55. The result as discussed within the officer's report is that the easement in gross is not required for Lot 55 if a fire station is proposed and as a result for the road width to be 17.2m in the southern portion of the road and 15.5m in the northern portion, rather than the advertised 20m.</p> <p>Furthermore the City has recognised the ability to provide direct access from Lot 55 to North Lake Road for the fire truck emergency access only.</p> <p>Therefore the City has considered DFES needs and is of the opinion that the current proposal meets both these stated needs in addition to meeting the local traffic needs.</p> <p>Noted is DFES's support for the 17.2m and 15.5m widening provided on the 21 September 2018. Noting the reference "option 1" within the DFES letter relates to the road being equally shared across Lot 52 and 55 (consistent the amendment).</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>55's land acquisition was premised on a 12 metre road reserve.</p> <p>Further response from DFES regarding the 17.2m and 15.5m road reserve option (provided 21.09.18) –</p> <p>Thank you for your ongoing dialogue regarding the proposed amendment. In email correspondence dated 19 September 2018 the City of Cockburn details of widening new link road and two options for the alignment of said road reserve.</p> <p>DFES supports City of Cockburn's proposed amendment for the road widening of 17.2m in the southern portion of the road and 15.5m in the northern portion, substantiated by the updated traffic Analysis 13 August 2018 accounting for removal of the easement in Gross on Lot 55 (DFES site).</p> <p>DFES supports the City of Cockburn's preferred alignment, referred to as option 1, for the road being equally shared across Lot 52 and Lot 55.</p>	
3	Watercorporation	<p>Wastewater</p> <p>Please note the attached plans that indicate the wastewater planning that shows how the area is to be serviced. As can be seen a DN300 sewer is required to be extended north from North Lake Road to serve the area. The road that is the subject of this proposal will be the route used by the developer for this sewer. The 20m width is acceptable as long as the sewer is laid on the correct alignment and in accordance with the Utility Providers Code of Practice.</p> <p>It should be noted that the existing 300PVC sewer main (see attached plan), in North Lake Road is the connection point for the above proposed DN300. Currently this existing sewer does not line up with the future road that is the subject of this proposal.</p> <p>During the development stage of this area the consultant engineer representing the developer will need to rectify this situation to the Water Corporations satisfaction.</p> <p>Water</p>	<p>Noted</p> <p>The City will continue to work with and consult with the Water Corporation noting the desire to align the future sewer along the link road.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Reticulated water is currently available to the subject area. All water main extensions must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice. Please note attached plan that shows the existing infrastructure.</p> <p>General Comments</p> <p>The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation if required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer.</p> <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, the Water Corporation should be contacted to confirm if the information is still valid. Please provide the above comments to the land owner, developer and/or their representative.</p> <p>Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact the Enquiries Officer.</p> <p>Further response from Water Corporation regarding the 17.2m and 15.5m road reserve option (provided 13.09.18) -</p> <p>Thanks for informing us of the possible reduction in width for the road reserve. The change in width would still be acceptable as long as all the Water Corporation services are laid on the correct alignment and in accordance with the Utility Providers Code of Practice</p>	



14.8 (2018/MINUTE NO 0009) PROPOSED STRUCTURE PLAN FOR LOT 812 (NO. 8) FAWCETT ROAD, MUNSTER

Author(s)	L Santoriello
Attachments	<ol style="list-style-type: none"> 1. Location Plan ↓ 2. Structure Plan Map ↓ 3. Schedule of Submissions ↓
Location	Lot 812 (No. 8) Fawcett Road, Munster
Owner	GM Coogee Pty Ltd
Applicant	Taylor Burrell Barnett – Town Planning
Application Reference	110/191

RECOMMENDATION

That Council, in pursuance of Clause 20(2)(e) of the Deemed Provisions, recommends to the Western Australian Planning Commission the approval of the Proposed Structure Plan for Lot 812 (No. 8) Fawcett Road, Munster; subject to the following modifications:

(1) Part one to be modified as follows:

1. Section 4.1.2 - modify the sentence to include the following text after “open space” ...“over Lot 811 with a management order to the City of Cockburn....”
2. Section 4.1.2 - Include text to acknowledge appendix C which states the developer will maintain the embellishment of Lot 811 for 2 summers.
3. Section 4 - “Outline mechanisms to protect heritage features” (i.e. the “Giuffre Residence (site)” plaque which is proposed to be relocated under the proposal.) This should be addressed under Part 1 section 4 (statutory section) as indicated by the SP Framework guide.
4. Section 4 (subdivision and development) - this should reflect the ‘subdivision’ requirements from table 1 (this makes it clear to the subdivider what the responsibilities at subdivision stage are); include “wetland/foreshore protection management plan.”
5. Section 4 - The reticulation of all POS grass land and gardens will need to be supplied from a bore to be installed by the developer.
6. Existing vegetation in POS to be assessed for retention of trees were possible in keeping with the FMP objectives (i.e. remove understorey). Retained trees to be protected during construction as per AS4970-2009 Protection of trees on development site.



7. Section 4 - Street trees to be planted in accordance with Local Planning Policy 5.18
 8. SP Map - elongate the cul-de-sac head, within the 'urban design' section of the report for details) which involves the cul-de-sac head and road extending to proposed lot 6, 7, 8 and 9.
 9. Open Space will require playground equipment.
- (2) Part two to be modified as follows:
10. The concept for western POS may require some retaining to form a flat area for playground equipment above wetland flood zone.
 11. Section 3.3 SPP 5.4 - This section should be updated to mention that SPP 5.4 is currently being reviewed by the DoPLH/WAPC and the acoustic report provided has due regard to the revised draft SPP 5.4 and is considered acceptable to the City.
 12. Section 2.1.1 - notwithstanding it is expected that Lot 811 is to be revegetated and as such this section should be updated accordingly.
 13. Section 2.3.3 - where it says "Lot 811 be included in the SP, its eastern portion being landscaped by the developer as POS"...this should rather say "...being landscaped by the developer to a POS standard"...the current wording incorrectly implies (or could be incorrectly interpreted as) Lot 811 forms part of the Lot 812 (Liveable Neighbourhoods) POS calculation.
 14. Figure 3 identifies a drainage basin within Lot 811 (to the south). The aerial photograph indicates significant trees are located in this exact location. These trees are subsequently identified as "very good" under the environmental assessment and thus they should not be removed. The drainage basin should therefore be relocated/ repositioned to an area where significant trees are not located. Hypothetically, the bio-retention basis could be located close to the north-west boundary of Lot 811. The elevation is noted as being the same as the current proposed location. There shouldn't be any issues on this basis from a drainage perspective.
 15. Under Figure 3 text - modify "as POS" to "to a POS standard".
 16. Section 2.5.2 should be updated to reflect that the relocation of the plaque will be undertaken at subdivision stage as a condition of subdivision.
 17. Section 3.4.1 - Public Open Space of "0.0265" of "Balance

of Lot 811” is not permitted to be a deduction for the purposes of calculating POS. The POS should be adjusted to 8.54% with 1.46% required for cash-in-lieu. The SP is to be updated to acknowledge that the developer is upgrading the adjoining WAPC land, not in lieu of their normal 10% POS requirement, but as a requirement for the City to take on management of the land due to its clearing.

- (3) Appendix B - Environmental Assessment Report to be modified as follows:

18. The hard edge delineating the grassed area and the wetland revegetation is to be adjusted further to the east at the northern end of Lot 811.

- (4) Appendix D - Bushfire Management Plan to be modified as follows:

19. Pg 165 - Figure 6 BAL Contour plan - (along with Figure 5 and Table 3) shows that ‘plot 5’ is grassland. Under the “Deed of Covenant” the management and maintenance of the vegetation is limited to Lots 810 and 811. Therefore by omission of Lot 701 (to the north of Lot 810) under section ‘D’ of the agreement and the image at the back of the Deed it is clear that Lot 701 does not form part of the; *“Mowing the subject land whenever the average height of the grass exceeds 100mm and having the cut grass removed from the Subject Land. The grass on the Subject Land will be mowed to an average height of 50mm high on each occasion”*. It is noted Lot 701 is owned by “ALB Developments Pty Ltd” rather than “Western Australian Planning Commission (WAPC)” whom own Lot 810. It is assumed that because the WAPC presumably does not own Lot 701 that they are unable to include Lot 710 in the Deed. This however has not been translated into the FMP and it is considered to be an error in need of correction (contact City of Cockburn for map details).

20. Deed of agreement - under section 4.1 it mentions “if the commission does not comply with clause 2, then the buyer must notify the commission of its failure to do so...”. The buyer in this instance is the developer. Once the “buyer/developer” has “developed and sold the lots” the buyer/developer will not be motivated to “notify” the commission as identified under this hypothetical scenario. On this basis section 4.1 should be amended to include also the “landowners” (being the future landowners of the proposed lots) as well as the City of Cockburn, DFES or any member of the public. The current wording omits anyone other than the “buyer” from notifying the WAPC which is an oversight and not consistent with the principles identified under State Planning Policy 3.7 and the



“precautionary principle”. Importantly this information should be brought to the attention of the future residents via the BMP and LDP given this risk is at their expense. Presumably this is to be reflected both within the Deed and the BMP that Lot 701 and 810 are in separate ownership and thus one will be managed by the WAPC and the other not.

21. Similar to the above, section 4.2 of the deed refers to the buyer/ developer who once develops the lots will no longer be motivated to comply with section 4.2.
 22. Figure 7 is to be modified so that the “managed grassland” extends over the omitted area between the “managed grassland” and the property boundary line above.
 23. Table 5 of the BMP should be updated to include the responsibilities of the WAPC.
 24. Table 5 of the BMP should be updated to reference the points raised above about the deed under section 4.1 (landowner/ occupier should have the right to ask (and enforce) the WAPC to maintain Lot 810 as well as allow the City to have the right to ask (and enforce) the WAPC to maintain Lot 810.
- (5) Appendix G - Local Water Management Strategy to be modified as follows;
25. Section 4.1 - water balance - the assessment for post development water balance was based on the assumption that no water for irrigation will be supplied from groundwater resources. It is assumed; scheme water will be used to irrigate lawns and POS areas and should be included to calculate the post development water quantity.
 26. Section 4.4.2 - surface water modelling - the modelling was based with the basin invert set at 1.5m AHD which is only 0.4m above AAMGL. City’s requirement is to maintain at least 0.5m vertical separation from maximum groundwater level (MGL) to the base of the basin. The LWMS didn’t stipulate the MGL anywhere in the document; it needs to be established in the groundwater hydrology section (Section 3.9) and basins separation to be maintained.
 27. Detailed catchment analysis (road reserve area, lot area, POS area and runoff coefficients used to calculate the total impervious area) should be included in the UWMP stage along with basins drying times.
 28. Figure 6, cross-section (‘AA’) of the basin is incorrect (though concept indicative only) and overflow from bio-retention area to 100 year basin will not happen unless the base of the bio-retention basin has been lifted up to 1.95m

	<p>AHD. 1:1 year TWL will be then 2.35m (1.95+.4) AHD and start flowing to the 100 year basin for bigger events.</p> <p>29. The LWMS does not mention anything about lot retention - lot retention to be as per City's current standard of 1:20 yr, 5 minutes ARI and all runoff above this event and up to 100 year ARI to be accommodated within the 100 year basin via overland flow path</p> <p>30. In regard to LWMS section 4; the document states that no ground water is available and therefore POS to have no irrigation or irrigation off scheme water. However, the City will require the turf to be irrigated long term and the garden beds and revegetate areas of the wetland to be temporarily irrigated until the plants are established. The City will require the developer to investigate existing licenses to purchase in order to facilitate this.</p> <p>31. Modify the LWMS in accordance with the Department of Water and Environmental Regulation advice (under the schedule of submissions) regarding "Section 4.3 wetland management", "Section 5.2.4 Monitoring Program", "Figure 4: Pre-development Groundwater Levels", "Figure 5: Stormwater Management", "Figure 6: Lot 811 Bioretention/Infiltration Basin Concept" and "Appendix A: Landscape Concept Design".</p> <p>(6) endorse the Schedule of Submissions prepared in respect of the proposed Structure Plan (Attachment 3);</p> <p>(7) advise the proponent and those persons who made a submission of Council's recommendation; and</p> <p>(8) pursuant to Clause 22(7) of the Deemed Provisions request the Commission provides written notice of its decision on the Proposed Structure Plan.</p>
	<p>COUNCIL DECISION</p> <p>MOVED Cr C Reeve-Fowkes SECONDED Cr S Pratt</p> <p>That the recommendation be adopted.</p> <p style="text-align: right;"><u>CARRIED 9/0</u></p>

Background

The proposed Structure Plan was lodged with the City on 12 July 2018. Following subsequent discussions with the applicant the proposal was later advertised for 28 days, from 14 August 2018 to 11 September 2018.



Council received a total of 13 submissions in response to the proposal during the advertising period which were generally in support of the proposal.

The specifics of the submissions are identified under Attachment 3 of this report “schedule of submissions”. Each of these submissions are responded to under the said schedule and summarised under this report also, for ease of reference.

In light of the advertising process having taken place, and the outcomes of the planning assessment, it is recommended the Proposed Structure Plan be supported subject to modifications.

Submission

NA.

Report

The proposed Structure Plan relates to Lot 812 (No. 8) Fawcett Road, Munster (“subject site”).

The subject site is approximately 1.5396 ha in area with frontages to Fawcett Road to the east; Beeliar Drive (future road) reserve to the north; a bush forever site to the west and; a Water Corporation pipe easement to the south, which incorporates a pedestrian path/ overpass connecting to the west.

The subject site is listed on the Local Government Inventory (category ‘D’ “some significance”) for the purposes of recognising the former “Giuffre Residence (site)”. The former residence was constructed in the 1890s and demolished in 2002. The subject site currently includes a commemorative plaque in remembrance of the history of this site (refer to Local Government Inventory #70 for details). This proposal plans further embellishment of the plaque, relocation of parking spaces and improved public access so that more people can understand and enjoy the history of this area. This is discussed further below.

Planning Background

The subject site is zoned ‘Urban’ under the Metropolitan Region Scheme (“MRS”) and ‘Development’ under City of Cockburn Town Planning Scheme No. 3 (“Scheme”). The subject site is also located within Development Area No 5 (“DA 5”), Development Contribution Area No. 6 (“DCA 6”) and Development Contribution Area No. 13 (“DCA 13”) under the Scheme.

Pursuant to Clause 5.2.3.1 of the Scheme; *“The development of land within a Development Area is to comply with Table 9 [of the Scheme]”*. Clause 5.2.1 of the Scheme specifies; *“Table 9 describes the*



Development Areas in detail and sets out the specific purposes and requirements that apply to the Development Areas". Under Clause 5.2.3.2 of the Scheme; "The subdivision and development of land within a Development Area is to generally be in accordance with any structure plan that applies to the land."

On the above basis the specific provisions within Table 9 DA 5 of the Scheme are provided as follows:

1. *"An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions.*
2. *To provide for residential development except within the buffers to the Woodman Point WWTP, Munster Pump Station and Cockburn Cement.*
3. *The local government will not recommend subdivision approval or approve land use and development for residential purposes contrary to Western Australian Planning Commission and Environmental Protection Authority Policy on land within the Cockburn Cement buffer zone".*

With regards to point 2 and 3 above, the subject site is not within any of the three abovementioned buffers. Additionally the subject site remains as being identified as "urban" under "Plan 1" of the sub-regional framework.

Pursuant to the above Scheme provisions, the applicant has submitted a Structure Plan for assessment. This report aims to summarise the outcome of that assessment pursuant to the planning framework, the legislative requirements of the Regulations and that of the Scheme.

Groundwater

The Department of Water and Environmental Regulation has advised the Department would not support the finalisation of the structure plan and LWMS in the absence of a confirmed non-potable water source, sufficient for public open space (POS) irrigation requirements.

It is understood, by the City, however that the securing of ground-watering source, sufficient for public open space (POS) irrigation requirements is not a mandatory structure plan requirement. It is understood further that the applicant would need to investigate this matter further for the purposes of satisfaction of the future subdivision conditions. Generally speaking, while not preferred, there are other options of POS embellishments such as "dry parks". These matters are considered to be subdivision matters and not matters that should hold up the Structure Plan process.



Drainage infrastructure within Lot 811

The proposed drainage infrastructure and public open space (POS) is proposed to be located within land owned by the Western Australian Planning Commission (WAPC) and is identified as Bush Forever. This land is reserved under the Metropolitan Region Scheme as "Parks and Recreation".

The Department of Water and Environmental Regulation has noted this and advised in their view that the proponent should provide written evidence that the WAPC has endorsed the use of their land for the development's drainage.

In response to this advice, the applicant purchased the subject property from the WAPC. The WAPC has also consented to the proposal including drainage within the bush forever land/ Regional Parks and Recreation reserve. It is understood further that the WAPC will ultimately determine this application, and this determination will reflect the position in respect of the drainage.

Wastewater and drainage pipe assets

As mentioned above within the background section, the Water Corporation operates water, wastewater and drainage pipe assets in the immediate vicinity of the site. In particular, a large (2.2m diameter) gravity sewer called the Bibra Lake Main Sewer runs along the southern boundary of the site. The sewer is mostly contained within a pipe reserve owned/vested with the Water Corporation. At the south-eastern corner of Lot 812 the sewer traverses the corner of Lot 812 before crossing under Fawcett Road.

The Water Corporation advises that the proponent is required to obtain approval from the Water Corporation under Section 90 of the Water Services Act for any works within a prescribed proximity from these pipes.

It is understood prior to any works on site that the owner/ applicant will be required to obtain an engineering approval from the Water Corporation. This is accepted and it is understood that the WAPC (determining agency for subdivision) will refer the future subdivision application to a range of agencies including the Water Corporation. It is understood that the Water Corporation will address these future concerns at that stage.

Incidentally, the current structure plan proposal does not include any major works within this easement area. As such it is understood that the applicant will ensure protection of the asset for future works.



Existing home owner/(s) objection

The proposed Structure Plan will service approximately 21 green titled lots and approximately 4 strata titled lots (a total of 25 lots). All these proposed (future) lots will be serviced by a single road which is proposed to terminate in a cul-de-sac.

It is understood that the objection is from residents/ owners of an existing property currently located opposite this main future local road access point.

The objector is concerned that the location of this local road entry point off Fawcett Road (opposite their property) will result in increased traffic and unsafe road conditions. The area in question is shown below (see red asterisk);



The objector is seeking for this local road (see red asterisks above) to be located further north closer to the blue line (which represents the future Beeliar drive).

This request is not supported for the following reasons;

1. The request is incompatible with the advice received from Main Roads Western Australia (see submission 12 under Attachment 3). It is noted MRWA requires access to be as far away from the future upgraded Beeliar Drive as possible. This reflects intersection design practice whereby key intersections should be spaced as far as practically possible to maximise safety.



2. Under Liveable Neighbourhoods local parks are required to be bordered by local roads (as proposed). Repositioning this access point (as requested by the objector) would result in the public open space being fronted by properties and therefore this would result in the privatisation the proposed POS. This outcome is not supported from a liveable neighbourhood's operational state government policy perspective.
3. The traffic volumes generated by the proposed 25 lots are within the tolerable traffic volumes acceptable for a local road (Fawcett Road) of this nature. This is supported from a liveable neighbourhood's operational state government policy perspective, by the Transport Impact Statement (submitted as an appendix to the proposed Structure Plan) and by Main Roads Western Australia.
4. It is understood that the subdivision design will require a future retaining wall which will sever any potential for a hypothetical local road accessing back on to Fawcett Road.

Bushfire mitigation

The Department of Fire and Emergency Services has queried an area from a 'vegetation exclusion perspective'. The area in question is identified by the green asterisks below.



It is noted the vegetation on Plot 7 (green asterisks) does not have any bearing over the subject land (within the blue hatched boarder). The BALs shown over the southern Plot 7 (green asterisks) apply to the southern landholdings outside of the subject area of this proposal.

The red plots to the south of the subject site (north of plot 7) are already at a worst case scenario and apply the worst case BALs over the subject lots (the focus of this assessment). On this basis this part of the comment from DFES is not considered by the City to warrant the need for an amendment to the FMP.



The subject site is effectively (ultimately) land locked. The south restricts vehicular access due to the water corporation easement/ pipe. The west restricts vehicular access by the lake and the north restricts vehicular access from the future Beeliar Drive road reserve (blue road - see town planning scheme).

Vehicular access back on to Fawcett Road is restricted by the required (see above purple) retaining wall. On this basis it is not considered possible (as requested by DFES) to provide dual access (as is required under bushfire requirements) for this site specific example.

Notwithstanding the above, without prejudice, this example is in a residential context and as such the risk is not as significant as one would expect from a rural setting. This compromise is considered in this instance to be acceptable. Please note, with respect, the City of Cockburn has not (without prejudice) recommended changes to the FMP, or the proposed subdivision design, in accordance with the details prescribed by DFES. The City of Cockburn has however made a number of bushfire mitigation recommendations separate to the advice of DFES which are listed in the Council recommendation above.

It is noted the Bush Forever office provided comment on the length of the cul-de-sac from a bushfire mitigation perspective. On this basis it is understood that cul-de-sacs should be avoided all together in bushfire prone areas and, where no alternatives exists, they should be less than



200 metres in length. As discussed above under the City's response to submission 10 from DFES, no alternatives exist and the cul-de-sac is approximately 230m which is marginally above A3.3 requirements.

It is important to view this proposal in the urban context in which it sits and within the details above regarding the retaining wall etc. On this basis the proposal is supported by the City from an A3.3 bushfire perspective. It is worth noting, by way of contrast, the cul-de-sac subdivision arrangement to the south of the subject site (via "Ingrilli Court" which is a 352m cul-de-sac). This cul-de-sac has already been supported by the WAPC. This comparison arrangement provides a large grassed POS to the west which would likely be similar under the current arrangement as proposed for Lot 812, but with a much shorter cul-de-sac length.

The bushfire risk to the south of the subject site as shown below is considered to be acceptable at 352m and as such the 230m cul-de-sac proposed (noting retaining wall and land locked arrangement) over the subject site is considered to be acceptable and consistent with the southern subdivision outcome. When considering the context of the site with the vegetation in question the risk of access being an issue is considered to be relatively low. This is however up to the WAPC to consider (via risk/ liability) and determine as to the acceptability of the proposal as currently proposed.

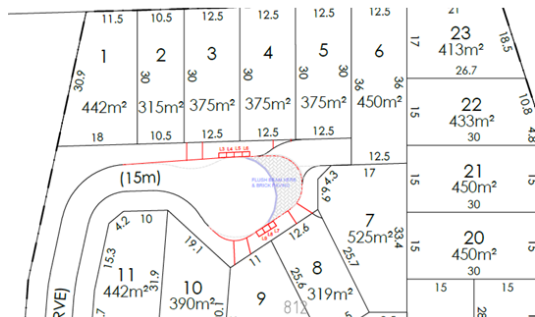
Please see southern existing subdivision details provided below. As mentioned this cul-de-sac is 352m in length.



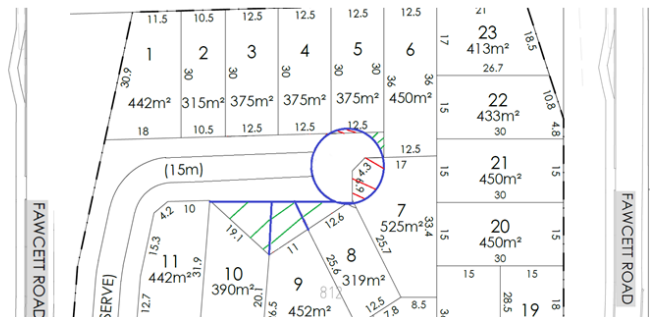
Urban Design

The City's waste services have identified a minor design issue which is proposed to be adjusted as shown below.

Applicants Proposed design
(Note: red areas = waste collection bins pads)



City's Proposed design
(Note: green area = residential area gained & red area = residential area lost)



When considering road designs, the goal in waste collection is to avoid reversing manoeuvres at all costs.

When the kerb is curved, the truck arm must grab the bins from an angle. In order that the other bins are not knocked over during this angle grab, each bin must be separated by at least 750mm-1m, additionally, a truck loses the ability to overhang the kerb by 1.5m without reversing when bins are presented around a (curved) cul-de-sac.

The applicants' proposal, as shown above, will ensure that the waste truck will complete at least eight reversing actions to lift all bins.

On this basis, the City's alternative design, as shown above, has been proposed which aims to extend the bulb further east so that fewer bins will be presented around the cul-de-sac bulb.

This design alteration results in more regular lot shapes which provides for more efficiency in house building and design. This is considered not only a waste management benefit but an urban design improvement.

Additionally the City's proposed modification results in all lots directly fronting the proposed road, which is currently not provided by the applicants design. This is considered an improvement in urban design also.

Whilst the applicant will be required to construct/ reserve slightly more road (negligible in the view of the City) under the City's design, the developer will however make up for this shortfall with improved lot design and lot area. One would consider these lots more desirable to the market and thus one would expect these lots to be of a greater value to the developer. This is considered to be a 'win-win' outcome

Conclusion



The proposed structure plan, subject to modifications, is recommended for approval. These modifications ensure optimal design response to the land, and manage to elements of bushfire, urban design and water management.

Strategic Plans/Policy Implications

City Growth

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

Ensure growing high density living is balanced with the provision of open space and social spaces.

Budget/Financial Implications

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

Legal Implications

Pursuant to Clause 20 of the Deemed Provisions, the local government must prepare a report on the proposed structure plan and provide it to the Commission no later than 60 days after the close of advertising.

Community Consultation

The Proposed Structure Plan was lodged with the City on 12 July 2018. Following subsequent discussions with the applicant the proposal was later advertised for 28 days, from 14 August 2018 to 11 September 2018.

Advertising included letters to the adjacent property owners and to various government agencies and service providers. Advertising was also undertaken via a notice in the local newspaper with all correspondence directing submitters to the City's website where the full report and subsidiaries were located.

Council received a total of 13 submissions in response to the proposal during the advertising period which were generally in support of the proposal.

The specifics of the submissions are identified under Attachment 3 of this report "schedule of submissions". Each of these submissions are responded to under the said schedule and also they are summarised under this report also, for ease of reference.

Risk Management Implications



There are no obvious risks from the City's perspective in implementing the recommendation. Should Council consider not implementing the recommendation the City could be faced with a suboptimal planning outcome.

Each of the above mentioned recommendations relate to separate components of the proposal and each is to be considered separately. The recommendation with respect to the Local Water Management Strategy and the waste collection/ urban design outcome may entail financial and safety implications to the City should Council not consider it appropriate to condition the application as per the recommendation.

The remaining recommendations might not entail financial risks to the Council, should they not be supported, however the associated risks in that regard relate to suboptimal social, bushfire mitigation and environmental outcomes. Accordingly, in light of the above, it is respectfully suggested Council recommend to the WAPC the above suite of conditions.

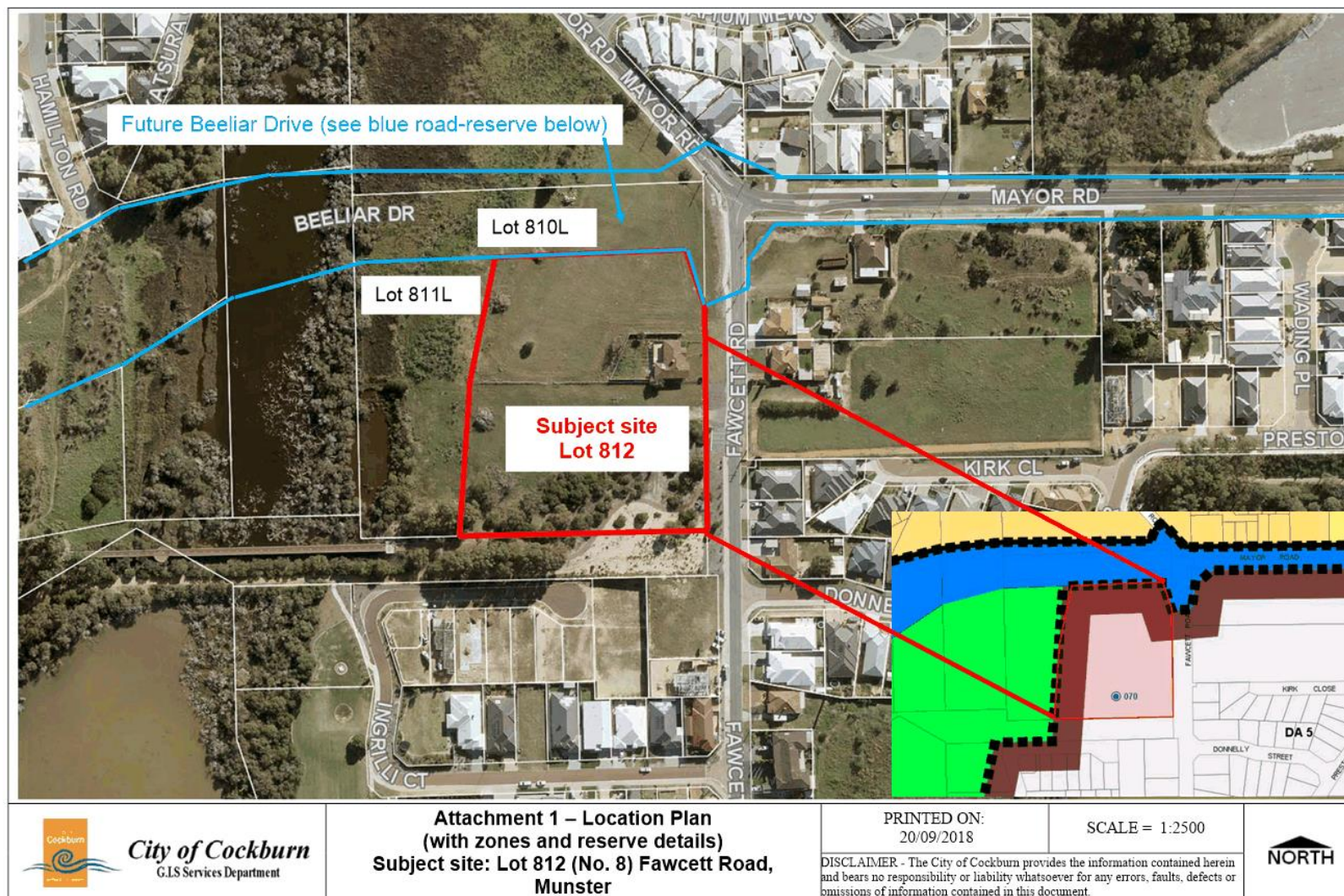
Advice to Proponent(s)/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 October 2018 Ordinary Council Meeting.

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

Nil.





Proposed Structure Plan Map Lot 812 (No. 8) Fawcett Road, Munster



File No. 110/191

**SCHEDULE OF SUBMISSIONS - PROPOSED STRUCTURE PLAN
- LOT 812 (NO. 8) FAWCETT ROAD, MUNSTER STRUCTURE PLAN**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	<p>Department of Water and Environmental Regulation PO Box 332 Mandurah Western Australia 6210</p> <p>(submission to City of Cockburn)</p>	<p>OBJECTION</p> <p>The Department of Water and Environmental Regulation (DWER) has reviewed the structure plan, and associated Local Water management Strategy (LWMS), and wishes to advise it does not support the proposal in its current form due to the following.</p> <p>Groundwater</p> <p>The subject lot is located within the Cockburn Groundwater Area (Kogalup subarea). Allocation reports indicate that the Kogalup subarea is fully allocated, and the proponent does not appear to have a groundwater licence under the Rights in Water Irrigation Act 1914. As such, the Department would not support the finalisation of the structure plan and LWMS in the absence of a confirmed non-potable water source, sufficient for public open space (POS) irrigation requirements. A non-potable source should be secured through either a water trade agreement from another groundwater user in the area, or confirmation of a suitable alternative source.</p> <p>The proponent should contact the Department's groundwater licensing business support unit on 1800 508 885 for further advice on water availability.</p> <p>Lot 811</p> <p>The proposed drainage infrastructure and public open space (POS) appears to be located within land owned by the Western Australian Planning Commission (WAPC) and is identified as Bush Forever. A "Deed of Covenant" is located within the application, however this relates to the management of vegetation and grassland for the reduction in fuel load for bushfire management. The proponent should provide written evidence that the WAPC has endorsed the use of their land for the development's</p>	<p>Noted.</p> <p>Groundwater</p> <p>It is understood that the securing of ground-watering source, sufficient for public open space (POS) irrigation requirements is not a mandatory structure plan requirement. It is understood further that the applicant would need to investigate this matter further for the purposes of satisfaction of the future subdivision conditions.</p> <p>Generally speaking, whilst not preferred, there are other options of POS embellishments such as "dry parks". Notwithstanding, the advice from DWER will be communicated to the applicant for their action/ further investigation.</p> <p>Lot 811</p> <p>It is understood that the applicant purchased the subject property from the WAPC. On this basis it is understood the WAPC has consented to the proposal (in principle) including drainage within the bush forever land/ Regional Parks and Recreation reserve.</p> <p>It is understood further that the WAPC will ultimately determine this application as to</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>drainage and POS area.</p> <p>Wetland and Buffer</p> <p>There is a conservation category wetland (CCW) and resource enhancement wetland (REW) within adjacent lots including Lot 811. The proposed development appears to have either a heavily reduced buffer or no buffer at all. The proponent should confirm buffers offered by the development meets the expectations of the Department of Biodiversity, Conservation and Attractions (DBCA).</p> <p>In addition to the above, the DWER also has the following advice.</p> <p>Better Urban Water Management</p> <p>The Department has assessed the Local Water Management Strategy (LWMS) located at Appendix G and amendments are required. Please refer to the attachment regarding comments to JDA Consultant Hydrologists.</p> <p>Native Vegetation</p> <p>There appears to be native vegetation on the proposed lot. Under section 51C of the Environmental Protection Act 1986 (EP Act), clearing of native vegetation is an offence unless undertaken under the authority of a clearing permit, or the clearing is subject to an exemption. Exemptions for clearing that is a requirement of a written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices are contained in the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (Regulations). Where required, DWER will provide input at subsequent stages of planning in reference to the Department's regulatory responsibilities under Part V of the EP Act. Guidelines and fact sheets on the regulation of native vegetation clearing can be found on DWER's website at https://www.der.wa.gov.au/our-work/clearing-permits.</p>	<p>whether the drainage arrangement is acceptable to the WAPC or not.</p> <p>Wetland and Buffer</p> <p>It is understood the wetland buffer sits outside the Structure Plan boundary. Notwithstanding the wetland buffer is proposed to be embellished as per the indicative landscape concept design. It is understood that no part of the residential lots or local road will be within the buffer. The buffer will be comprised (subject to irrigation availability) grassed lawn and a drainage basin (subject to WAPC approval).</p> <p>Better Urban Water Management</p> <p>Noted. These comments are addressed below under submission 2.</p> <p>Native Vegetation</p> <p>Noted. The applicant has been advised of these details.</p>
2	Department of Water and Environmental Regulation PO Box 332	<p>ADVICE TO APPLICANT</p> <p>The Department of Water and Environmental Regulation (DWER) has</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	<p>Mandurah Western Australia 6210</p> <p>(submission to JDA Consultants Hydrologists)</p>	<p>reviewed the LWMS and wishes to provide the following advice:</p> <p>Section 3.9 Groundwater Hydrology</p> <p>The subject lot is located within the Cockburn Groundwater Area (Kogalup subarea). Allocation reports indicate that the Kogalup subarea is fully allocated and the proponent does not appear to have a groundwater licence under the Rights in Water Irrigation Act 1914. As such, the Department would not support the finalisation of the structure plan and LWMS in the absence of a confirmed non-potable water source, sufficient for public open space (POS) irrigation requirements. A non-potable source should be secured through either a water trade agreement from another groundwater user in the area, or confirmation of a suitable alternative source.</p> <p>Please contact the Department's groundwater licensing business support unit on 1800 508 885 for further advice on water availability.</p> <p>Section 3.9.2 Estimated Regional Groundwater Design Levels</p> <p>As well as AAMGL, please also include the maximum groundwater levels (MGL) from on-site groundwater monitoring and comparisons to local DWER groundwater monitoring bores. On-going monitoring will inform the future Urban Water Management Plan (UWMP) to confirm the MGL.</p> <p>Section 3.10 Water Resources</p> <p>As described above in section 3.9, a confirmed non-potable water source is required prior to the finalisation of the structure plan and LWMS.</p> <p>Section 4.3 Wetland Management</p> <p>The first sentence of this section states that stormwater and groundwater discharged from the study area will be treated prior to discharge into Lot 811. How does treatment occur prior to entering the infiltration area in Lot 811 as there seems to be only end of pipe drainage? There are no proposed road-side swales, rain gardens or tree pits to treat runoff before entering into the piped system.</p>	<p>Section 3.9 Groundwater Hydrology</p> <p>It is understood that the securing of ground-watering source, sufficient for public open space (POS) irrigation requirements is not a mandatory structure plan requirement. It is understood further that the applicant would need to investigate this matter further for the purposes of satisfaction of the future subdivision conditions.</p> <p>Generally speaking, whilst not preferred, there are other options of POS embellishments such as "dry parks". Notwithstanding, the advice from DWER will be communicated to the applicant for their action/ further investigation.</p> <p>Section 3.9.2 Estimated Regional Groundwater Design Levels</p> <p>Noted. This has been communicated to the applicant.</p> <p>Section 3.10 Water Resources</p> <p>Noted. This has been communicated to the applicant.</p> <p>Section 4.3 Wetland Management</p> <p>Noted. This is recommended to be addressed prior to the finalisation of the Structure Plan by the WAPC.</p> <p>Section 4.4 Stormwater Management</p> <p>It is understood that the applicant purchased</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Also, this section does not identify the conservation category wetland (CCW) and resource enhancement wetland (REW) on the adjacent lot to the west and any setback or buffer requirements recommended by the Department of Biodiversity, Conservation and Attractions (DBCA). Please include written advice from DBCA regarding wetland management and buffer requirements. This should also include whether it is suitable to locate drainage infrastructure and irrigated turf within the CCW buffer and REW.</p> <p>Section 4.4 Stormwater Management</p> <p>The proposed infiltration area and a portion of POS is located within the adjacent lot 811 which is owned by the Western Australian Planning Commission (WAPC) and is identified as Bush Forever. The proposed drainage is located within the REW and CCW buffer as described above. It may be more suitable to locate a bio-filtration swale within the linear POS located along the southern boundary of Lot 812. This vegetated swale can manage the small events, and the minor and major events can flow through the swale and overtop into the buffer and wetland area.</p> <p>More details are required for stormwater management including demonstrating that the bioretention area is sized appropriately. Also, within Table 7 include the MGL as well as parameters required for the small and minor rainfall events.</p> <p>Section 5.2.4 Monitoring Program</p> <p>With regards to the development of trigger values, if the aim is to "enhance water quality from this site as a result of the land use change.", why would the water quality trigger values allow "20% above the maximum report[ed] values"? Adding 20% to the pre-development value will allow poorer water quality outcome for the change in land use.</p> <p>Please include all the raw data collected from all monitoring events within a table in the appendices. This is to include groundwater levels and water quality.</p> <p>Table 10: Monitoring Schedule and Reporting – As per Water monitoring guidelines for better urban water management strategies and plans</p>	<p>the subject property from the WAPC. On this basis it is understood the WAPC has consented to the proposal (in principle) including drainage within the bush forever land/ Regional Parks and Recreation reserve.</p> <p>It is understood further that the WAPC will ultimately determine this application as to whether the drainage arrangement is acceptable to the WAPC or not.</p> <p>Section 5.2.4 Monitoring Program</p> <p>Noted. This is recommended to be addressed prior to the finalisation of the Structure Plan by the WAPC.</p> <p>Figure 4: Pre-development Groundwater Levels</p> <p>Noted. This is recommended to be addressed prior to the finalisation of the Structure Plan by the WAPC.</p> <p>Figure 5: Stormwater Management</p> <p>Noted. This is recommended to be addressed prior to the finalisation of the Structure Plan by the WAPC.</p> <p>Figure 6: Lot 811 Bioretention/Infiltration Basin Concept</p> <p>Noted. This is recommended to be addressed prior to the finalisation of the Structure Plan by the WAPC.</p> <p>Appendix A: Landscape Concept Design</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>(DoW, 2012), groundwater levels should be monitored on a monthly basis. This will also capture more data to derive an MGL and to inform the future UWMP.</p> <p>Table 11: Contingency Planning – With regards to the groundwater level “criteria for assessment”, please use MGL. In addition, the criteria of “Groundwater levels not to exceed ...by more than 1m” is too high and places the future residents and nearby wetlands at risk. It is recommended that further monthly groundwater level monitoring is undertaken to develop a trigger value that is suitable for the intended land use as well as meeting the ecological water requirements of the adjacent and nearby wetlands. In addition, as mentioned above what is the reasoning for the water quality criteria to be 20% above the maximum recorded pre-development level when the aim is to “enhance water quality”.</p> <p>Figure 4: Pre-development Groundwater Levels</p> <p>None of the existing groundwater monitoring bores are located downstream from the drainage infiltration area. How will you therefore determine if the proposed water quality improvement measures have been effective within the development?</p> <p>Figure 5: Stormwater Management</p> <p>As mentioned above, the proposed POS and infiltration area is located within portions of the REW as well as the CCW buffer. The proponent should confirm buffers offered by the development meets the expectations of the DBCA. If this cannot be achieved, a linear swale may be located within the POS on the southern boundary of Lot 812 that can manage the small events and the larger events may meander downhill via overland flow into the buffer and wetland area.</p> <p>Also, the 100 yr ARI details differ to that in table 7.</p> <p>Figure 6: Lot 811 Bioretention/Infiltration Basin Concept</p> <p>The cross-section indicates that there is overland flow and piped inflow from Lot 8. Where is Lot 8 located as this can't be found on GIS or any of</p>	<p>Noted. This is recommended to be addressed prior to the finalisation of the Structure Plan by the WAPC.</p>




NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>the plans. Also, please include the invert level of the bioretention area, MGL and side slope ratios. In addition, how will the small events overflow from the bioretention area and into the infiltration basin as the rock pitched area appears to be quite high and above the minor and major events?</p> <p>Appendix A: Landscape Concept Design</p> <p>As described above, the development's drainage infrastructure is located within the CCW buffer and REW.</p> <p>It is recommended that the LWMS is amended in accordance with the aforementioned comments and any advice from the City of Cockburn, and re-submitted to both agencies.</p>	
3	ATCO Gas Australia . Locked Bag 2, Bibra Lake DC, WA, 6965	<p>SUPPORT</p> <p>ATCO Gas Australia (ATCO) has no objection to the proposed Structure Plan to facilitate the future opportunity for development of the Lot 812, based on the information provided.</p> <p>The content of Section 9 (Gas Supply) of the Local Structure Plan documentation (Engineering Servicing Report prepared by the Cossill and Webley July 2018 is consistent with our gas infrastructure. Our closest gas network (DN100PVC 1.5MP 70kPa) is within the opposite side road reserve of Fawcett Road in the immediate vicinity of Lot 812. There is also an existing domestic gas service registered to Lot 812.</p>	Noted. This response has been communicated to the applicant.
4	Heritage Services – Department of Planning, Lands and Heritage Locked Bag 2506 PERTH WA 6001	<p>NO COMMENT</p> <p>The place is listed in the City's Municipal Inventory.</p> <p>We thank you for the opportunity to provide comments on the proposed Structure Plan. However, as the place is not in the State Register of Heritage Places, is not subject to a heritage agreement, and is not identified as a place warranting assessment by the Heritage Council, we decline to provide comment.</p>	Noted.


5	Water Corporation PO Box 100 Leederville WA 6902	<p>SUPPORT – WITH ADVICE PROVIDED</p> <p>The Water Corporation has prepared water and wastewater conceptual planning for the area and has had discussions with the proponent's consulting engineers regarding servicing options for the future subdivision of the site. The servicing planning will be further refined by the engineers in consultation with the Corporation at the subdivision stage.</p> <p>The Water Corporation operates critical water, wastewater and drainage pipe assets in the immediate vicinity of the site. In particular, a large (2.2m diameter) gravity sewer called the Bibra Lake Main Sewer runs along the southern boundary of the site. The sewer is mostly contained within a pipe reserve owned/vested with the Water Corporation. At the south-eastern corner of Lot 812 the sewer traverses the corner of Lot 812 before crossing under Fawcett Road. A plan showing the location of the pipes is attached.</p> <p>The proponent is required to obtain approval from the Water Corporation under Section 90 of the Water Services Act for any works within a prescribed proximity from these pipes. Further information, technical guidelines and the application process can be found on the Corporation website at the following link: https://www.watercorporation.com.au/-/media/files/builders-and-developers/working-near-assets/technical-guidelines-working-near-our-assets.pdf</p> <p>The scale and resolution of the advertised Structure Plan does not allow for a proper assessment of the required setback, risks and other issues associated with subdivision works near the Bibra Lake Main Sewer. The proponent will need to prepare and submit an engineering assessment to the Water Corporation, preferably prior to the subdivision stage, to determine among other things the required minimum building setbacks from the main sewer, the required minimum soil cover over the sewer, and any special conditions pertaining to access and the movement of vehicles, use of heavy and vibrating machinery and related activities near the sewer.</p> <p>It is possible that the asset protection report prepared in support of the future subdivision of the site may necessitate further modifications and adjustments to the subdivision layout, such as the location and width of</p>	<p>It is understood prior to any works on site that the owner/ applicant will be required to obtain an engineering approval from the Water Corporation. This is accepted and it is understood that the WAPC (determining agency for subdivision) will refer the future subdivision application to a range of agencies including the Water Corporation. It is understood that the Water Corporation will address these future concerns at that stage.</p> <p>It is noted the advice suggests that the proponent is encouraged to address this matter prior to preparation and lodgement of a subdivision application over the site. On this basis the applicant has been advised accordingly (via email dated 17/09/2018 @1:13pm).</p>
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		the subdivision access road, site fill/cover requirements and interface battering. The proponent is encouraged to address this matter prior to preparing and lodging a subdivision application over the site.	
6	Department of Education 151 Royal Street, East Perth, Western Australia 6004	SUPPORT The Department has reviewed the document and advises that it has no objection to this proposal to have these Lots zoned residential. The anticipated student yield can be accommodated at the Coogee Primary School.	Noted.
7	Department of Transport 140 William Street, Perth WA 6000	NO COMMENT The Department of Transport (DoT) has no comment to provide.	Noted.
8	Home Owner (unsure if details are to be confidential or not)	OBJECTION The proposed exit/ entry is outside our property + needs to be moved to future Belliar Drive. Fawcett Road current State is already busy + a dangerous road. This will create more traffic and unsafe road conditions on an already unsafe road.	Noted. It is understood that this submission is centred on an existing residential lot on Fawcett Road opposite to the main proposed local road/ entry within Lot 812. It is understood that the proposed Structure Plan will service approximately 21 green titled lots and approximately 4 strata titled lots (a total of 25 lots). It is understood that the objection is from a resident/ owner of an existing property currently located opposite this main future local road access point. The objector is concerned that the location of this local road entry point off Fawcett Road (opposite their property) will result in increased traffic and unsafe road conditions. The area in question is shown below (see red asterisk);




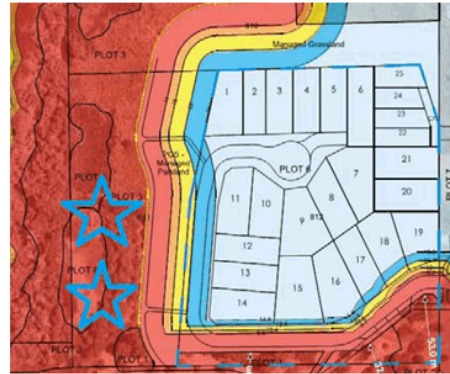
			 <p>The objector is seeking for this local road (see red asterisks above) to be located further north closer to the blue line (which represents the future Beeliar drive).</p> <p>This request is not supported for the following reasons;</p> <ol style="list-style-type: none"> 1. The request is incompatible with the advice received from Main Roads Western Australia (see submission 12 below). You will note MRWA requires access to be as far away from the future upgraded Beeliar drive as possible. 2. Under Liveable Neighbourhoods local parks are required to be bordered by local roads (as proposed). Repositioning this access point (as requested by the objector) would result in the public open space being fronted by properties and therefore this would result in the privatisation of
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			<p>the POS. This outcome is not supported from a liveable neighbourhood's operational State government policy perspective.</p> <p>3. The traffic volumes generated by the proposed 25 lots are within the tolerable traffic volumes acceptable for a local road (Fawcett Road) of this nature. This is supported from a liveable neighbourhood's operational State government policy perspective, by the Transport Impact Statement (submitted as an appendix to the proposed Structure Plan) and by Main Roads Western Australia.</p>
9	<p>Samuel Cook (via email)</p> <p>(Part 1 of 2 – see below for details)</p>	<p>OBJECTION</p> <p>As requested by mail, Please see our comments attached on the proposed Structure Plan. We object to this structure plan based on the case of the road exiting on Fawcett Road and how dangerous Fawcett Rd currently is it makes more sense for this to exit onto Mayor Rd or Future Beeliar Drive to reduce traffic volume and flow. My other suggestion would be to turn Mayor Rd and Fawcett Rd into a roundabout and have the contractor that is doing these works pay for that. As that is a very dangerous intersection.</p>	<p>Noted. It is understood that this submission is centred on an existing residential lot on Fawcett Road opposite to the main proposed local road/ entry within Lot 812. It is understood that the proposed Structure Plan will service approximately 21 green titled lots and approximately 4 strata titled lots (a total of 25 lots).</p> <p>It is understood that the objection is from a resident/ owner of an existing property currently located opposite this main future local road access point. The objector is concerned that the location of this local road entry point off Fawcett Road (opposite their property) will result in increased traffic and unsafe road conditions. The area in question is shown below (see red asterisk);</p>

			 <p>The objector is seeking for this local road (see red asterisks above) to be located further north closer to the blue line (which represents the future Beeliar drive).</p> <p>This request is not supported for the following reasons;</p> <ol style="list-style-type: none"> 1. The request is incompatible with the advice received from Main Roads Western Australia (see submission 12 below). You will note MRWA requires access to be as far away from the future upgraded Beeliar drive as possible. 2. Under Liveable Neighbourhoods local parks are required to be bordered by local roads (as proposed). Repositioning this access point (as requested by the objector) would result in the public open space being fronted by properties and therefore this would result in the privatisation of
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			<p>the POS. This outcome is not supported from a liveable neighbourhood's operational State government policy perspective.</p> <p>3. The traffic volumes generated by the proposed 25 lots are within the tolerable traffic volumes acceptable for a local road (Fawcett Road) of this nature. This is supported from a liveable neighbourhood's operational State government policy perspective, by the Transport Impact Statement (submitted as an appendix to the proposed Structure Plan) and by Main Roads Western Australia.</p> <p>With regards to the suggested roundabout, this option is not considered acceptable either. The future road upgrade (Beeliar Drive) is identified as a City of Cockburn project on the City of Cockburn Regional and Major Roadworks 2016-2030 plan. The City will design and source funding for this upgrade at a future date in a manner consistent with WA road engineering practices. This will be a holistic upgrade/project.</p>
9.	<p>Firdause [Fred] Behramkamdin (via email)</p> <p>(Part 2 of 2 - adjunct to Samuel Cook Email above.)</p>	<p>COMMENTARY</p> <p>Hoping that the council and planning committee with this development would have a larger vision as to what needs to be done with all the vacant land in and around South Coogee. We recently had the planning strategy workshop and am hoping key pointers were taken by all concerned that we first need to fix, repair, rejuvenate, de-clutter and beautify the existing facilities in and around fawcett road and larger lake coogee community area before thinking of increasing traffic and density.</p> <p>Hoping due diligence is done before further land releases and subdivisions within the estate / lake coogee region.</p>	<p>It is pleasing to note your involvement with the City's local planning strategies workshops.</p> <p>Please note this proposal has been submitted by a private land owner/prospective purchaser and this is not a City of Cockburn lead project.</p> <p>The workshops that you attended were</p>

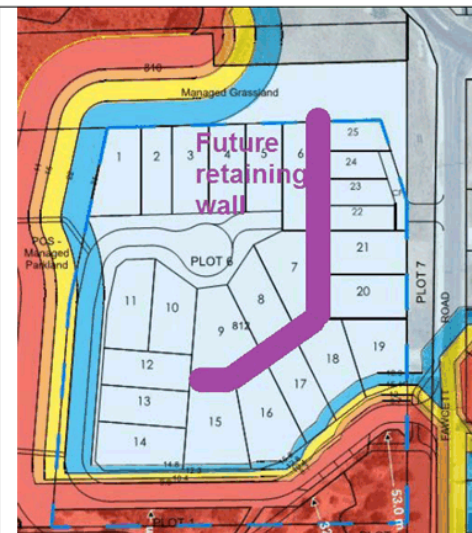
			focused on understanding any desires to change in zoning for the broader area. This, specific proposal, is however being considered under the current zoning/ framework. As such the notion of due diligence is not considered to be a relevant consideration for Council under the consideration of this structure plan. Notwithstanding Developer Contribution Area No. 6 already applies to this land and as such the City's forward planning (from a town planning scheme/ town planning perspective) for this area has previously been incorporated into forward planning.						
10	Department of Fire & Emergency Services Rural Fire Division 20 Southport Street, West Leederville WA 6007	<p>MODIFICATION REQUESTED</p> <p>It should be noted that this advice relates only to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines to Planning in Bushfire Prone Areas (Guidelines). It is the responsibility of the proponent to ensure that the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.</p> <p><u>Assessment</u></p> <p>1. Policy Measure 6.3 a) (ii) Preparation of a BAL Contour Map</p> <table><tr><th>Issue</th><th>Assessment</th><th>Action</th></tr><tr><td>Vegetation Exclusion</td><td>Evidence to support the exclusion of Plot 7, to the south of the subject site, as managed to low threat in accordance with AS3959 is required. An enforceable mechanism is required to provide certainty that the proposed management measures can be achieved in perpetuity and that they are enforceable.</td><td>Insufficient information.</td></tr></table>	Issue	Assessment	Action	Vegetation Exclusion	Evidence to support the exclusion of Plot 7, to the south of the subject site, as managed to low threat in accordance with AS3959 is required. An enforceable mechanism is required to provide certainty that the proposed management measures can be achieved in perpetuity and that they are enforceable.	Insufficient information.	<p>Noted.</p> <p><u>Assessment</u></p> <p>1. Policy Measure 6.3 a) (ii) Preparation of a BAL Contour Map</p> <p>Vegetation Exclusion – the area in question is identified by the green asterisks below. It is noted the vegetation on Plot 7 (green asterisks) does not have any bearing over the subject land (within the blue hatched boarder). The BALs shown over the southern Plot 7 (green asterisks) apply to the southern landholdings outside of the subject area of this proposal. The red plots to the south of the subject site (north of plot 7) are already at a worst case scenario and apply the worst case BALs over the subject lots (the focus of this assessment). On this basis this part of the comment is not considered by the City to warrant the need for an amendment to the FMP.</p>
Issue	Assessment	Action							
Vegetation Exclusion	Evidence to support the exclusion of Plot 7, to the south of the subject site, as managed to low threat in accordance with AS3959 is required. An enforceable mechanism is required to provide certainty that the proposed management measures can be achieved in perpetuity and that they are enforceable.	Insufficient information.							

			Alternatively, the vegetation classification should be revised to apply the worst case scenario as per AS 3959.		
	Vegetation classification	<p>Evidence to support the exclusion of Public Open Space (POS) as managed to low threat in accordance with AS3959 is required. Specifically:</p> <ul style="list-style-type: none"> • POS – An indicative landscape plan has been included within the BMP identifying a portion of the POS as a drainage basin to be stone pitched and planted with sedges. It is unclear if this area can be considered to be managed to low threat in accordance with AS2.2.3.2 in perpetuity; this appears to be in contradiction to the Deed of Covenant included in the BMP. <p>Alternatively, the vegetation classification should be revised to apply the worst case scenario as per AS 3959.</p>	Modification required		 <p>Vegetation classification – similar to the above comment, the classification of the POS and the drainage basin has already been classified as a worst case scenario. On this basis this part of the comment is not considered by the City to warrant the need for an amendment to the FMP.</p> 
	Method 2	The Method 2 calculations cannot be assessed until vegetation exclusions to the south of the subject site have been verified, validating short fire run figures used within the Method 2 calculations.	Modification required.		
	2. Policy Measure 6.3 c) Non-compliance with the bushfire protection criteria				
	Issue	Assessment	Action		

	<p>Location and Siting & Design</p>	<p>A1.1 and A2.1 – insufficient information The BAL ratings cannot be validated, as the vegetation classification inputs require clarification as per the above table.</p>	<p>Clarification required.</p>	<p>2. Policy Measure 6.3 c) Non-compliance with the bushfire protection criteria</p> <p>Location and Siting & Design – Noted. Notwithstanding, as per the above details there is considered to be sufficient confidence from the City’s perspective that the current details are acceptable for this stage of planning (noting the future subdivision and finally the building permit will apply AS3959-2009 more accurately.)</p> <p>Additionally, it is noted the proposed lots are bordered by future local roads which provides a guaranteed fire separation which should result in acceptable (future) BAL’s. It is however understood these details are indicative at the structure plan stage. The City is confident that the BAL details provided are acceptable for this stage of development/depict an acceptable BAL risk (29 and lower).</p> <p>Vehicular access – Noted. It is understood that the subdivision design will require a future retaining wall (see below image in purple) which will sever any potential for a hypothetical local road punching through back on to Fawcett Road. See below for details (retaining wall not to scale).</p>
	<p>Vehicular access</p>	<p>P3 – not demonstrated The development design should be optimised to improve vehicle access and should consider perimeter access to ensure that residents and visitors, as well as emergency services, have defensible space, safe access and egress from both the subject site and individual houses. In bushfire prone areas, a cul-de-sac subdivision layout should be avoided because it does not provide access in different directions for residents. The BMP does not substantiate why the cul-de-sac design cannot be avoided or demonstrate the performance principle has been met. DFES does not support the justification for non-compliance to this acceptable solution. Investigation of all access opportunities to meet the acceptable solutions should be undertaken including development of all public roads and/or compliant redundancy options for Emergency Access Ways for the subject site and adjacent undeveloped parcels.</p>	<p>Modification required. Adoption of sufficiently robust methodology and substantiated evidence should be provided in support of a performance principle based solution. Please investigate all opportunities for compliance and modify the plan accordingly.</p>	
<p><u>Recommendation – not supported modifications required</u></p> <p>It is critical that the bushfire management measures within the BMP are</p>				

refined, to ensure they are accurate and can be implemented to reduce the vulnerability of the development to bushfire. The proposed development is not supported for the following reasons:

1. The development design has not demonstrated compliance to Element 1: Location, Element 2: Siting & Design and Element 3: Vehicular Access.



The subject site is effectively (ultimately) land locked. The south restricts vehicular access due to the water corporation easement/ pipe. The west restricts vehicular access by the lake and the north restricts vehicular access from the future Beeliar road reserve (blue road – see town planning scheme). As mentioned access back on to Fawcett road is restricted by the required (see above purple) retaining wall. On this basis it is not considered possible to provide dual access (as is required under bushfire requirements) for this site specific example.

Notwithstanding the above, without prejudice, this example is in a residential context and as such the risk is not as significant as one would expect from a rural setting. This compromise is considered in this instance to be acceptable.

Please note, with respect, the City of

			Cockburn has not (without prejudice) recommended changes to the FMP, or the proposed subdivision design, in accordance with the details prescribed by DFES. The City of Cockburn has however made a number of bushfire mitigation recommendations separate to the advice of DFES which are listed in the Council recommendation.
11	Strategy and Engagement – Bush Forever Office Department of Planning, Lands and Heritage	<p>MIXED COMMENTS</p> <p>The Deed of Covenant between GM Coogee Pty Ltd and the Western Australian Planning Commission is noted. As such, no comments are provided with regard to Bush Forever on the draft structure plan.</p> <p>The Land Use Planning Policy team have reviewed the proposal with regard to State Planning Policy 3.7 Planning in Bush Fire Prone areas (SPP 3.7). Please note however, this email is not a formal submission, nor is it a formal position of the Western Australian Planning Commission, and is for the City of Cockburn's information only.</p> <p>Being a strategic planning proposal and supported by a Bushfire Management Plan (BMP) that uses AS3959 Method 2 BAL calculations and a performance principle approach, the proposal and supporting BMP should be referred to the Department of Fire and Emergency Services (DFES) for comment in line with SPP 3.7 requirements, prior to determining the structure plan.</p> <p>The draft structure plan requires updating to comply with SPP 3.7. As per the Guidelines for Planning in Bush Fire Prone areas, cul-de-sac should be avoided all together in bushfire prone areas and, where no alternative exists, they should be less than 200 metres (A3.3). The BMP does not demonstrate that no alternative exists but does contemplate a performance principle approach to address the non-compliance of 230m length, stating that the extra 30m presents no discernible increase in the threat of bushfire. Unless the performance principle approach is supported by DFES, Land Use Planning Policy would recommend a redesign of the structure plan to ensure the internal road network reconnects through to Fawcett Road, preferably as a perimeter road abutting the public open space and managed grassland.</p>	<p>Noted. As requested, the proposal was (during advertising) referred to the Department of Fire and Emergency Services (DFES) for comment. DFES comments are provided above under submission number 10 with the City's response alongside.</p> <p>It is understood that cul-de-sac's should be avoided all together in bushfire prone areas and, where no alternatives exists, they should be less than 200 metres in length. As discussed above under the City's response to submission 10 from DFES, no alternatives exist and the cul-de-sac is approximately (rough calculation) 230m which is marginally above A3.3.</p> <p>Please note the urban nature of this proposal and details above regarding the retaining wall etc. On this basis the proposal is supported by the City from an A3.3 bushfire perspective.</p> <p>It is worth noting the cul-de-sac subdivision arrangement to the south of the subject site (via "Ingrilli Court" which is a 352m cul-de-sac) has already been supported by the WAPC. This arrangement provides a large lawned POS to the west which would likely be similar under the current arrangement as proposed for Lot 812, but with a much</p>

		<p>shorter cul-de-sac.</p> <p>The bushfire risk to the south of the subject site as shown below is considered to be acceptable at 352m and as such the 230m cul-de-sac proposed (noting retaining wall and land locked arrangement) over the subject site is considered to be acceptable and consistent with the southern subdivision outcome. When considering the context of the site with the vegetation in question the risk of access being an issue is considered to be relatively low. This is however up to the WAPC to consider (via risk/ liability) and determine as to the acceptability of the proposal as currently proposed.</p> <p>Please see southern existing subdivision details provided below. As mentioned this cul-de-sac is 352m in length.</p>  <p>It is interesting that <u><i>“no comments are provided with regard to Bush Forever on the draft structure plan”</i></u> from the bush forever</p>
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			office given there is a bush forever site on the subject property.
12	Main Roads Western Australia PO Box 6202, East Perth WA 6892	<p>SUPPORT – SUBJECT TO MODIFICATION</p> <p>Main Roads has now completed its assessment and advises that it raises no objections to this structure plan proceeding.</p> <p>However, it is noted that the northern crossover will be located within the functional area of the future Beeliar Drive intersection. This access should be repositioned further southwards to provide a greater separation distance from the interference of traffic from all directions traversing through this future major intersection.</p> <p>As Beeliar Drive is classified as an "Other Regional Road" within the Metropolitan Regional Scheme, comments should also be sought from the Department of Planning, Lands & Heritage - Infrastructure Land Use Co-Ordination (ILUC) Branch.</p>	<p>Noted. It is recommended that the draft future subdivision layout is modified accordingly (as per MRWA suggestion) to reposition the northern crossover. This however should be addressed at subdivision stage. It will be at the discretion of the WAPC as to whether they wish to include this as a requirement under the Structure Plan approval.</p> <p>MRWA advice has been communicated to the applicant for the purposes of advising them of MRWA preference for future subdivision design.</p>
13	Department of Biodiversity, Conservation and Attractions – Parks and Wildlife Service Locked Bag 104, Bentley Delivery Centre, Western Australia 6983	<p>The LSP map shown on page 6 of supporting documentation not only covers Lot 812 but it also includes the adjacent Lot 811, which is owned in Freehold by the Western Australian Planning Commission (WAPC) and forms part of Bush Forever Site No. 261 "Lake Coogee and Adjacent Bushland, Munster" within Beeliar Regional Park. Consistent with page 11 of the Beeliar Regional Park Management Plan (Department of Environment and Conservation 2006), Lake Coogee and Market Garden Swamp 2 (area 36) are managed by the City of Cockburn.</p> <p>Wetland Management and Buffers</p> <p>A portion of Conservation category wetland (CCW) known as Market Garden Swamp 2 intrudes into the western part of Lot 811 and is flanked by three smaller wetland areas mapped as Resource Enhancement and Multiple Use management category, also within Lot 811. The CCW is identified as UFI 15167 in the department's Geomorphic Wetlands Swan Coastal Plain dataset. CCWs are wetlands that support a high level of ecological attributes and functions, and are the highest priority for protection. Guidance Statement 33 Environmental Guidance for Planning and Development (Guidance Statement 33), prepared by the</p>	<p>Noted. It is understood that a Wetland Management Plan is to be submitted to support future subdivision. This is identified already under table 1 section 7 of Part 1 of the structure plan. This is understood as something the applicant is aware of and something that will be recommended at subdivision stage as a condition of subdivision. Notwithstanding, the Deed of Covenant has very specific requirements for vegetation in terms of a bushfire perspective. On this basis it is understood that the management plan will need to find an appropriate balance between bushfire safety and environmental protection. It is understood this is something that the WAPC will consider ultimately under the approval of the structure plan and future subdivision.</p> <p>Drainage Management</p>

	<p>Environmental Protection Authority (2008), recommends a minimum 50 metre buffer distance to CCWs.</p> <p>One objective of the Beeliar Regional Park Management Plan (DEC 2006) is to restore degraded areas of the Park to a condition resembling the natural environment (see pages 34 and 35). The Fawcett Road Munster LSP Environmental Assessment Report (EAR) prepared by 360 Environmental (July 2018) identifies an area of wetland vegetation (Figure 6) within Lot 811, as Closed Tall Scrub of <i>Melaleuca viminea</i> with <i>Melaleuca huegelii</i> over various sedge species, in Very Good condition. Rehabilitation of areas fringing wetlands is given a high priority in the plan. Fringing vegetation helps to create a more natural habitat as well as reduce nutrient inputs through filtration and storage. Provision of appropriate vegetation buffers around wetlands is important as it helps minimise the impacts of midges on nearby residents, it provides fauna habitat and restricts the spread of rubbish into the wetlands.</p> <p>DBCA notes the Public Open Space allocation proposed within the recommended minimum 50 metre buffer of the CCW, which is also within the Bush Forever Site and regional park boundary. It is acknowledged that much of the buffer is degraded, however the placement of turf, playgrounds and other active recreation areas are not considered appropriate within the wetland buffer.</p> <p>Should the structure plan ultimately be approved, DBCA recommends a Wetland Management Plan should be submitted to support future subdivision. Specifically, this plan will need to address such issues as protection of remnant vegetation, access provision and control, nutrient management, and also include strategies to control weeds over a set period of time and to revegetate the buffer with local endemic flora species. The preparation and implementation of the Wetland Management Plan should be to the satisfaction of the City of Cockburn, on the advice of DBCA.</p> <p>Drainage Management</p> <p>The indicative concept plan presented in the EAR (Appendix B) shows a managed drainage basin, which appears to be located within the buffer of the CCW, in proximity to the wetland vegetation assessed as Very Good condition by 360 Environmental. DBCA notes that the Decision process for stormwater management in WA (Department of Water 2016) identifies</p>	<p>It is understood that the applicant purchased the subject property from the WAPC. On this basis it is understood the WAPC has consented to the proposal (in principle) including drainage within the bush forever land/ Regional Parks and Recreation reserve.</p> <p>It is understood further that the WAPC will ultimately determine this application as to whether the drainage arrangement is acceptable to the WAPC or not.</p> <p>Fire management</p> <p>Yes, bushfire measures are considered to be a crucial consideration in the assessment of this application. Please note the City's response to DFES comments above under submission number 10 as well as the Council report recommendations to the WAPC regarding bushfire mitigation. These comments are considered to be in keeping with SPP 3.7.</p>
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	<p>that stormwater management systems (including pipes, constructed drains, detention areas and vegetated swales) should be located outside of Conservation category and Resource Enhancement category wetlands and their buffers.</p> <p>A Local Water Management Strategy prepared by JDA Consultant Hydrologists (LWMS June 2018) has been included in the structure plan report. DBCA is aware that the LWMS is yet to be endorsed by the Department of Water and Environmental Regulation (DWER). DBCA notes DWER's recommendation in its letter of 28 August 2018 that it may be more suitable to locate a bio-filtration swale within the linear POS located along the southern boundary of Lot 812 to manage the small events while the larger events may meander downhill via overland flow into the buffer and wetland area. Drainage design should aim to maintain natural drainage processes (where possible) and maximise infiltration at source.</p> <p>Fire management</p> <p>DBCA notes that a "Deed of Covenant" has been prepared between the applicant and the WAPC which relates to the management of vegetation on part of Lots 810 and 811 for the reduction in fuel load for bushfire management. Essentially, this means that any opportunity to revegetate the wetland buffer has been limited by the Deed of Covenant requiring creation of a low fuel buffer zone for management of bushfire risk.</p> <p>It is DBCA's expectation that the applicant, the City of Cockburn and the WAPC will comply with State Planning Policy 3.7 Planning for Bushfire Prone Areas so that adequate separation is provided between residences and the bushland. This will ensure that all necessary bushfire protection measures are provided within the development area and do not place reliance or impositions on the management of the adjacent regional park and Bush Forever Site when the land is ceded to the City, or for future revegetation programs.</p>	
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15. FINANCE & CORPORATE SERVICES DIVISION ISSUES

15.1 (2018/MINUTE NO 0010) LIST OF PAYMENTS MADE FROM MUNICIPAL AND TRUST FUND - AUGUST 2018

Author(s) N Mauricio

Attachments 1. August 2018 Payments Listing [↓](#)
2. August 2018 Payments Summary [↓](#)

RECOMMENDATION

That Council receive the List of Payments made from the Municipal and Trust Funds for August 2018, as attached to the Agenda.

COUNCIL DECISION

MOVED Cr C Reeve-Fowkes SECONDED Cr S Pratt

That the recommendation be adopted.

CARRIED 9/0

Background

Council has delegated its power to make payments from the Municipal or Trust fund to the CEO and other sub-delegates under LGAFCS4.

Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996* requires a list of accounts paid under this delegation to be prepared and presented to Council each month.

Submission

N/A

Report

The lists of payments made for August 2018 totalling \$11,661,832.05 is attached to the Agenda for consideration. The list contains details of 695 payments made by the City in relation to goods and services purchased by the City, as well as summarised payment totals for credit card and payroll transactions.

Strategic Plans/Policy Implications

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes



Ensure sound long term financial management and deliver value for money

Budget/Financial Implications

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

Legal Implications

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

Community Consultation

N/A

Risk Management Implications

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

Advice to Proponent(s)/Submissioners

N/A

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

Nil



AUGUST 2018 PAYMENTS LISTING

MUNICIPAL & TRUST FUND

Payment Ref.	Account No.	Account/Payee	Date	Value
EF114419	26987	CTI RISK MANAGEMENT	8/08/2018	1,734.60
		SECURITY - CASH COLLECTION		
EF114420	10244	BUILDING & CONST INDUSTRY TRAINING FUND	10/08/2018	85,836.15
		LEVY PAYMENT		
EF114421	10484	DEPT OF MINERALS & ENERGY	10/08/2018	41,654.83
		INDUSTRY REGULATION AND SAFETY		
EF114422	10152	AUST SERVICES UNION	13/08/2018	1,089.70
		PAYROLL DEDUCTIONS		
EF114423	10154	AUSTRALIAN TAXATION OFFICE	13/08/2018	412,309.00
		PAYROLL DEDUCTIONS		
EF114424	10305	CHILD SUPPORT AGENCY	13/08/2018	3,778.76
		PAYROLL DEDUCTIONS		
EF114425	10733	HOSPITAL BENEFIT FUND	13/08/2018	79.80
		PAYROLL DEDUCTIONS		
EF114426	11001	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYEES UNION LGRCEU	13/08/2018	143.50
		PAYROLL DEDUCTIONS		
EF114427	11857	CHAMPAGNE SOCIAL CLUB	13/08/2018	488.00
		PAYROLL DEDUCTIONS		
EF114428	11860	45\$ CLUB	13/08/2018	18.00
		PAYROLL DEDUCTIONS		
EF114429	18553	SELECTUS PTY LTD	13/08/2018	15,481.72
		PAYROLL DEDUCTIONS		
EF114430	19726	HEALTH INSURANCE FUND OF WA	13/08/2018	1,264.00
		PAYROLL DEDUCTIONS		
EF114431	25987	TOYOTA FLEET MANAGEMENT	13/08/2018	608.14
		PAYROLL DEDUCTIONS - NOVATED LEASE		
EF114432	27492	SUPERCHOICE SERVICES PTY LIMITED	22/08/2018	503,949.71
		PAYROLL DEDUCTIONS		
EF114433	10888	LJ CATERERS	14/08/2018	3,498.55
		CATERING SERVICES		
EF114444	26987	CTI RISK MANAGEMENT	14/08/2018	904.40
		SECURITY - CASH COLLECTION		
EF114445	88888	BAAWA	14/08/2018	500.00
		BOND REFUND		
EF114446	88888	FFI HOLDINGS	14/08/2018	4,252.86
		BOND REFUND		
EF114447	88888	WESTERN AUSTRALIAN LAND AUTHORITY	14/08/2018	9,312.53
		BOND REFUND		
EF114448	88888	BRENDON GILLS AND HELEN KIRBY	14/08/2018	1,000.00
		BOND REFUND		
EF114449	88888	EMMA HERRICK	14/08/2018	500.00
		BOND REFUND		
EF114450	88888	JH PROPERTY DEVELOPMENT	14/08/2018	246.00
		BOND REFUND		
EF114451	88888	MY MELODY TREE	14/08/2018	150.00
		BOND REFUND		
EF114452	88888	DOMENIC ZARA	14/08/2018	500.00
		BOND REFUND		
EF114453	99997	PINA MASTRODOMENICO	14/08/2018	478.50
		STAFF MEMBER REIMBURSEMENT - PINA MASTRO		
EF114454	99997	LYNETTE JAKOVCEVIC	14/08/2018	548.90
		EMPLOYEE REIMBURSEMENT - LYNETTE		
EF114455	99997	CURTIN UNIVERSITY	14/08/2018	4,566.00
		FEE REPAYMENT - MASTERS OF BUSINESS ADMI		
EF114456	99997	ADAM HARRIS	14/08/2018	1,560.00
		REIMBURSEMENT FEES - ADAM HARRIS		
EF114457	99997	HANNAH LETHBRIDGE	14/08/2018	1,148.00
		REIMBURSEMENT FEES - HANNAH LETHBRIDGE		
EF114458	99997	GURDEEP SINGH	14/08/2018	5,000.00
		EMPLOYEE OF THE YEAR 2017 - GARY SINGH		
EF114459	99997	BENJAMIN ROSER	14/08/2018	141.60
		REIMBURSEMENT CLAIM - BEN ROSER		
EF114460	10071	AUSTRALASIAN PERFORMING RIGHT ASSOC. LTD	14/08/2018	4,782.81
		LICENCE - PERFORMING RIGHTS		
EF114461	10153	SISTER CITIES AUST INC	14/08/2018	500.00
		MEMBERSHIP/SUBSCRIPTIONS		

Payment Ref.	Account No.	Account/Payee	Date	Value
EF114462	10483	LANDGATE	14/08/2018	2,461.00
		MAPPING/LAND TITLE SEARCHES		
EF114463	10580	FC COURIERS	14/08/2018	373.43
		COURIER SERVICES		
EF114464	10590	DEPARTMENT OF FIRE AND EMERGENCY SERVICES	14/08/2018	17,434.25
		ESL LEVY & RELATED COSTS		
EF114465	10597	FLEXI STAFF PTY LTD	14/08/2018	1,728.01
		EMPLOYMENT SERVICES		
EF114466	10879	LES MILLS AEROBICS	14/08/2018	1,683.93
		INSTRUCTION/TRAINING SERVICES		
EF114467	10892	LOCAL GOVERNMENT PROFESSIONALS AUSTRALIA WA	14/08/2018	2,528.00
		SUBSCRIPTION		
EF114468	10944	MCLEODS	14/08/2018	2,618.99
		LEGAL SERVICES		
EF114469	11208	QUICK CORPORATE AUSTRALIA PTY LTD	14/08/2018	860.45
		STATIONERY/CONSUMABLES		
EF114470	11625	TOTAL EDEN PTY LTD	14/08/2018	531.48
		RETICULATION SUPPLIES		
EF114471	11789	WALGA	14/08/2018	50.00
		ADVERTISING/TRAINING SERVICES		
EF114472	13037	PPCA LTD	14/08/2018	3,458.00
		LICENCE FEE - SOUND & MUSIC		
EF114473	15609	CATALYSE PTY LTD	14/08/2018	4,290.00
		CONSULTANCY SERVICES		
EF114474	15746	WESTERN AUSTRALIA POLICE SERVICE	14/08/2018	90.60
		POLICE CLEARANCES		
EF114475	16396	MAYDAY EARTHMOVING	14/08/2018	29,756.10
		ROAD CONSTRUCTION MACHINE HIRE		
EF114476	18734	P & R EDWARDS	14/08/2018	125.00
		ENTERTAINMENT SERVICES		
EF114477	21120	SHOREWATER MARINE PTY LTD	14/08/2018	26,829.55
		MARINE CONSTRUCTION SERVICES		
EF114478	22658	SERCUL	14/08/2018	357.50
		URBAN LANDCARE SERVICES		
EF114479	23858	SPECIALISED SECURITY SHREDDING	14/08/2018	20.24
		DOCUMENT DESTRUCTION SERVICES		
EF114480	24864	FREMANTLE FOOTBALL CLUB	14/08/2018	22,441.78
		MERCHANDISE STOCK FOR RETAIL SALE		
EF114481	25092	LINKS MODULAR SOLUTIONS PTY LTD	14/08/2018	39,996.00
		SOFTWARE - ANNUAL SUPPORT & UPGRADES		
EF114482	25586	ENVIROVAP PTY LTD	14/08/2018	2,750.00
		HIRE OF LEACHATE UNITS		
EF114483	26303	GECKO CONTRACTING TURF & LANDSCAPE MAINTENANCE	14/08/2018	71,570.29
		TURF & LANDSCAPE MAINTENANCE		
EF114484	26656	ENVIRONMENTAL HEALTH AUSTRALIA (WESTERN AUSTRALIA) INC.	14/08/2018	1,960.00
		MEMBERSHIP, CONFERENCES AND TRAINING FO		
EF114485	26745	EMBROIDME MYAREE	14/08/2018	91.00
		EMBROIDERY		
EF114486	26812	BROOKS CHOICE REMOVALS	14/08/2018	1,716.00
		REMOVALISTS		
EF114487	27027	FRIG TECH WA	14/08/2018	140.25
		REFRIDGERATION SERVICES		
EF114488	27189	HEALTHSTRONG PTY LTD	14/08/2018	93.50
		HOME CARE		
EF114489	27242	KP ELECTRIC (AUSTRALIA) PTY LTD	14/08/2018	1,366.48
		ELECTRICAL SERVICES		
EF114490	27245	BEAUMONDE CATERING	14/08/2018	690.00
		CATERING		
EF114491	27385	PROGRAMMED ELECTRICAL TECHNOLOGIES	14/08/2018	792.00
		ELECTRICAL SERVICES		
EF114492	27392	AXIS MAINTENANCE SERVICES PTY LTD	14/08/2018	507.38
		MAINTENANCE		
EF114493	27454	MARKET CREATIONS PTY LTD	14/08/2018	1,430.00
		MARKETING AGENCY		
EF114494	27477	J P PROMOTIONS PTY LTD	14/08/2018	5,237.46
		PROMOTIONAL GOODS		
EF114495	27493	PERITAS CIVIL PTY LTD	14/08/2018	5,601.75
		CONSULTANCY		
EF114496	27518	KYOCERA DOCUMENT SOLUTIONS AUSTRALIA PTY LTD	14/08/2018	5,436.20
		PHOTOCOPYING MACHINES		

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EF114497	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	14/08/2018	594.81
EF114498	10047	ALINTA ENERGY NATURAL GAS & ELECTRICITY SUPPLY	15/08/2018	1,840.20
EF114499	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	15/08/2018	306,085.10
EF114500	11741	WESTERN AUSTRALIAN TREASURY CORPORATION LOAN REPAYMENTS	16/08/2018	73,667.81
EF114501	99997	TRUEVENTUS SDN BHD INTERNATIONAL CONF-SINGAPORE K.ALLEN	16/08/2018	2,350.67
EF114502	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	21/08/2018	900.75
EF114503	27459	BOAT CITY BOAT & OUTBOARD MOTOR/TRAILER	21/08/2018	36,096.00
EF114504	27569	SELECT MUSIC ENTERTAINMENT AGENCY	21/08/2018	27,500.00
EF114505	99997	TEGWEN JONES FDC FORTNIGHT ENDING 12/08/2018	21/08/2018	1,392.40
EF114506	27474	AIRHEAD SPORTS GROUP WATERSPORTS MANUFACTURER	23/08/2018	5,871.30
EF114507	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	27/08/2018	1,089.70
EF114508	10154	AUSTRALIAN TAXATION OFFICE PAYROLL DEDUCTIONS	27/08/2018	473,746.00
EF114509	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	27/08/2018	3,495.98
EF114510	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	27/08/2018	79.80
EF114511	11001	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYEES UNION LGRCEU PAYROLL DEDUCTIONS	27/08/2018	143.50
EF114512	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	27/08/2018	475.50
EF114513	11860	45S CLUB PAYROLL DEDUCTIONS	27/08/2018	18.00
EF114514	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	27/08/2018	17,335.72
EF114515	19059	CAROL REEVE-FOWKES COUNCILLOR EXPENSES REIMBURSEMENT	27/08/2018	349.23
EF114516	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	27/08/2018	1,264.00
EF114517	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	27/08/2018	608.14
EF114518	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	28/08/2018	1,301.60
EF114519	10042	FRANKLIN OFFSHORE AUSTRALIA PTY LTD WAS AKER UNIRIG AND UNIRIG P/L LIFTING EQUIPMENT	31/08/2018	605.00
EF114520	10058	ALSCO PTY LTD HYGIENE SERVICES/SUPPLIES	31/08/2018	5,498.25
EF114521	10071	AUSTRALASIAN PERFORMING RIGHT ASSOC. LTD LICENCE - PERFORMING RIGHTS	31/08/2018	5,906.44
EF114522	10086	ARTEIL WA PTY LTD ERGONOMIC CHAIRS	31/08/2018	327.80
EF114523	10097	BLACKWOODS ATKINS ENGINEERING SUPPLIES	31/08/2018	382.69
EF114524	10118	AUSTRALIA POST POSTAGE CHARGES	31/08/2018	70,911.61
EF114525	10160	DORMA AUSTRALIA PTY LTD AUTOMATIC DOOR SERVICES	31/08/2018	2,039.40
EF114526	10184	BENARA NURSERY PLANTS	31/08/2018	2,332.00
EF114527	10207	BOC GASES GAS SUPPLIES	31/08/2018	581.58
EF114528	10212	BOSS BOLLARDS SECURITY PRODUCTS	31/08/2018	893.20
EF114529	10220	BOYA EQUIPMENT EQUIPMENT SUPPLIES	31/08/2018	811.80
EF114530	10221	BP AUSTRALIA LIMITED DIESEL/PETROL SUPPLIES	31/08/2018	26,901.71
EF114531	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	31/08/2018	32,104.80

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EF114532	10246	BUNNINGS BUILDING SUPPLIES PTY LTD	31/08/2018	4,462.73
		HARDWARE SUPPLIES		
EF114533	10247	BUNZL AUSTRALIA LTD	31/08/2018	770.64
		PAPER/PLASTIC/CLEANING SUPPLIES		
EF114534	10256	CABLE LOCATES & CONSULTING	31/08/2018	3,710.63
		LOCATING SERVICES		
EF114535	10279	CASTROL AUSTRALIA PTY LTD	31/08/2018	3,051.68
		GREASE/LUBRICANTS		
EF114536	10287	CENTRELINE MARKINGS	31/08/2018	1,210.00
		LINEMARKING SERVICES		
EF114537	10320	CITY OF BAYSWATER	31/08/2018	221.60
		LOST BOOK FEES		
EF114538	10328	CITY OF MELVILLE	31/08/2018	2,557.70
		SECURITY SERVICES		
EF114539	10333	CJD EQUIPMENT PTY LTD	31/08/2018	2,375.35
		HARDWARE SUPPLIES		
EF114540	10346	COATES HIRE OPERATIONS PTY LTD	31/08/2018	233.42
		EQUIPMENT HIRING SERVICES		
EF114541	10353	COCKBURN CEMENT LTD	31/08/2018	377.52
		RATES REFUND		
EF114542	10359	COCKBURN PAINTING SERVICE	31/08/2018	5,247.00
		PAINTING SUPPLIES/SERVICES		
EF114543	10375	VEOLIA ENVIRONMENTAL SERVICES	31/08/2018	9,921.18
		WASTE SERVICES		
EF114544	10384	PROGILITY PTY LTD	31/08/2018	11,407.00
		COMMUNICATION SERVICES		
EF114545	10422	REITSEMA PACKAGING	31/08/2018	502.92
		ROAD LITTER BAGS		
EF114546	10459	DAVID GRAY & CO PTY LTD	31/08/2018	272.36
		MOBILE GARBAGE BINS		
EF114547	10483	LANDGATE	31/08/2018	6,523.90
		MAPPING/LAND TITLE SEARCHES		
EF114548	10526	E & MJ ROSHER PTY LTD	31/08/2018	14,060.95
		MOWER EQUIPMENT		
EF114549	10528	EASIFLEET MANAGEMENT	31/08/2018	568.90
		VEHICLE LEASE		
EF114550	10535	WORKPOWER INCORPORATED	31/08/2018	18,379.02
		EMPLOYMENT SERVICES - PLANTING		
EF114551	10580	FC COURIERS	31/08/2018	1,791.25
		COURIER SERVICES		
EF114552	10589	FINES ENFORCEMENT REGISTRY	31/08/2018	3,812.60
		FINES ENFORCEMENT FEES		
EF114553	10590	DEPARTMENT OF FIRE AND EMERGENCY SERVICES	31/08/2018	7,817.71
		ESL LEVY & RELATED COSTS		
EF114554	10597	FLEXI STAFF PTY LTD	31/08/2018	28,977.75
		EMPLOYMENT SERVICES		
EF114555	10611	FORPARK AUSTRALIA	31/08/2018	33,000.00
		PLAYGROUND EQUIPMENT		
EF114556	10655	GHD PTY LTD	31/08/2018	20,914.30
		CONSULTANCY SERVICES		
EF114557	10679	GRASSTREES AUSTRALIA	31/08/2018	15,029.30
		PLANTS & PLANTING SERVICES		
EF114558	10714	HERRING STORER ACOUSTICS	31/08/2018	5,390.00
		ACOUSTIC ASSESSMENT		
EF114559	10732	HORIZONS WEST BUS & COACHLINES	31/08/2018	830.50
		TRANSPORTATION SERVICES		
EF114560	10783	JANDAKOT METAL INDUSTRIES	31/08/2018	1,190.20
		METAL SUPPLIES		
EF114561	10787	JANDAKOT ACCIDENT REPAIR CENTRE	31/08/2018	1,000.00
		PANEL BEATING SERVICES		
EF114562	10794	JASON SIGNMAKERS	31/08/2018	776.06
		SIGNS		
EF114563	10814	JR & A HERSEY PTY LTD	31/08/2018	1,584.20
		SAFETY CLOTHING SUPPLIES		
EF114564	10866	LANDCORP	31/08/2018	11,000.00
		COCKBURN CENTRAL WEST - AGREEMENT		
EF114565	10879	LES MILLS AEROBICS	31/08/2018	1,684.96
		INSTRUCTION/TRAINING SERVICES		
EF114566	10888	LJ CATERERS	31/08/2018	5,371.32
		CATERING SERVICES		

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EF114567	10896	LOCAL HEALTH AUTHORITIES ANALYTICAL COMMITTEE	31/08/2018	27,855.54
		ANALYTICAL SERVICES		
EF114568	10900	LO-GO APPOINTMENTS	31/08/2018	4,329.86
		EMPLOYMENT SERVICES		
EF114569	10912	M2 TECHNOLOGY PTY LTD	31/08/2018	396.00
		MESSAGING SERVICES		
EF114570	10913	BUCHER MUNICIPAL PTY LTD	31/08/2018	2,379.85
		PURCHASE OF NEW PLANT / REPAIR SERVICES		
EF114571	10918	MAIN ROADS WA	31/08/2018	2,750.00
		REPAIRS/MAINTENANCE SERVICES		
EF114572	10923	MAJOR MOTORS PTY LTD	31/08/2018	1,741.43
		REPAIRS/MAINTENANCE SERVICES		
EF114573	10931	MARLBROH BINGO ENTERPRISES	31/08/2018	538.50
		BINGO EQUIPMENT		
EF114574	10942	MCGEES PROPERTY	31/08/2018	4,633.75
		PROPERTY CONSULTANCY SERVICES		
EF114575	10944	MCLEODS	31/08/2018	27,134.12
		LEGAL SERVICES		
EF114576	10991	BEACON EQUIPMENT	31/08/2018	5,888.65
		MOWING EQUIPMENT		
EF114577	11004	MURDOCH UNIVERSITY OFFICE OF FINANCE, PLANNING & REPORTING	31/08/2018	2,750.00
		ANALYSING SERVICES		
EF114578	11022	NATIVE ARC	31/08/2018	1,000.00
		GRANTS & DONATIONS		
EF114579	11028	NEVERFAIL SPRINGWATER LTD	31/08/2018	425.29
		BOTTLED WATER SUPPLIES		
EF114580	11032	NOISE & VIBRATION MEASUREMENT SYSTEMS	31/08/2018	1,798.50
		MEASURING EQUIPMENT/SERVICES		
EF114581	11036	NORTHLAKE ELECTRICAL	31/08/2018	33,109.97
		ELECTRICAL SERVICES		
EF114582	11039	NOVUS AUTO GLASS	31/08/2018	320.00
		WINDSCREEN REPAIR SERVICES		
EF114583	11077	P & G BODY BUILDERS PTY LTD	31/08/2018	429.00
		PLANT BODY BUILDING SERVICES		
EF114584	11152	FULTON HOGAN INDUSTRIES PTY LTD	31/08/2018	11,035.20
		ROAD MAINTENANCE		
EF114585	11177	PITNEY BOWES AUSTRALIA PTY LTD	31/08/2018	677.60
		GIS SOFTWARE		
EF114586	11182	PREMIUM BRAKE & CLUTCH SERVICE	31/08/2018	7,375.72
		BRAKE SERVICES		
EF114587	11205	QUALITY TRAFFIC MANAGEMENT PTY LTD	31/08/2018	59,421.79
		TRAFFIC CONTROL SERVICES		
EF114588	11208	QUICK CORPORATE AUSTRALIA PTY LTD	31/08/2018	7,666.00
		STATIONERY/CONSUMABLES		
EF114589	11244	RESEARCH SOLUTIONS PTY LTD	31/08/2018	4,451.07
		RESEARCH SERVICES		
EF114590	11284	ROYAL LIFE SAVING SOCIETY AUSTRALIA	31/08/2018	2,632.00
		TRAINING SERVICES		
EF114591	11307	SATELLITE SECURITY SERVICES PTY LTD	31/08/2018	7,483.30
		SECURITY SERVICES		
EF114592	11308	BOSS INDUSTRIAL FORMALLY SBA SUPPLIES	31/08/2018	2,317.84
		HARDWARE SUPPLIES		
EF114593	11331	SHAWMAC PTY LTD	31/08/2018	5,445.00
		CONSULTANCY SERVICES - CIVIL		
EF114594	11334	SHENTON ENTERPRISES PTY LTD	31/08/2018	1,530.10
		POOL EQUIPMENT/SERVICES		
EF114595	11387	BIBRA LAKE SOILS	31/08/2018	1,931.00
		SOIL & LIMESTONE SUPPLIES		
EF114596	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL	31/08/2018	742,985.36
		WASTE DISPOSAL GATE FEES		
EF114597	11449	SPEARWOOD FLORIST ULTIMATE CO PTY LTD	31/08/2018	535.00
		FLORAL ARRANGEMENTS		
EF114598	11459	SPEARWOOD VETERINARY HOSPITAL	31/08/2018	90.00
		VETERINARY SERVICES		
EF114599	11469	SPORTS TURF TECHNOLOGY	31/08/2018	4,807.00
		TURF CONSULTANCY SERVICES		
EF114600	11483	ST JOHN AMBULANCE AUST WA OPERATIONS	31/08/2018	1,279.00
		FIRST AID COURSES		
EF114601	11496	STANLEE WA LTD	31/08/2018	10,850.62
		CATERING EQUIPMENT/SUPPLIES		

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EF114602	11505	STATE LIBRARY OF WESTERN AUSTRALIA BOOK SUPPLIES	31/08/2018	25,514.50
EF114603	11511	STATEWIDE BEARINGS BEARING SUPPLIES	31/08/2018	79.59
EF114604	11531	SUNNY INDUSTRIAL BRUSHWARE PTY LTD BRUSH/ROAD BROOM SUPPLIES	31/08/2018	581.90
EF114605	11546	T FAULKNER & CO INSTALLATIONS/SUPPLY OF HAND RAILS	31/08/2018	850.00
EF114606	11625	TOTAL EDEN PTY LTD RETICULATION SUPPLIES	31/08/2018	419.54
EF114607	11642	TRAILER PARTS PTY LTD TRAILER PARTS	31/08/2018	418.55
EF114608	11651	TREE WATERING SERVICES TREE WATERING SERVICES	31/08/2018	3,408.00
EF114609	11657	TRUCKLINE PARTS CENTRES AUTOMOTIVE SPARE PARTS	31/08/2018	315.74
EF114610	11658	TRUGRADE MEDICAL SUPPLIES MEDICAL SUPPLIES	31/08/2018	379.70
EF114611	11667	TURFMASTER FACILITY MANAGEMENT TURF & MOWING SERVICES	31/08/2018	8,613.00
EF114612	11684	UNIVERSITY OF WESTERN AUSTRALIA EDUCATIONAL/RESEARCH SERVICES	31/08/2018	165.00
EF114613	11699	VERNON DESIGN GROUP ARCHITECTURAL SERVICES	31/08/2018	3,657.50
EF114614	11701	VIBRA INDUSTRIAL FILTRATION A/ASIA FILTER SUPPLIES	31/08/2018	674.30
EF114615	11702	VILLA DALMACIA ASSOCIATION INC. SPCIAL CLUB ACTIVITIES	31/08/2018	500.00
EF114616	11708	VITAL PACKAGING PTY LTD PACKAGING SUPPLIES	31/08/2018	4,909.30
EF114617	11722	WA HINO SALES & SERVICE PURCHASE OF NEW TRUCKS / MAINTENANCE	31/08/2018	9,824.38
EF114618	11773	WESFARMERS LANDMARK LIMITED CHEMICAL SUPPLIES	31/08/2018	1,144.00
EF114619	11787	DEPT OF TRANSPORT VEHICLE SEARCH FEES	31/08/2018	173.30
EF114620	11789	WALGA ADVERTISING/TRAINING SERVICES	31/08/2018	13,943.00
EF114621	11793	WESTERN IRRIGATION PTY LTD IRRIGATION SERVICES/SUPPLIES	31/08/2018	12,620.23
EF114622	11806	WESTRAC PTY LTD REPAIRS/MTNCE - EARTHMOVING EQUIPMENT	31/08/2018	6,117.44
EF114623	11841	YANGEBUP FAMILY CENTRE INC VENUE HIRE / GRANTS & DONATIONS	31/08/2018	3,061.00
EF114624	11854	ZIPFORM PRINTING SERVICES	31/08/2018	21,378.28
EF114625	12014	TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD T/AS EXCAVATING/EARTHMOVING EQUIPMENT	31/08/2018	8,769.19
EF114626	12018	O'CONNOR LAWNMOWER & CHAINSAW CENTRE MOWING EQUIPMENT/PARTS/SERVICES	31/08/2018	114.40
EF114627	12153	HAYS PERSONNEL SERVICES PTY LTD EMPLOYMENT SERVICES	31/08/2018	4,712.96
EF114628	12193	SAGE CONSULTING ENGINEERS P/L CONSULTANCY SERVICES - LIGHTING	31/08/2018	8,580.00
EF114629	12219	PARKS AND LEISURE AUSTRALIA SUBSCRIPTION RENEWAL	31/08/2018	1,336.50
EF114630	12313	DPS PUBLISHING PTY LTD ADVERTISING AND PUBLISHING	31/08/2018	4,411.00
EF114631	12589	AUSTRALIAN INSTITUTE OF MANAGEMENT TRAINING SERVICES	31/08/2018	9,662.00
EF114632	12621	SETON AUSTRALIA SIGN SUPPLIES	31/08/2018	105.60
EF114633	12656	COOGEE BEACH SURF LIFESAVING CLUB INC POORE GROVE SLSC DEVELOPMENT COSTS	31/08/2018	440.00
EF114634	12672	NORMAN DISNEY & YOUNG CONSULTANCY SERVICES	31/08/2018	4,752.00
EF114635	12791	ALCHEMY TECHNOLOGY COMPUTER SOFTWARE SERVICES	31/08/2018	1,754.86
EF114636	12847	OUR COMMUNITY PTY LTD SUBSCRIPTION RENEWALS	31/08/2018	12,500.00

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EF114637	12883	CONSERVATION VOLUNTEERS AUSTRALIA ENVIRONMENTAL SERVICES	31/08/2018	4,125.00
EF114638	13056	CLEANDUSTRIAL SERVICES PTY LTD CLEANING SERVICES	31/08/2018	82,990.39
EF114639	13179	WR, MA, GD KNIBBS LEASE FEE DRAINAGE SUMP	31/08/2018	1,510.49
EF114640	13393	SOUTH WEST GROUP CONTRIBUTIONS	31/08/2018	59,790.50
EF114641	13462	ATI-MIRAGE PTY LTD TRAINING SERVICES	31/08/2018	2,970.00
EF114642	13563	GREEN SKILLS INC EMPLOYMENT SERVICES	31/08/2018	3,505.87
EF114643	13670	HISCO PTY LTD HOSPITALITY SUPPLIES	31/08/2018	319.23
EF114644	13779	PORTER CONSULTING ENGINEERS ENGINEERING CONSULTANCY SERVICES	31/08/2018	14,326.40
EF114645	13860	KRS CONTRACTING WASTE COLLECTION SERVICES	31/08/2018	11,574.75
EF114646	14311	BBC ENTERTAINMENT ENTERTAINMENT SERVICES	31/08/2018	2,090.00
EF114647	14667	APPEALING SIGNS SIGNS	31/08/2018	2,057.00
EF114648	14871	HEY PRESTO ENTERTAINMENT - MAGIC SHOW	31/08/2018	350.00
EF114649	15109	REPEAT PLASTICS (WA) PLASTIC PRODUCTS	31/08/2018	8,661.08
EF114650	15271	PLE COMPUTERS PTY LTD PLE CORPORATE IT COMPUTER HARDWARE	31/08/2018	128.76
EF114651	15393	STRATAGREEN HARDWARE SUPPLIES	31/08/2018	1,452.72
EF114652	15587	BENESTAR GROUP PTY LTD PREVIOUSLY: DAVIDSON TRAHAIRE CORPSYCH TRAINING SERVICES	31/08/2018	29,920.00
EF114653	15609	CATALYSE PTY LTD CONSULTANCY SERVICES	31/08/2018	220.00
EF114654	15746	WESTERN AUSTRALIA POLICE SERVICE POLICE CLEARANCES	31/08/2018	858.60
EF114655	15850	ECOSCAPE ENVIRONMENTAL CONSULTANCY	31/08/2018	8,067.13
EF114656	15868	CARDNO (WA) PTY LTD CONSULTANCY SERVICES - ENGINEERING	31/08/2018	9,856.00
EF114657	15914	T-QUIP MOWING EQUIPMENT	31/08/2018	1,902.40
EF114658	16031	GGJ CONSULTANTS PTY LTD CONSULTANCY SERVICES	31/08/2018	5,100.00
EF114659	16064	CMS ENGINEERING PTY LTD AIRCONDITIONING SERVICES	31/08/2018	14,098.22
EF114660	16107	WREN OIL WASTE DISPOSAL SERVICES	31/08/2018	687.50
EF114661	16396	MAYDAY EARTHMOVING ROAD CONSTRUCTION MACHINE HIRE	31/08/2018	660.00
EF114662	16510	LLOYD GEORGE ACOUSTICS PTY LTD CONSULTANCY SERVICES - ACOUSTIC	31/08/2018	792.00
EF114663	16706	COUNCIL ON THE AGEING (WA) INC EDUCATION SERVICES	31/08/2018	300.00
EF114664	16985	WA PREMIX CONCRETE SUPPLIES	31/08/2018	12,055.56
EF114665	17097	VALUE TISSUE PAPER PRODUCTS	31/08/2018	549.78
EF114666	17279	AUSSIE COOL SHADES SHADE SAILS & AWNINGS	31/08/2018	10,681.00
EF114667	17471	PIRTEK (FREMANTLE) PTY LTD HOSES & FITTINGS	31/08/2018	1,829.49
EF114668	17511	CSR GYROCK GYROCK SUPPLIES	31/08/2018	44.09
EF114669	17555	MAIA FINANCIAL PTY LTD EQUIPMENT LEASE PAYMENTS	31/08/2018	1,422.55
EF114670	17827	NILSEN (WA) PTY LTD ELECTRICAL SERVICES	31/08/2018	9,576.16
EF114671	18203	NATSYNC ENVIRONMENTAL PEST CONTROL	31/08/2018	2,101.00

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EF114672	18216	REGEN4 ENVIRONMENTAL SERVICES	31/08/2018	1,260.60
		CONSULTANCY - ENVIRONMENTAL		
EF114673	18313	CITY OF WHITTLESEA	31/08/2018	22,000.00
		SEMINAR		
EF114674	18494	DEPARTMENT OF PARKS & WILDLIFE	31/08/2018	620.00
		LICENCE RENEWAL		
EF114675	18508	JOHN TURNER	31/08/2018	7,400.00
		BRICK LAYING SERVICES		
EF114676	18533	FRIENDS OF THE COMMUNITY INC.	31/08/2018	1,786.00
		DONATION		
EF114677	18695	MYAREE CRANE HIRE	31/08/2018	242.00
		CRANE HIRE		
EF114678	18734	P & R EDWARDS	31/08/2018	565.00
		ENTERTAINMENT SERVICES		
EF114679	18763	LOCAL COMMUNITY INSURANCE SERVICES	31/08/2018	61.18
		COMMUNITY INSURANCE POLICIES		
EF114680	18799	DOWN TO EARTH TRAINING & ASSESSING	31/08/2018	2,100.00
		TRAINING SERVICES		
EF114681	18962	SEALANES (1985) P/L	31/08/2018	2,294.79
		CATERING SUPPLIES		
EF114682	19500	PLAN E	31/08/2018	2,794.00
		PLANNING CONSULTANCY SERVICES		
EF114683	19502	WORLEYPARSONS SERVICES PTY LTD	31/08/2018	5,852.66
		ENGINEERING CONSULTANCY SERVICES		
EF114684	19533	WOOLWORTHS LTD	31/08/2018	2,934.98
		GROCERIES		
EF114685	19821	STRUTERRE CONSULTING GROUP	31/08/2018	968.00
		STRUCTURAL DESIGN CONSULTANCY SERVICES		
EF114686	19856	WESTERN TREE RECYCLERS	31/08/2018	35,843.05
		SHREDDING SERVICES		
EF114687	20000	AUST WEST AUTO ELECTRICAL P/L	31/08/2018	18,900.11
		AUTO ELECTRICAL SERVICES		
EF114688	20146	DATA#3 LIMITED	31/08/2018	992.01
		CONTRACT IT PERSONNEL & SOFTWARE		
EF114689	20215	POWERVAC	31/08/2018	1,847.15
		CLEANING EQUIPMENT		
EF114690	20321	RIVERJET P/L	31/08/2018	26,103.00
		EDUCTING-CLEANING SERVICES		
EF114691	20399	CODE GROUP	31/08/2018	4,717.70
		BUILDING SURVEYING SERVICES		
EF114692	20549	A1 CARPET, TILE & GROUT CLEANING	31/08/2018	2,035.00
		CLEANING SERVICES - TILES/CARPET		
EF114693	20631	ID CONSULTING PTY LTD	31/08/2018	55,000.00
		CONSULTANCY SERVICES		
EF114694	21120	SHOREWATER MARINE PTY LTD	31/08/2018	1,567.72
		MARINE CONSTRUCTION SERVICES		
EF114695	21127	JOANNA AYCKBOURN (VOICES IN SYNC)	31/08/2018	400.00
		INSTRUCTION - SINGING		
EF114696	21291	CHITTERING VALLEY WORM FARM	31/08/2018	3,150.00
		ENVIRONMENTAL EDUCATION		
EF114697	21294	CAT HAVEN	31/08/2018	462.00
		ANIMAL SERVICES		
EF114698	21371	LD TOTAL SANPOINT PTY LTD	31/08/2018	41,302.69
		LANDSCAPING WORKS/SERVICES		
EF114699	21463	CAPITAL FINANCE AUSTRALIA LTD	31/08/2018	2,761.00
		FINANCIAL SERVICES - LEASE FINANCES		
EF114700	21627	MANHEIM PTY LTD	31/08/2018	220.00
		IMPOUNDED VEHICLES		
EF114701	21665	MMJ REAL ESTATE (WA) PTY LTD	31/08/2018	19,037.80
		PROPERTY MANAGEMENT SERVICES		
EF114702	21678	IANNELLO DESIGNS	31/08/2018	247.50
		GRAPHIC DESIGN		
EF114703	21697	ICT EXPRESS PTY LTD	31/08/2018	5,283.30
		CONSULTANCY SERVICES - IT		
EF114704	21744	JB HI FI - COMMERCIAL	31/08/2018	5,043.00
		ELECTRONIC EQUIPMENT		
EF114705	21747	UNICARE HEALTH	31/08/2018	412.00
		WHEELCHAIR HIRE		
EF114706	21946	RYAN'S QUALITY MEATS	31/08/2018	1,244.05
		MEAT SUPPLIES		

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EF114707	22106	INTELIFE GROUP SERVICES - DAIP	31/08/2018	5,863.78
EF114708	22119	BINDI BINDI DREAMING MARISSA VERMA CONSULT - ABORIGINAL EDUCATION/ENT	31/08/2018	550.00
EF114709	22182	K-LINE FENCING GROUP FENCING SERVICES	31/08/2018	704.00
EF114710	22337	SEGAFREDO ZANETTI AUSTRALIA PTY LTD COFFEE & COFFEE MACHINES	31/08/2018	8,828.80
EF114711	22348	MAL ATWELL LEISURE GROUP AMUSEMENT, ENTERTAINMENT	31/08/2018	3,998.95
EF114712	22404	CLEVERPATCH PTY LTD ARTS/CRAFT SUPPLIES	31/08/2018	1,764.68
EF114713	22448	CAKES WEST PTY LTD CATERING	31/08/2018	157.19
EF114714	22511	JOHNNY'S TILING TILING SERVICES	31/08/2018	200.00
EF114715	22553	BROWNE'S FOOD OPERATIONS CATERING SUPPLIES	31/08/2018	701.43
EF114716	22569	SONIC HEALTH PLUS PTY LTD MEDICAL SERVICES	31/08/2018	3,819.20
EF114717	22613	VICKI ROYANS ARTISTIC SERVICES	31/08/2018	600.00
EF114718	22619	KSC TRAINING TRAINING SERVICES	31/08/2018	1,320.00
EF114719	22639	SHATISH CHAUHAN TRAINING SERVICES - YOGA	31/08/2018	1,497.00
EF114720	22681	ABBEY BLINDS PTY LTD BLINDS	31/08/2018	110.00
EF114721	22682	BEAVER TREE SERVICES PTY LTD TREE PRUNING SERVICES	31/08/2018	131,820.72
EF114722	22749	PEOPLE SOLUTIONS AUSTRALASIA PTY LTD CONSULTANCY SERVICES - HR	31/08/2018	935.00
EF114723	22806	PUMA ENERGY (AUSTRALIA) FUELS PTY LTD FUEL SUPPLIES	31/08/2018	82,379.57
EF114724	22903	UNIQUE INTERNATIONAL RECOVERIES LLC DEBT COLLECTORS	31/08/2018	537.60
EF114725	22913	AUSTRALIAN OFFICE LEADING BRANDS.COM.AU ENVELOPES	31/08/2018	254.28
EF114726	22970	WASHPOD CONSOLIDATED PTY LTD CLEANING - EQUIPMENT	31/08/2018	1,595.00
EF114727	23253	KOTT GUNNING LEGAL SERVICES	31/08/2018	1,972.96
EF114728	23348	ZUMBA WITH HONEY FITNESS CLASSES	31/08/2018	792.00
EF114729	23351	COCKBURN GP SUPER CLINIC LIMITED T/A COCKBURN INTEGRATED HEALTH LEASING FEES	31/08/2018	22,991.01
EF114730	23442	PRICEWATERHOUSECOOPERS LEGAL PROFESSIONAL/LEGAL SERVICES	31/08/2018	45,034.00
EF114731	23457	TOTALLY WORK WEAR FREMANTLE CLOTHING - UNIFORMS	31/08/2018	3,304.79
EF114732	23570	A PROUD LANDMARK PTY LTD LANDSCAPE CONTRUCTION SERVICES	31/08/2018	161,936.54
EF114733	23579	DAIMLER TRUCKS PERTH PURCHASE OF NEW TRUCK	31/08/2018	464.79
EF114734	23858	SPECIALISED SECURITY SHREDDING DOCUMENT DESTRUCTION SERVICES	31/08/2018	10.12
EF114735	23864	NATIONAL CENTRE FOR SUICIDE PREVENTION TRAINING (WA) INC. TRAINING	31/08/2018	2,072.00
EF114736	23971	FIND WISE LOCATION SERVICES LOCATING SERVICES - UNDERGROUND	31/08/2018	1,117.60
EF114737	24156	MASTEC AUSTRALIA PTY LTD PURCHASE OF NEW BINS	31/08/2018	550.00
EF114738	24275	TRUCK CENTRE WA PTY LTD PURCHASE OF NEW TRUCK	31/08/2018	1,870.22
EF114739	24506	AMARANTI'S PERSONAL TRAINING PERSONAL TRAINING SERVICES	31/08/2018	1,050.00
EF114740	24599	POOLWERX SPEARWOOD ANALYTICAL SERVICES	31/08/2018	1,751.40
EF114741	24610	ALL FLAGS SIGNS & BANNERS SIGNS, FLAGS, BANNERS	31/08/2018	2,457.40

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EF114742	24655	AUTOMASTERS SPEARWOOD VEHICLE SERVICING	31/08/2018	1,149.00
EF114743	24724	QUALITY MARINE COATING SYSTEMS P/L CLEANING SERVICES - ROAD SURFACES	31/08/2018	3,652.00
EF114744	24736	ZENIEN CCTV CAMERA LICENCES	31/08/2018	682.00
EF114745	24748	PEARMANS ELECTRICAL & MECHANICAL SERVICES P/L ELECTRICAL SERVICES	31/08/2018	18,691.18
EF114746	24945	NS PROJECTS PTY LTD PROJECT MANAGEMENT SERVICES	31/08/2018	1,198.35
EF114747	24974	SCOTT PRINT PRINTING SERVICES	31/08/2018	10,271.80
EF114748	24978	AMBIUS PLANTS SUPPLIES	31/08/2018	1,039.12
EF114749	25074	BMT OCEANICA PTY LTD CONSULTANCY SERVICES - ENVIRONMENTAL	31/08/2018	6,090.15
EF114750	25092	LINKS MODULAR SOLUTIONS PTY LTD SOFTWARE - ANNUAL SUPPORT & UPGRADES	31/08/2018	1,012.00
EF114751	25102	FREMANTLE MOBILE WELDING WELDING SERVICES	31/08/2018	7,205.00
EF114752	25115	FIIG INVESTMENT MANAGEMENT SERVICES	31/08/2018	2,750.00
EF114753	25121	IMAGE SOURCE DIGITAL SOLUTIONS BILLBOARDS	31/08/2018	1,286.16
EF114754	25128	HORIZON WEST LANDSCAPE & IRRIGATION P/L LANDSCAPING SERVICES	31/08/2018	28,099.01
EF114755	25262	CARABINER PTY LTD ARCHITECTURAL SERVICES	31/08/2018	12,963.50
EF114756	25264	ACURIX NETWORKS PTY LTD WIFI ACCESS SERVICE	31/08/2018	2,640.00
EF114757	25333	INTELLIGENZ SOLUTIONS COMPUTER SOFTWARE	31/08/2018	445.50
EF114758	25415	JANDAKOT STOCK & PET SUPPLIES PET SUPPLIES	31/08/2018	49.40
EF114759	25418	CS LEGAL LEGAL SERVICES	31/08/2018	7,498.15
EF114760	25586	ENVIROVAP PTY LTD HIRE OF LEACHATE UNITS	31/08/2018	4,922.50
EF114761	25645	YELAKITJ MOORT NYUNGAR ASSOCIATION INC WELCOME TO THE COUNTRY PERFORMANCES	31/08/2018	1,600.00
EF114762	25713	DISCUS ON DEMAND THE TRUSTEE FOR DISCUS ON DEMAND UNIT TRUST PRINTING SERVICES	31/08/2018	3,176.40
EF114763	25733	MIRACLE RECREATION EQUIPMENT PLAYGROUND INSTALLATION / REPAIRS	31/08/2018	9,273.00
EF114764	25737	DATABASE CONSULTANTS AUSTRALIA CONSULTANCY SERVICES	31/08/2018	770.00
EF114765	25813	LGCONNECT PTY LTD ERP SYSTEMS DEVELOPMENT	31/08/2018	12,375.00
EF114766	25819	BRAJKOVICH DEMOLITION & SALVAGE (WA) PTY LTD DEMOLITION SERVICES	31/08/2018	31,020.00
EF114767	25822	FIT2WORK.COM.AU MERCURY SEARCH AND SELECTION PTY LTD EMPLOYEE CHECK	31/08/2018	76.78
EF114768	25832	EXTERIA STREET AND PARK INFRASTRUCTURE	31/08/2018	2,539.90
EF114769	25940	LEAF BEAN MACHINE COFFEE BEAN SUPPLY	31/08/2018	1,240.00
EF114770	25957	GOVERNANCE INSTITUTE OF AUSTRALIA LTD EDUCATION, TRAINING AND MEMBERSHIP SERVI	31/08/2018	2,190.00
EF114771	25962	ALL LINES LINEMARKING SERVICES	31/08/2018	990.00
EF114772	25972	CASTLEDEX PTY LTD OFFICE FURNITURE	31/08/2018	23,601.60
EF114773	26029	AUTOSWEEP WA SWEEPING SERVICES	31/08/2018	3,707.00
EF114774	26110	DASH CIVIL CONTRACTING CONCRETING SERVICES	31/08/2018	51,535.70
EF114775	26114	GRACE RECORDS MANAGEMENT RECORDS MANAGEMENT SERVICES	31/08/2018	3,249.23
EF114776	26195	PLAY CHECK CONSULTING SERVICES	31/08/2018	33,495.00

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EF114777	26211	AMCOM PTY LTD	31/08/2018	2,787.57
		INTERNET/DATA SERVICES		
EF114778	26251	HEALING INDIA GLASS AND GIFTSWARES	31/08/2018	200.00
		FACILITATION SERVICES - WORKSHOPS		
EF114779	26257	PAPERBARK TECHNOLOGIES	31/08/2018	1,985.00
		ARBORICULTURAL CONSULTANCY SERVICES		
EF114780	26268	TRAINWEST	31/08/2018	3,250.00
		TRAINING COURSES		
EF114781	26303	GECKO CONTRACTING TURF & LANDSCAPE MAINTENANCE	31/08/2018	113,741.19
		TURF & LANDSCAPE MAINTENANCE		
EF114782	26314	CPE GROUP	31/08/2018	2,025.00
		TEMPORARY EMPLOYMENT SERVICES		
EF114783	26330	KENNARDS HIRE - BIBRA LAKE	31/08/2018	806.40
		EQUIPMENT HIRE		
EF114784	26369	ALL RETAINING SYSTEMS	31/08/2018	968.00
		CONSTRUCTION SERVICES		
EF114785	26399	PAPERSCOOT THE TRUSTEE FOR PETERS MORRISON FAMILY TRUST	31/08/2018	198.00
		GRAPHIC DESIGN SERVICES		
EF114786	26403	CHES POWER GROUP	31/08/2018	1,818.00
		ENGINEERING SOLUTIONS / BACK UP GENERATO		
EF114787	26415	SHAWSETT TRAINING & SAFETY THE SHAWSETT UNIT TRUST	31/08/2018	1,050.00
		DRIVER, FIRST AID & SAFETY TRAINING		
EF114788	26419	EQUIFAX AUSTRALASIA CREDIT RATINGS PTY LTD	31/08/2018	603.90
		CREDIT REFERENCE CHECKS		
EF114789	26423	ALPHA PEST ANIMAL SOLUTIONS INVASIVE SPECIES PTY LTD	31/08/2018	8,189.50
		PEST CONTROL SERVICES		
EF114790	26439	ALTERNATIVE TECHNOLOGY ASSOCIATION INC	31/08/2018	2,805.00
		SUSTAINABILITY EDUCATION SERVICES		
EF114791	26442	BULLANT SECURITY PTY LTD KEY WEST LOCK SERVICE & SALES	31/08/2018	3,338.16
		LOCKSMITH & SECURITY SERVICES		
EF114792	26470	SCP CONSERVATION AND LAND MANAGEMENT	31/08/2018	25,566.20
		FENCING SERVICES		
EF114793	26516	ULTIMATE LIMESTONE	31/08/2018	10,780.00
		CONSTRUCTION SERVICES		
EF114794	26533	CURTIN UNIVERSITY OF TECHNOLOGY	31/08/2018	2,283.00
		PROGRAM ASSESSMENTS		
EF114795	26549	SHARON GREGORY (KOORT-KADAK CONSULTANCY)	31/08/2018	100.00
		CONSULTANCY SERVICES		
EF114796	26574	EVA BELLYDANCE	31/08/2018	375.00
		ENTERTAINMENT - BELLY DANCING		
EF114797	26576	WIZARD TRAINING SOLUTIONS	31/08/2018	3,245.00
		TRAINING SERVICES		
EF114798	26588	SOURCE SEPARATION SYSTEMS P/L	31/08/2018	365.10
		PROVIDING WASTE AND RECYCLING BINS		
EF114799	26606	ENVIRO INFRASTRUCTURE PTY LTD	31/08/2018	5,582.35
		CONSTRUCTION& FABRICATION		
EF114800	26614	MARKETFORCE PTY LTD	31/08/2018	1,995.72
		ADVERTISING		
EF114801	26618	GLOBAL SPILL CONTROL PTY LTD	31/08/2018	3,383.99
		ROAD SAFETY PRODUCTS		
EF114802	26620	GRA PARTNERS	31/08/2018	11,396.00
		CONSULTING/ADVISORY		
EF114803	26625	ANDOVER DETAILERS	31/08/2018	1,136.23
		CAR DETAILING SERVICES		
EF114804	26637	SYLEX ERGONOMICS	31/08/2018	220.00
		OFFICE FUNITURE		
EF114805	26640	PLAYGROUND CENTRE AUSTRALIA	31/08/2018	65,225.60
		OUTDOOR FITNESS EQUIPMENT		
EF114806	26644	FIRE PROTECTION ASSOCIATION AUSTRALIA	31/08/2018	220.00
		FIRE SERVICES TRAINING		
EF114807	26655	WORLDWIDE PRINTING SOLUTIONS EAST PERTH	31/08/2018	66.00
		PRINTING SERVICES		
EF114808	26669	TURNER DESIGN PTY LTD	31/08/2018	748.00
		GRAPHIC DESIGN CONSULTANCY		
EF114809	26673	PROJECT 3 PTY LTD	31/08/2018	9,130.00
		EVENT AND MARKETING AGENCY		
EF114810	26709	TALIS CONSULTANTS PTY LTD	31/08/2018	6,734.75
		WASTE CONSULTANCY		
EF114811	26721	QUAD SERVICES PTY LTD	31/08/2018	17,971.97
		CLEANING SERVICES		

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EF114812	26735	SHANE MCMASTER SURVEYS SURVEY SERVICES	31/08/2018	21,142.00
EF114813	26739	KERB DOCTOR KERB MAINTENANCE	31/08/2018	14,013.62
EF114814	26745	EMBROIDME MYAREE EMBROIDERY	31/08/2018	1,659.90
EF114815	26746	MOWER CITY LAWN MAINTENANCE	31/08/2018	3,089.72
EF114816	26747	BELL-VISTA FRUIT & VEG FRUIT AND VEGETABLES.	31/08/2018	548.97
EF114817	26752	MG GROUP WA CONSTRUCTION	31/08/2018	444,084.01
EF114818	26754	INSIGHT CALL CENTRE SERVICES CALL CENTRE SERVICES	31/08/2018	5,958.70
EF114819	26760	EXCEL TRAFFIC DATA TRAFFIC SURVEYS & TRAFFIC COUNTERS	31/08/2018	2,860.00
EF114820	26766	JPW EARTHMOVING PTY LTD EARTHMOVING SERVICES	31/08/2018	2,700.50
EF114821	26772	DEVELOPING SKILLS TRAINING SERVICES	31/08/2018	511.50
EF114822	26782	SOFT LANDING RECYCLING SERVICES	31/08/2018	16,734.19
EF114823	26811	ROMERI MOTOR TRIMMERS UPHOLSTERY REPAIR	31/08/2018	950.00
EF114824	26822	CSE CROSSCOM PTY LTD COMMUNICATION EQUIPMENT	31/08/2018	1,094.50
EF114825	26824	WEB KEY IT PTY LTD WEBSITE CONSULTANCY	31/08/2018	12,629.87
EF114826	26830	ECO EATS CATERING CATERING	31/08/2018	925.00
EF114827	26839	BOKASHI COMPOSTING AUSTRALIA PTY LTD COMPOSTING SYSTEMS	31/08/2018	1,626.43
EF114828	26842	ONYA LIFE SUPPLIER OF WASTE-FREE LIFESTYLE PRODUCT	31/08/2018	1,129.45
EF114829	26854	IFAP TRAINING	31/08/2018	1,335.00
EF114830	26880	PERTH BOWLS CENTRE LAWN BOWLS EQUIPMENT	31/08/2018	1,834.80
EF114831	26884	PEOPLE ON BICYCLES TRAINING - BICYCLE CLASSES	31/08/2018	720.00
EF114832	26898	SPANDEX ASIA PACIFIC PTY LTD SIGNAGE SUPPLIER	31/08/2018	2,067.74
EF114833	26900	BG & E PTY LTD CONSULTING ENGINEERING	31/08/2018	1,650.00
EF114834	26901	ALYKA PTY LTD DIGITAL CONSULTANCY AND WEB DEVELOPMENT	31/08/2018	8,250.00
EF114835	26909	WEST COAST PROFILERS PTY LTD ROAD PLANING COLD SERVICES	31/08/2018	17,974.44
EF114836	26910	LOCAL GOVERNMENT PROFESSIONALS AUSTRALIA NSW EVENTS AND TRAINING	31/08/2018	20,350.00
EF114837	26911	HARVEY NORMAN OCONNOR RETAIL	31/08/2018	10,039.00
EF114838	26917	CIRRUS NETWORKS PTY LTD IT NETWORK & TELEPHONY SERVICES	31/08/2018	12,189.72
EF114839	26923	WOODLANDS DISTRIBUTORS & AGENCIES PTY LTD RUBBISH COLLECTION EQUIPMENT	31/08/2018	11,198.00
EF114840	26929	ELAN ENERGY MATRIX PTY LTD RECYCLING SERVICES	31/08/2018	1,064.67
EF114841	26938	MAJESTIC PLUMBING PLUMBING SERVICES	31/08/2018	18,494.81
EF114842	26940	FLOORWEST FLOOR COVERINGS	31/08/2018	1,158.30
EF114843	26946	AV TRUCK SERVICES PTY LTD TRUCK DEALERSHIP	31/08/2018	651.98
EF114844	26950	WALCON MARINE AUSTRALASIA PTY LTD MARINE SERVICES	31/08/2018	1,595.00
EF114845	26984	COMMERCIAL AQUATICS AUSTRALIA PTY LTD POOL EQUIPMENT	31/08/2018	3,278.00
EF114846	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	31/08/2018	1,336.50

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EF114847	27002	COCKBURN PARTY HIRE	31/08/2018	119.95
		HIRE SERVICES		
EF114848	27010	QUANTUM BUILDING SERVICES PTY LTD	31/08/2018	13,180.92
		BUILDING MAINTENANCE		
EF114849	27015	INTELLI TRAC	31/08/2018	2,073.50
		GPS TRACKING		
EF114850	27026	FIRST ACTION PTY LTD	31/08/2018	633.60
		EMERGENCY MANAGEMENT SOLUTIONS		
EF114851	27027	FRIG TECH WA	31/08/2018	1,418.38
		REFRIDGERATION SERVICES		
EF114852	27031	DOWNER EDI WORKS PTY LTD	31/08/2018	46,204.95
		ASPHALT SERVICES		
EF114853	27032	WTP AUSTRALIA PTY LTD	31/08/2018	7,392.00
		QUANTITY SURVEYORS		
EF114854	27044	GRAFFITI SYSTEMS AUSTRALIA	31/08/2018	7,170.24
		GRAFFITI REMOVAL & ANTI-GRAFFITI COATING		
EF114855	27045	GANTNER ELECTRONICS PTY LTD	31/08/2018	11,132.00
		ELECTRICAL		
EF114856	27059	FRONTLINE FIRE AND RESCUE EQUIPMENT	31/08/2018	609.51
		MANUFACTURE-FIRE VEHICLES/EQUIPMENT		
EF114857	27060	CANTERBURY GROUP PTY LTD	31/08/2018	31,410.50
		OFFICE FURNITURE		
EF114858	27061	BON LEISURE	31/08/2018	12,833.32
		CONSULTANCY		
EF114859	27063	NATURE PLAY SOLUTIONS	31/08/2018	64,218.40
		PLAYGROUND DESIGN/CONSULTANCY		
EF114860	27065	WESTBOOKS	31/08/2018	2,490.84
		BOOKS		
EF114861	27072	NORDIC FITNESS EQUIPMENT	31/08/2018	914.00
		FITNESS EQUIPMENT		
EF114862	27082	KULBARDI PTY LTD	31/08/2018	1,874.41
		STATIONERY SUPPLIES		
EF114863	27085	SAVILLS PROJECT MANAGEMENT PTY LTD	31/08/2018	28,733.62
		PROJECT MANAGEMENT		
EF114864	27104	BLACK DIAMOND SECURITY (AUSTRALIA) PTY LTD	31/08/2018	8,577.80
		SECURITY		
EF114865	27119	MONITORED SECURITY SYSTEMS PTY LTD	31/08/2018	632.50
		SECURITY		
EF114866	27124	LYCOPodium INFRASTRUCTURE PTY LTD	31/08/2018	3,775.15
		ENGINEERING SERVICES		
EF114867	27130	OOH MEDIA SOCIAL SPORTS PTY LTD	31/08/2018	688.82
		DIGITAL MARKETING & SOFTWARE SERVICE PRO		
EF114868	27131	WEST COAST COMMERCIAL INDUSTRIES	31/08/2018	302.50
		LOCKERS		
EF114869	27132	WILMA SCENINI	31/08/2018	400.00
		TRAINING & INSTRUCTOR		
EF114870	27143	EMBROIDME SUCCESS	31/08/2018	1,463.00
		EMBROIDERY SERVICES		
EF114871	27144	PROPERTY VALUATION & ADVISORY (WA) PTY LTD	31/08/2018	1,210.00
		VALUATION SERVICES		
EF114872	27154	SUEZ RECYCLING & RECOVERY PTY LTD	31/08/2018	17,507.20
		WASTE SERVICES		
EF114873	27168	NIGHTLIFE MUSIC PTY LTD	31/08/2018	1,031.22
		MUSIC MANAGEMENT		
EF114874	27177	INITIAL HYGIENE	31/08/2018	2,560.29
		HYGIENE		
EF114875	27189	HEALTHSTRONG PTY LTD	31/08/2018	374.00
		HOME CARE		
EF114876	27195	ALLFLOW INDUSTRIAL	31/08/2018	457.55
		OIL WATER SEPARATORS		
EF114877	27197	TURFCARE AUSTRALIA PTY LTD	31/08/2018	82.50
		CHEMICAL SUPPLIES		
EF114878	27206	TEAM WORK FENCING CONTRACTORS PTY LTD	31/08/2018	17,869.50
EF114879	27215	METAL WORKS PERTH	31/08/2018	3,657.50
		SIGNAGE		
EF114880	27217	CROTHERS CONSTRUCTION PTY LTD	31/08/2018	416,473.19
		BUILDING CONSTRUCTION SERVICES		
EF114881	27238	AUTO INGRESS PTY LTD	31/08/2018	421.20
		SERVICE AUTO DOORS		
EF114882	27241	LANDSCAPE ELEMENTS PTY LTD	31/08/2018	41,729.67

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		LANDSCAPING SERVICES		
EF114883	27242	KP ELECTRIC (AUSTRALIA) PTY LTD	31/08/2018	2,364.38
		ELECTRICAL SERVICES		
EF114884	27243	ARJOHUNTLEIGH PTY LTD	31/08/2018	324.50
		SUPPLY, REPAIRS HEALTH EQUIPEMNT		
EF114885	27244	XTREME BOUNCE PARTY HIRE	31/08/2018	782.00
		AMUSEMENT HIRE		
EF114886	27246	VEALE AUTO PARTS	31/08/2018	962.80
		SPARE PARTS MECHANICAL		
EF114887	27250	TREVOR PHILLIPS & ASSOCIATES	31/08/2018	900.00
		SURVEYING		
EF114888	27253	SOUTH WEST CORRIDOR DEVELOPMENT FOUNDATION INCORPORATED.	31/08/2018	14,025.00
		FACILITATION		
EF114889	27261	TUDOR HOUSE	31/08/2018	359.00
		FLAGS & BANNERS		
EF114890	27269	INTEGRAPAY PTY LTD	31/08/2018	12,179.17
		PAYMENT PROCESSING		
EF114891	27274	FORTH CONSULTING PTY LTD	31/08/2018	3,520.00
		ENGINEERING SERVICES		
EF114892	27288	URBIS	31/08/2018	2,750.00
		CONSULTANCY - PROPERTY		
EF114893	27289	FUELTECH CONSULTING PTY LTD	31/08/2018	23,496.00
		CONSULTANCY		
EF114894	27298	MY MEDIA INTELLIGENCE PTY LTD	31/08/2018	1,342.13
		MEDIA MONITORING		
EF114895	27303	SEBEL PTY LTD	31/08/2018	14,807.10
		FURNITURE		
EF114896	27308	JATU CLOTHING & PPE PTY LTD	31/08/2018	532.06
		CLOTHING PPE		
EF114897	27325	NATIONAL TRADE SUPPLIER	31/08/2018	676.50
		BUILDING MODIFICATIONS & EDITIONS		
EF114898	27333	SAFETY SOLUTIONS WA PTY LTD	31/08/2018	5,016.00
		SAFETY SERVICES OHS		
EF114899	27334	WESTCARE PRINT	31/08/2018	9,842.80
		PRINTING SERVICES		
EF114900	27345	BELLROCK PROTECTIVE SECURITY SERVICES	31/08/2018	26,903.00
		SECURITY SERVICES		
EF114901	27351	PROGRAMMED PROPERTY SERVICES	31/08/2018	2,227.50
		PROPERTY MAINTENANCE		
EF114902	27371	AFFIRMATIVE GROUP 3	31/08/2018	462.00
		PAVING SERVICES		
EF114903	27374	SOUTHERN CROSS CLEANING	31/08/2018	6,348.38
		COMMERCIAL CLEANING		
EF114904	27381	FIT FOR LIFE EXERCISE PHYSIOLOGY	31/08/2018	1,980.00
		EXERCISE CLASSES		
EF114905	27384	SIFTING SANDS	31/08/2018	3,602.50
		SAND CLEANING		
EF114906	27385	PROGRAMMED ELECTRICAL TECHNOLOGIES	31/08/2018	13,813.30
		ELECTRICAL SERVICES		
EF114907	27392	AXIS MAINTENANCE SERVICES PTY LTD	31/08/2018	2,493.55
		MAINTENANCE		
EF114908	27396	ANKEET MEHTA SPEARWOOD NEWSPAPER ROUND DELIVERY	31/08/2018	423.47
		NEWSPAPER DELIVERY		
EF114909	27401	EMPRISE MOBILITY PTY LTD	31/08/2018	4,243.00
		MOBILITY EQUIPMENT		
EF114910	27403	FREEDOM FAIRIES PTY LTD	31/08/2018	675.00
		AMUSEMENT		
EF114911	27422	LITTLE HAWK FREQ	31/08/2018	365.75
		CATERING		
EF114912	27423	MECHANICAL PROJECT SERVICES PTY LTD	31/08/2018	3,516.70
		AIRCONDITIONING SERVICES		
EF114913	27432	LG SOLUTIONS PTY LTD	31/08/2018	8,250.00
		FINANCIAL SERVICES		
EF114914	27437	PB RETICULATION & MAINTENANCE SERVICES PTY LTD	31/08/2018	1,807.85
		IRRIGATION SERVICES		
EF114915	27438	ERTECH PTY LTD	31/08/2018	700,641.45
		ENGINEERING CIVIL		
EF114916	27448	SELECTRO SERVICES PTY LTD	31/08/2018	825.00
		ELECTRICAL		
EF114917	27456	SECUREPAY PTY LTD	31/08/2018	284.63

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		PAYMENT SOLUTIONS		
EF114918	27466	GREG NORMAN GOLF COURSE DESIGN PTY LTD	31/08/2018	28,875.00
		DESIGN CONSULTING		
EF114919	27477	J P PROMOTIONS PTY LTD	31/08/2018	336.06
		PROMOTIONAL GOODS		
EF114920	27488	MALAGA PRINT & COPY	31/08/2018	1,919.50
		PRINTING SERVICES		
EF114921	27493	PERITAS CIVIL PTY LTD	31/08/2018	6,987.75
		CONSULTANCY		
EF114922	27495	BEST CONSULTANTS	31/08/2018	5,240.40
		CONSULTANCY		
EF114923	27499	HODGE COLLARD PRESTON ARCHITECTS	31/08/2018	32,560.00
		ARCHITECTS		
EF114924	27502	FLOTH PTY LTD	31/08/2018	3,300.00
		CONSULTANCY - HYDRAULIC ENGINEERING		
EF114925	27507	TJS SERVICES GROUP PTY LIMITED	31/08/2018	53,378.41
		CLEANING SERVICES		
EF114926	27508	AUSTRALIA WIDE INVESTIGATIONS (AWI)	31/08/2018	447.70
		INVESTIGATION SERVICES		
EF114927	27509	PRINCIPLE ENGINEERING SERVICES	31/08/2018	20,026.05
		MAINTENANCE TO BOWLING CLUB SCOREBOARDS		
EF114928	27510	PLASTIC WELDING WA	31/08/2018	3,205.40
		WELDING SERVICES		
EF114929	27512	AGENT SALES & SERVICES PTY LTD	31/08/2018	3,060.75
		POOL CHEMICALS		
EF114930	27516	VOLLEYBALL WA	31/08/2018	7,298.30
		SPORTING ACTIVITY VOLLEYBALL		
EF114931	27518	KYOCERA DOCUMENT SOLUTIONS AUSTRALIA PTY LTD	31/08/2018	4,551.40
		PHOTOCOPYING MACHINES		
EF114932	27523	ROBERT LAWRENCE TOOHEY	31/08/2018	3,712.50
		HIGH PRESSURE CLEANING		
EF114933	27524	DAVID WILLS AND ASSOCIATES	31/08/2018	701.25
		ENGINEERING SERVICES		
EF114934	27525	CASTLEDINE GREGORY	31/08/2018	7,892.50
		LAW AND MEDIATION		
EF114935	27528	MONSIDO PTY LTD	31/08/2018	6,545.00
		COMPUTER SOFTWARE		
EF114936	27532	NQPETRO WA PTY LTD	31/08/2018	29,667.11
		FUEL EQUIPMENT SPECIALIST		
EF114937	27533	CATHEDRAL OFFICE PRODUCTS PTY LTD	31/08/2018	4,426.40
		PINBOARDS, WHITEBOARDS, CHALKBOARDS		
EF114938	27535	THE FOREVER PROJECT PTY LTD	31/08/2018	275.00
		CONSULTANCY		
EF114939	27536	PAPERCLIP DESIGNS	31/08/2018	1,380.00
		GRAPHIC DESIGN		
EF114940	27539	JASMIN CARPENTRY & MAINTENANCE	31/08/2018	1,083.85
		CARPENTRY		
EF114941	27540	PERTH DART CENTRE	31/08/2018	1,346.40
		DART EQUIPMENT		
EF114942	27541	JH COMPUTER SERVICES PTY LTD	31/08/2018	74,089.40
		COMPUTER HARDWARE, SOFTWARE		
EF114943	27544	FORT LOCKS	31/08/2018	1,909.90
		LOCKSMITH		
EF114944	27545	VANGUARD GRAFX	31/08/2018	260.00
		REAL ESTATE MARKETING		
EF114945	27546	BPA ENGINEERING	31/08/2018	7,128.00
		CONSULTANCY - ENGINEERING		
EF114946	27548	STANDING FORK	31/08/2018	2,438.00
		CATERING		
EF114947	27552	BICYCLE PARTS WHOLESALE	31/08/2018	2,774.27
		BICYCLE PART		
EF114948	27554	RAINBOW RIDGE NURSERY	31/08/2018	4,400.00
		PLANT NURSERY		
EF114949	27566	THUROONA SERVICES	31/08/2018	1,196.80
		ASBESTOS REMOVAL		
EF114950	27570	2XM FINANCE PTY LTD	31/08/2018	1,587.31
		RECRUITMENT		
EF114951	11867	KEVIN JOHN ALLEN	31/08/2018	2,613.67
		MONTHLY COUNCILLOR ALLOWANCE		
EF114952	12740	MAYOR LOGAN HOWLETT	31/08/2018	11,325.83

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EF114953	19059	MONTHLY COUNCILLOR ALLOWANCE CAROL REEVE-FOWKES	31/08/2018	2,613.67
EF114954	20634	MONTHLY COUNCILLOR ALLOWANCE LEE-ANNE SMITH	31/08/2018	4,465.00
EF114955	23339	MONTHLY COUNCILLOR ALLOWANCE STEPHEN PRATT	31/08/2018	2,613.67
EF114956	25353	MONTHLY COUNCILLOR ALLOWANCE PHILIP EVA	31/08/2018	2,613.67
EF114957	26696	MONTHLY COUNCILLOR ALLOWANCE CHAMONIX TERBLANCHE	31/08/2018	2,613.67
EF114958	27326	MONTHLY COUNCILLOR ALLOWANCE MICHAEL SEPAROVICH	31/08/2018	2,613.67
EF114959	27327	MONTHLY COUNCILLOR ALLOWANCE CHONTELLE SANDS	31/08/2018	2,613.67
EF114960	27475	MONTHLY COUNCILLOR ALLOWANCE LARA KIRKWOOD	31/08/2018	2,613.67
EF114961	99996	MONTHLY COUNCILLOR ALLOWANCE SWAN PATIOS	31/08/2018	147.00
EF114962	99996	RATES REFUND NATALIE HAYNES	31/08/2018	30.00
EF114963	99996	RATES REFUND GOLDEN ESTATE PROPERTY PARTNERS	31/08/2018	2,683.31
EF114964	99996	RATES REFUND DIANE LA ROSA	31/08/2018	129.44
EF114965	99996	RATES REFUND JOSEPHINE BOOTH	31/08/2018	850.50
EF114966	99996	RATES REFUND PROPERTY NOM PTY LTD ATFT SUCCESS LAND U	31/08/2018	15,840.00
EF114967	99996	RATES REFUND JULIE KULESSA	31/08/2018	150.00
EF114968	99996	RATES REFUND DOUG WATERS	31/08/2018	147.00
EF114969	99996	RATES REFUND COLETTE BEWSEY	31/08/2018	1,000.00
EF114970	99996	RATES REFUND ANDRAS AND ANTONIA ULLAGA	31/08/2018	702.56
EF114971	99996	RATES REFUND RICK LORETO	31/08/2018	390.00
EF114972	99996	RATES REFUND COLIN AND JODIE SEARLE	31/08/2018	3,000.00
EF114973	99996	RATES REFUND JAIME SHARP	31/08/2018	1,300.00
EF114974	99996	RATES REFUND REBECCA BARRON	31/08/2018	1,496.32
EF114975	99996	RATES REFUND INGRID PIETRONIRO	31/08/2018	2,000.00
EF114976	99996	RATES REFUND I & S TUIA	31/08/2018	1,157.52
EF114977	99996	RATES REFUND ITALIA TUIA	31/08/2018	945.00
EF114978	99996	RATES REFUND KAILI CHEN	31/08/2018	100.00
EF114979	99996	RATES REFUND FREMANTLE OCTOPUS PTY LTD	31/08/2018	477.00
EF114980	99996	RATES REFUND AUSTRALIAN OUTDOOR LIVING	31/08/2018	147.00
EF114981	99996	RATES REFUND CELEBRATION NOMINEES PTY LTD	31/08/2018	159.35
EF114982	99996	RATES REFUND MNG SURVEY	31/08/2018	73.00
EF114983	99996	RATES REFUND SETTLE WISE CONVEYANCING	31/08/2018	146.00
EF114984	99996	RATES REFUND JOHN TOPLER	31/08/2018	2,000.00
EF114985	10352	RATES REFUND COCKBURN BOWLING & RECREATION CLUB	31/08/2018	2,500.00
EF114986	23250	GRANTS & DONATIONS DEPARTMENT OF PLANNING	31/08/2018	7,021.00
EF114987	88888	DAP APPLICATIONS & DAP FEES ADCO CONSTRUCTIONS PTY LTD	31/08/2018	23,300.00

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		BOND REFUND		
EF114988	88888	PROFESSIONAL RECOVERY SERVICES	31/08/2018	9,747.72
		BOND REFUND		
EF114989	88888	LEE WATSON	31/08/2018	1,000.00
		BOND REFUND		
EF114990	99997	KEVIN JAMES HORSLEY	31/08/2018	153.00
		PEN FEE REFUND REQUEST - K HOARSLEY		
EF114991	99997	LYNETTE HANUSH	31/08/2018	50.00
		COMPOST BIN REBATE- L.HANUSH		
EF114992	99997	ROSALIND EVANS	31/08/2018	483.57
		ARC REFUND MEMBERSHIP CANCELLATION		
EF114993	99997	G A & M DE LARGIE	31/08/2018	80.00
		SKIN CANCER SCREENING REIMBURSEMENT - G		
EF114994	99997	BEELIAR SPIRIT SOCCER CLUB	31/08/2018	150.00
		KIDSPORT - KS024536 - F.NAIM		
EF114995	99997	CARIA FORTUNA	31/08/2018	3,393.50
		COUNCIL CONTRIBUTION - C.FORTUNA		
EF114996	99997	ANTHONY STOCK	31/08/2018	3,188.00
		CARRYOVER REFUND REQUEST - A STOCK		
EF114997	99997	G & S BRADSHAW	31/08/2018	392.43
		REIMBURSEMENT OF NEW TITLE VALUATION COS		
EF114998	99997	KRISTEEN MELLING	31/08/2018	50.00
		COMPOST BIN REBATE - KRISTEEN MELLING		
EF114999	99997	LEE-ANNE GRIFFIN	31/08/2018	50.00
		COMPOST BIN REBATE - LEE-ANNE GRIFFIN		
EF115000	99997	HAMMOND PARK JUNIOR FOOTBALL CLUB	31/08/2018	410.00
		KIDSPORT-KS024154 - 3 CHILDREN		
EF115001	99997	LOURISE ELLERY	31/08/2018	50.00
		COMPOST BIN REBATE - L ELLERY		
EF115002	99997	ANAI'S PAGES	31/08/2018	50.00
		COMPOST BIN REBATE - A PAGES		
EF115003	99997	HEATHER DRANSFIELD	31/08/2018	50.00
		COMPOST BIN REBATE - H DRANSFIELD		
EF115004	99997	IAN WRIGHT	31/08/2018	50.00
		COMPOST BIN REBATE - I WRIGHT		
EF115005	99997	FIONA CAPLETON	31/08/2018	39.90
		COMPOST BIN REBATE - F CAPLETON		
EF115006	99997	FREMANTLE PCYC	31/08/2018	165.00
		KIDSPORT INV: KS024549 AMANI MWANIKI		
EF115007	99997	DAYA RAM ADHIKARI	31/08/2018	50.00
		COMPOST BIN REBATE - DAYA RAM		
EF115008	99997	KIN SUM LI	31/08/2018	50.00
		COMPOST BIN REBATE - KIN SUM LI		
EF115009	99997	PIOTR RUTKOWSKI	31/08/2018	50.00
		COMPOST BIN REBATE - PIOTR RUTKOWSKI		
EF115010	99997	BENJAMIN WILDY	31/08/2018	50.00
		COMPOST BIN REBATE - BENJAMIN WILDY		
EF115011	99997	IRENE COLLINS	31/08/2018	50.00
		COMPOST BIN REBATE - IRENE COLLINS		
EF115012	99997	ROSEMARY VAN	31/08/2018	50.00
		COMPOST BIN REBATE - ROSEMARY VAN		
EF115013	99997	FRED STANDEN	31/08/2018	50.00
		COMPOST BIN REBATE - FRED STANDEN		
EF115014	99997	DANIEL EARL	31/08/2018	50.00
		COMPOST BIN REBATE - DANIEL EARL		
EF115015	99997	JACOB HARDIE	31/08/2018	50.00
		COMPOST BIN REBATE - JACOB HARDIE		
EF115016	99997	PENELOPE O'BRIEN	31/08/2018	50.00
		COMPOST BIN REBATE - PENELOPE O'BRIEN		
EF115017	99997	LEANNE GRAHAM	31/08/2018	50.00
		COMPOST BIN REBATE - LEANNE GRAHAM		
EF115018	99997	ANTHONY LAFACE	31/08/2018	50.00
		COMPOST BIN REBATE - ANTHONY LAFACE		
EF115019	99997	JAMIE COLLIS	31/08/2018	50.00
		COMPOST BIN REBATE - JAMIE COLLIS		
EF115020	99997	FREMANTLE AND DISTRICTS RUGBY LEAGUE	31/08/2018	225.00
		KIDSPORT INV: KS024657 X 2 CHILDREN		
EF115021	99997	MIRKO HESSEL	31/08/2018	50.00
		COMPOST BIN REBATE - MIRKO HESSEL		
EF115022	99997	NAYAN FRANCE	31/08/2018	50.00

Payment Ref.	Account No.	Account/Payee	Date	Value
EF115023	99997	COMPOST BIN REBATE - NAYAN FRANCE THE FREMANTLE CITY FOOTBALL CLUB	31/08/2018	165.00
EF115024	99997	KIDSPORT INV KS024422 - F YAMULEMYEH BALCATT VOLLEYBALL CLUB	31/08/2018	150.00
EF115025	99997	KIDSPORT INV KS024367 - M NICHOLLS JORGE COCKBURN CITY SOCCER CLUB	31/08/2018	220.00
EF115026	99997	KIDSPORT INV KS024272 - T STARKEY FREMANTLE CITY DOCKERS JUNIOR FC INC.	31/08/2018	300.00
EF115027	99997	KIDSPORT - KS024440- 2 CHILDREN FREMANTLE PCYC	31/08/2018	165.00
EF115028	99997	KIDSPORT INV KS024655 FREMANTLE LAWN TENNIS CLUB	31/08/2018	150.00
EF115029	99997	KIDSPORT INV KS024430 - B DUNDAS PERTH BASKETBALL ASSOCIATION	31/08/2018	165.00
EF115030	99997	KIDSPORT-KS024145- L. OROZ COCKBURN CITY SOCCER CLUB	31/08/2018	440.00
EF115031	99997	KIDSPORT - KS024256 - 2 CHILDREN FREMANTLE CITY DOCKERS JUNIOR FC INC.	31/08/2018	300.00
EF115032	99997	KIDSPORT - KS024083 - 2 CHILDREN FREMANTLE CITY DOCKERS JUNIOR FC INC.	31/08/2018	150.00
EF115033	99997	KIDSPORT - KS024663 - T.BRASSAT HANNAH MCLAY	31/08/2018	300.00
EF115034	99997	CROSSOVER CONTRIBUTION - H MCLAY MATTHEW CRUMP	31/08/2018	300.00
EF115035	99997	CROSSOVER CONTRIBUTION - M CRUMP FREDIRICK DE CHAVEZ	31/08/2018	300.00
EF115036	99997	CROSSOVER CONTRIBUTION - F DE CHAVEZ CAROLINA PAREDES DIETZ	31/08/2018	300.00
EF115037	99997	CROSSOVER CONTRIBUTION - C PAREDES DIETZ KYM M BLOFFWITCH	31/08/2018	300.00
EF115038	99997	CROSSOVER CONTRIBUTION - K BLOFFWITCH JANDAKOT JETS JUNIOR FOOTBALL CLUB INC	31/08/2018	273.00
EF115039	99997	KIDSPORT INV - KS024770 TOBIAS RYAN	31/08/2018	50.00
EF115040	99997	COMPOST BIN REBATE - TOBIAS RYAN CALEB JONGELING	31/08/2018	50.00
EF115041	99997	COMPOST BIN REBATE - CALEB JONGELING ROBERTA BUNCE	31/08/2018	87.04
EF115042	99997	REIMBURSEMENT FOR LUNCH BUNCE R IVAN JAKOVICH	31/08/2018	100.00
EF115043	99997	SENIOR SECURITY SUBSIDY SCHEME KATICA MATELJAN	31/08/2018	200.00
EF115044	99997	SENIOR SECURITY SUBSIDY SCHEME LILIAN MCMILLAN	31/08/2018	80.00
EF115045	99997	SENIOR SECURITY SUBSIDY SCHEME RONALD DAVISON	31/08/2018	100.00
EF115046	99997	SENIOR SECURITY SUBSIDY SCHEME BEELIAR COMMUNITY VOICE INC.	31/08/2018	135.00
EF115047	99997	DELEGATED AUTHORITY LGACS7 ANN FOSTER	31/08/2018	200.00
EF115048	99997	SENIOR SECURITY SUBSIDY SCHEME ADELINA VIOLANTI	31/08/2018	200.00
EF115049	99997	SENIOR SECURITY SUBSIDY SCHEME COCKBURN CITY SOCCER CLUB INC	31/08/2018	440.00
EF115050	99997	KIDSPORT INV: KS024776 X 2 CHILDREN JETS BASKETBALL CLUB INC	31/08/2018	150.00
EF115051	99997	KIDSPORT INV: KS024775 DANIELLE JACOBY WAPCYC - FREMANTLE	31/08/2018	165.00
EF115052	99997	KIDSPORT INV: KS024786 MAKAYLA KICKETT KARDINYA JUNIOR FOOTBALL CLUB	31/08/2018	35.00
EF115053	99997	KIDSPORTS INV: KS024785 ANGUS MONTGOMERY WINNACOTT KATS JUNIOR FOOTBALL CLUB INC	31/08/2018	150.00
EF115054	99997	KIDSPORT INV - K3024805 PHOENIX LACROSSE CLUB	31/08/2018	300.00
EF115055	99997	KIDSPORT INV - KS024803 KARDINYA NETBALL CLUB INC.	31/08/2018	150.00
EF115056	99997	KIDSPORT INV - KS024840 DIANNE JURINOVICH	31/08/2018	40.00
EF115057	99997	BIRD BATH REBATE ADAM PARKER	31/08/2018	37.50

Payment Ref.	Account No.	Account/Payee	Date	Value
		BIRD BATH REBATE		
EF115058	99997	ATO DIRECT CREDIT ACCOUNT	31/08/2018	3,357.75
		UNDERGRADUATE CONTRIBUTION - COLIN CROWE		
EF115059	99997	BRETT MCEWIN	31/08/2018	449.24
		TRAVEL RELATED EXPENSES - B MCEWIN		
EF115060	99997	ZURICH AUSTRALIAN INSURANCE LTD	31/08/2018	1,000.00
		CLAIM NO. 638021184		
EF115061	99997	NEWTON PRIMARY SCHOOL	31/08/2018	390.91
		DONATION TO SCHOOLS FOR SAND		
EF115062	99997	ATWELL PRIMARY SCHOOL	31/08/2018	389.09
		DONATION TO SCHOOLS FOR SAND		
EF115063	99997	CLIFF MCKINLEY	31/08/2018	45.00
		EMPLOYEE REIMBURSEMENT - CLIFF		
EF115064	99997	V & R FERREIRA	31/08/2018	200.00
		CROSSOVER CONTRIBUTION - FERRERIA		
EF115065	99997	TRISTAN FAZIO	31/08/2018	2,279.00
		REIMBURSEMENT OF FEES - TRISTAN FAZIO		
EF115066	99997	ADAM PARKER	31/08/2018	34.04
		COMPOST BIN REBATE - ADAM PARKER		
EF115067	99997	PAVAL SILICH	31/08/2018	50.00
		COMPOST BIN REBATE - PAVAL SILICH		
EF115068	99997	SHEILA OAKLEY	31/08/2018	50.00
		COMPOST BIN REBATE - SHEILA OAKLEY		
EF115069	99997	COCKBURN BASKETBALL ASSOCIATION	31/08/2018	834.35
		SPORT EQUIPMENT GRANT #94		
EF115070	99997	LG COMPLIANCE	31/08/2018	250.00
		LG COMPLIANCE GROUP SEMINAR X2 ATTENDEES		
EF115071	99997	COCKBURN CRICKET CLUB GABE PUCA	31/08/2018	1,000.00
		SPORTS EQUIPMENT GRANT #99		
EF115072	99997	JANDAKOT CRICKET CLUB MARIO BAEI	31/08/2018	1,000.00
		SPORTS EQUIPMENT GRANT #101		
EF115073	99997	JANDAKOT PARK CRICKET CLUB MARIO BAEI	31/08/2018	4,000.00
		MCWG 2018/7936620		
EF115074	99997	JANDAKOT RURAL LANDOWNERS INC.	31/08/2018	1,116.00
		LGACS7 AND INCORPORATION FEE		
EF115075	99997	ROBERTA BUNCE	31/08/2018	106.11
		REIMBURSEMENT FOR LUNCH		
EF115076	99997	UWA PAEDIATRIC EXERCISE PROGRAMS	31/08/2018	165.00
		KIDSPORT INVOICE - KS024826		
EF115077	99997	COOGEE BASKETBALL CLUB INC	31/08/2018	265.00
		KIDSPORT INVOICE - KS024833		
EF115078	99997	CHILDRENS MEDICAL RESEARCH INSTITUTE	31/08/2018	510.00
		JEANS FOR GENES DAY		
EF115079	99997	JOSEPHINE BOOTH	31/08/2018	46.30
		SOCIAL CLUB LUNCH REIMBURSE - J BOOTH		
EF115080	99997	REBECCA BOWEN	31/08/2018	83.30
		SOCIAL CLUB LUNCH REIMBURSE - R BOWEN		
EF115081	99997	ANNA LEE	31/08/2018	15.00
		SOCIAL CLUB LUNCH REIMBURSE - A LEE		
EF115082	99997	MARIE JORDAN	31/08/2018	24.95
		SOCIAL CLUB LUNCH REIMBURSE - M JORDAN		
EF115083	99997	BARNABAS SUGUTT	31/08/2018	72.90
		STAFF LUNCH REIMBURSE - B SUGUTT		
EF115084	99997	PAUL PFIGU	31/08/2018	45.00
		STAFF LUNCH REIMBURSE - P PFIGU		
EF115085	99997	CHRIS MCENIER	31/08/2018	45.00
		CITY TO SURF - C MCENIER		
EF115086	99997	KIERAN J BOGUMIL	31/08/2018	300.00
		CROSSOVER REBATE - K BOGUMIL		
EF115087	99997	KAUSHAL PATEL	31/08/2018	300.00
		CROSSOVER REBATE - K PATEL		
EF115088	99997	AIDAN SMITH	31/08/2018	300.00
		CROSSOVER REBATE - A SMITH		
EF115089	99997	NICHOLAS TAI FAT WAN YING CHING	31/08/2018	300.00
		CROSSOVER REBATE - W CHING		
EF115090	99997	KATHRYN GEORGE	31/08/2018	97.40
		SOCIAL CLUB LUNCH REIMBURSE - K GEORGE		
EF115091	99997	COCKBURN CHINESE COMMUNITY ASSOCIATION I	31/08/2018	2,145.00
		SMALL EVENTS SPONSORSHIP		
EF115092	99997	BEELIAR PRIMARY SCHOOL	31/08/2018	560.00

Payment Ref.	Account No.	Account/Payee	Date	Value
		DONATION FOR SAND ACS7		
EF115093	99997	DANIEL BYRNE	31/08/2018	82.40
		REIMBURSEMENT SKIN CANCER SCREENING		
EF115094	99997	COLIN LANE	31/08/2018	300.00
		REIMB PRESCRIPTION SAFETY GLASSES		
EF115095	99997	FEDERATION OF WESTERN AUSTRALIAN POLICE	31/08/2018	121.00
		KIDSPORT INVOICE - KS024831		
EF115096	99997	NATIVE ARC	31/08/2018	353.00
		DONATION RAISED BY YOUTH ADVISORY COUNCI		
EF115097	99997	SALLY PARMENTER	31/08/2018	45.00
		CITY TO SURF - S PARMENTER		
EF115098	99997	ADRIAN CHESTER	31/08/2018	45.00
		CITY TO SURF - A CHESTER		
EF115099	99997	SARA WALKER	31/08/2018	50.00
		COMPOST BIN REBATE - S WALKER		
EF115100	99997	K BEAVIS	31/08/2018	164.40
		VOLUNTEER RE - IMBURSEMENT - K BEAVIS		
EF115101	99997	J WILLIS	31/08/2018	137.86
		VOLUNTEER REIMBURSEMENT - JOHN WILLIS		
EF115102	99997	MR B J THOMPSON	31/08/2018	16.10
		PAYMENT OF UNSPENT HOME CARE FUNDS		
EF115103	99997	SPEARWOOD PRIMARY SCHOOL	31/08/2018	491.00
		DONATION		
EF115104	99997	BETH SHALOM TONGAN UNITING CHURCH	31/08/2018	200.00
		DONATION LGACS2		
EF115105	99997	COOGEE BEACH CARAVAN RESORT	31/08/2018	65.00
		BUS SUBSIDY -8/8/18		
EF115106	99997	STEPHEN ATHERTON	31/08/2018	45.00
		CITY TO SURF - S ATHERTON		
EF115107	99997	ANDREW P LEFORT	31/08/2018	45.00
		CITY TO SURF - A LEFORT		
EF115108	99997	CAROLINE LINDSAY	31/08/2018	45.00
		REIMB FOR CITY TO SURF 26/08/18		
EF115109	99997	BRETT FELLOWS	31/08/2018	45.00
		REIMB FOR CITY TO SURF 26/08/18		
EF115110	99997	BRETT FELLOWS	31/08/2018	35.00
		REIMB FOR HBF RUN FOR A REASON 27/05/18		
EF115111	99997	LINDA CHAN	31/08/2018	168.70
		REIMBURSEMENT OF LANDGATE COSTS		
EF115112	99997	TK FEZCZUR	31/08/2018	50.00
		CAT STERILISATION SUBSIDY - T FESZCZUR		
EF115113	99997	DEPARTMENT OF HUMAN SERVICES	31/08/2018	232.65
		TRANSACTION CHARGES FOR CENTREPAY		
EF115114	99997	DEPARTMENT OF HUMAN SERVICES	31/08/2018	235.62
		TRANSACTION CHARGES FOR CENTREPAY		
EF115115	99997	PHOENIX LACROSSE CLUB	31/08/2018	600.00
		KIDSPORT INV:KS025043 X 4 CHILDREN		
EF115116	99997	COCKBURN COUGARS SOFTBALL & SPORTING CLUB	31/08/2018	150.00
		KIDSPORT INV: KS024962		
EF115117	99997	JANDAKOT LAKES JUNIOR CRICKET CLUB	31/08/2018	150.00
		KIDSPORT INV: KS024937 JASON DAVEY		
EF115118	99997	YANGEBUP KNIGHTS JUNIOR BALL CLUB INC	31/08/2018	400.00
		KIDSPORT INV: KS024930 X3 CHILDREN		
EF115119	10047	ALINTA ENERGY	31/08/2018	8,274.60
		NATURAL GAS & ELECTRCITY SUPPLY		
EF115120	11794	SYNERGY	31/08/2018	133,636.70
		ELECTRICITY USAGE/SUPPLIES		
EF115121	12025	TELSTRA CORPORATION	31/08/2018	6,634.98
		COMMUNICATIONS SERVICES		
EF115122	11758	WATER CORPORATION	31/08/2018	17,395.35
		WATER USAGE / SUNDRY CHARGES		
EF115123	11760	WATER CORPORATION	31/08/2018	725.20
		SEWER EASEMENT		
		LESS CANCELLED PAYMENTS:		
EF113849		LYNETTE HANUSH	16/08/2018	-50.00
EF113832		KEVIN JAMES HORSLEY	16/08/2018	-153.00
EF113871		ROSALIND EVANS	21/08/2018	-483.57
EF113735		CITY OF COCKBURN	22/08/2018	-5,787.52

Payment Ref.	Account No.	Account/Payee	Date	Value
PAYMENT LIST TOTAL				8,457,532.33
BANK FEES AND CREDIT CARD PAYMENTS:				
BANK FEES				
MERCHANT FEES COC				
			\$	91,395.54
MERCHANT FEES SLLC				
			\$	120.77
MERCHANT FEES ARC				
			\$	2,664.46
MERCHANT FEES VARIOUS OUT CENTRES				
			\$	128.99
NATIONAL BPAY CHARGE				
			\$	11,110.49
RTGS/ACLR FEE				
NAB TRANSACT FEE				
			\$	1,744.34
MERCHANDISE / OTHER FEES				
CBA CREDIT CARD PAYMENT				
			\$	71,822.97
				178,987.56
FAMILY DAY CARE AND IN HOME CARE PAYMENTS:				
FDC PAYMENTS				
			\$	203,283.29
IHC PAYMENTS				
			\$	89,155.50
				292,438.79
PAYROLL PAYMENTS:				
COC27/07/18 Pmt 000121139550 City of Cockburn				
		2/08/2018	\$	4,101.96
COC03/08/18 Pmt 000121492624 City of Cockburn				
		8/08/2018	\$	9,315.31
COC07/08/18 Pmt 000121492857 City of Cockburn				
		8/08/2018	\$	1,282,797.73
COC25/07/18 Pmt 000121446713 City of Cockburn				
		8/08/2018	\$	12,869.00
COC07/08/18 Pmt 000121579350 City of Cockburn				
		9/08/2018	\$	3,045.35
COC10/08/18 Pmt 000121977620 City of Cockburn				
		16/08/2018	\$	5,904.25
COC15/08/18 Pmt 000122239148 City of Cockburn				
		22/08/2018	\$	17,254.64
COC21/08/18 Pmt 000122289467 City of Cockburn				
		22/08/2018	\$	1,362,056.06
COC21/08/18 Pmt 000122372008 City of Cockburn				
		23/08/2018	\$	2,011.61
COC23/08/18 Pmt 000122608841 City of Cockburn				
		28/08/2018	\$	10,552.79
COC28/08/18 Pmt 000122792313 City of Cockburn				
		30/08/2018	\$	22,964.67
				2,732,873.37
TOTAL PAYMENTS				11,661,832.05

AUGUST 2018 PAYMENTS SUMMARY**CHEQUE PAYMENTS - Nil****ELECTRONIC FUNDS TRANSFER PAYMENT – 695**

EF114419– EF115123

CANCELLED PAYMENTSEF113849
EF113832
EF113871
EF113735**VOIDED PAYMENTS - Nil**

15.2 (2018/MINUTE NO 0011) STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - AUGUST 2018

Author(s) N Mauricio

Attachments 1. Statement of Financial Activity - August 2018 [↓](#)

RECOMMENDATION

That Council:

- (1) adopt the Statement of Financial Activity and associated reports for August 2018, as attached to the Agenda; and
- (2) amend the 2018-19 Municipal Budget in accordance with the detailed schedule attached as follows:

Revenue	Increase	85,977
Expenditure	Increase	99,000
Transfer from Reserve	Increase	13,000
Budget Contingency	Decrease	86,000
Net impact on Municipal budget surplus	Increase	85,977

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

MOVED Cr C Reeve-Fowkes SECONDED Cr P Eva

That the recommendation be adopted.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 9/0

Background

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

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

1. Details of the composition of the closing net current assets (less restricted and committed assets).
2. Explanation for each material variance identified between YTD budgets and actuals.



3. Any other supporting information considered relevant by the local government.

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

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

Local Government (Financial Management) Regulations - Regulation 34 (5) states "Each financial year, a local government is to adopt a percentage or value, calculated in accordance with the AAS, to be used in statements of financial activity for reporting material variances."

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting and Council adopted at the July 2018 meeting to continue with a materiality threshold of \$200,000 for the 2018-19 financial year.

Detailed analysis of budget variances is an ongoing exercise, with necessary budget amendments either submitted to Council each month (via this report) or included in the City's mid-year budget review, as deemed appropriate.

Submission

N/A

Report

Opening Funds

The City currently has \$11.97 million in opening funds brought forward from the previous year (subject to audit), which includes \$9.56 million of municipal funding required for the carried forward works and projects. The remainder of \$2.41 million is slightly above the \$2.0 million surplus estimate in the 2018-19 adopted budget, with the variance transferred to the City's financial reserves in accordance with budget policy.

Closing Funds

The City's actual closing funds position for the month of \$110.97 million was \$6.86 million higher than the YTD budget. This result included the annual rates revenue raised in July and also reflected budget variances across the operating and capital programs as further detailed in this report.



The 2018-19 revised budget is showing a small closing surplus of \$15,900, little changed from the adopted budget.

Operating Revenue

Consolidated operating revenue of \$111.58 million was ahead of YTD budget by \$0.69 million. A significant portion of the City's operating revenue is recognised in July upon the issue of annual rates and charges. The remaining revenue, largely comprising service fees, operating grants and contributions and interest earnings from investments flows uniformly over the remainder of the year.

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

Nature or Type Classification	Actual Revenue \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Rates	100.25	100.35	(0.10)	103.70
Specified Area Rates	0.43	0.45	(0.02)	0.45
Fees & Charges	7.57	7.05	0.52	28.99
Operating Grants & Subsidies	1.93	1.98	(0.05)	10.27
Contributions, Donations, Reimbursements	0.21	0.16	0.06	1.25
Interest Earnings	1.17	0.90	0.27	4.99
Total	111.58	110.89	0.69	149.66

No material variances were identified at month end.

Operating Expenditure

Operating expenditure (including asset depreciation) of \$22.14 million was under the YTD budget by \$2.54 million.

The following table shows the operating expenditure budget variance at the nature and type level. The internal recharging credits reflect the amount of internal costs capitalised against the City's assets:

The following table shows the operating expenditure budget variance at the nature and type level. The internal recharging credits reflect the amount of internal costs capitalised against the City's assets:



Nature or Type Classification	Actual Expenses \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Employee Costs - Direct	8.03	8.46	0.43	55.12
Employee Costs - Indirect	0.11	0.16	0.05	1.57
Materials and Contracts	5.57	7.87	2.30	44.71
Utilities	0.77	0.91	0.14	5.46
Interest Expenses	0.07	0.00	(0.07)	0.71
Insurances	0.96	0.98	0.01	1.49
Other Expenses	1.38	1.05	(0.33)	9.14
Depreciation (non-cash)	5.19	5.19	0.00	31.12
Amortisation (non-cash)	0.19	0.19	0.00	1.14
Internal Recharging-CAPEX	(0.14)	(0.13)	0.01	(0.99)
Total	22.14	24.68	2.54	149.48

- Material and Contracts was collectively \$2.30 million under the YTD year budget with the identified significant variances being:
 - Aged Services spending was \$0.25 million under YTD budget, but this is due to a budget phasing issue that will be corrected next month.
 - Parks maintenance was showing an under spend of \$0.28 million, typically expected during winter.
 - Environmental area management was also underspent by \$0.36 million due to the wet winter period.
 - IT Services was under their YTD budget by \$0.43 million, mainly due to timing of payment for software support & licences fees.
 - Cockburn ARC was showing a \$0.23 million underspend across their business for service contracts.
- Other Expenses was showing an overspend against YTD budget due to the timing of the annual SMRC contribution payment of \$0.23 million one month ahead of the budget setting.



Capital Expenditure

The City's adopted budget capital spend of \$40.92 million was increased to \$64.70 million with the addition of carried forward works and projects. To the end of the month, actual spending was \$3.94 million, which was \$5.97 million under the YTD budget target.

The following table details this budget variance by asset class:

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	Revised Budget \$M	Commit Orders \$M
Roads Infrastructure	0.95	2.69	1.74	21.36	7.69
Drainage	0.03	0.26	0.23	1.90	0.05
Footpaths	0.09	0.26	0.16	1.89	0.06
Parks Infrastructure	1.34	2.77	1.44	13.25	1.77
Landfill Infrastructure	0.01	0.07	0.06	0.54	0.07
Freehold Land	0.01	0.12	0.11	0.70	0.00
Buildings	1.23	2.60	1.37	16.89	1.41
Furniture & Equipment	0.00	0.01	0.01	0.03	0.01
Information Technology	0.16	0.57	0.41	2.28	0.21
Plant & Machinery	0.07	0.34	0.26	4.32	0.16
Marina Infrastructure	0.05	0.23	0.18	1.55	0.30
Total	3.94	9.91	5.97	64.70	11.73

These results include the following significant project budget variances:

- Roads Infrastructure (under YTD budget by \$1.74 million) –
 - Verde Drive under by \$0.63 million
 - North Lake Road Phoenix Road (construct second right turning lane) under by \$0.61 million
 - Spearwood Ave Bridge duplication under by \$0.27 million
 - Bicycle Network construction under by \$0.29 million
 - Spearwood Ave duplication [Beeliar to Barrington] ahead by \$0.33 million



- Parks Infrastructure (under YTD budget by \$1.44 million) –
 - CY O'Connor Reserve (North) Improvements under by \$0.34 million
 - Park Development - Coogee Beach Master Plan under by \$0.21 million
- Buildings (under by \$1.37 million) –
 - Lakelands Hockey Facilities under by \$0.60 million.
 - Cockburn Bowling & Recreation Facility was under by \$0.21 million.
- Plant & Machinery (under by \$0.26 million) –
 - Light fleet replacement program was \$0.21 million under budget.

Capital Funding

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

Material variances for the month included:

- MRD Blackspot Program funding of \$0.32 million not yet received for the North Lake Road Phoenix Road (construct second right turning lane).

Reserve Transfers

- Transfers from reserves were \$2.71 million below YTD budget. This comprised funding for capital projects behind by \$3.33 million (correlating with the capital program under spend), less unbudgeted prior year grant funding carried forward of \$0.46 million (transferred from the Restricted Grants Reserve).

Cash & Investments

The closing cash and financial investment holding at month's end totalled \$186.61 million, significantly up on \$142.88 million the previous month as a result of the first instalment date for rates falling due in August.

\$113.16 million of this balance represented funds held for the City's financial reserves. The remaining \$73.45 million represented the cash funding available to meet operational liquidity requirements.



Investment Performance, Ratings and Maturity

The City's investment portfolio made a weighted annualised return of 2.74 per cent for the month, slightly up on the 2.71 per cent reported last month. Interest earnings from investments of \$0.71 million for the year outperformed the YTD budget by \$0.02 million.

The cash rate was most recently reduced at the August 2016 meeting of the Reserve Bank of Australia (by 25bp to 1.50 per cent). Markets are indicating that the next move in interest rates will most likely be up, but not until sometime in 2019 due to the prevailing economic conditions.

The majority of investments are currently held in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian and foreign owned banks. These were invested for terms ranging from six to twelve months. All investments comply with the Council's Investment Policy, other than those made under previous statutory provisions that were grandfathered by updated legislation.

The City's TD investments fall within the following Standard and Poor's short term risk rating categories. During the month, the A-2 holding increased from 43.3 percent to 51.7 percent (still comfortably below the policy limit of 60 per cent).

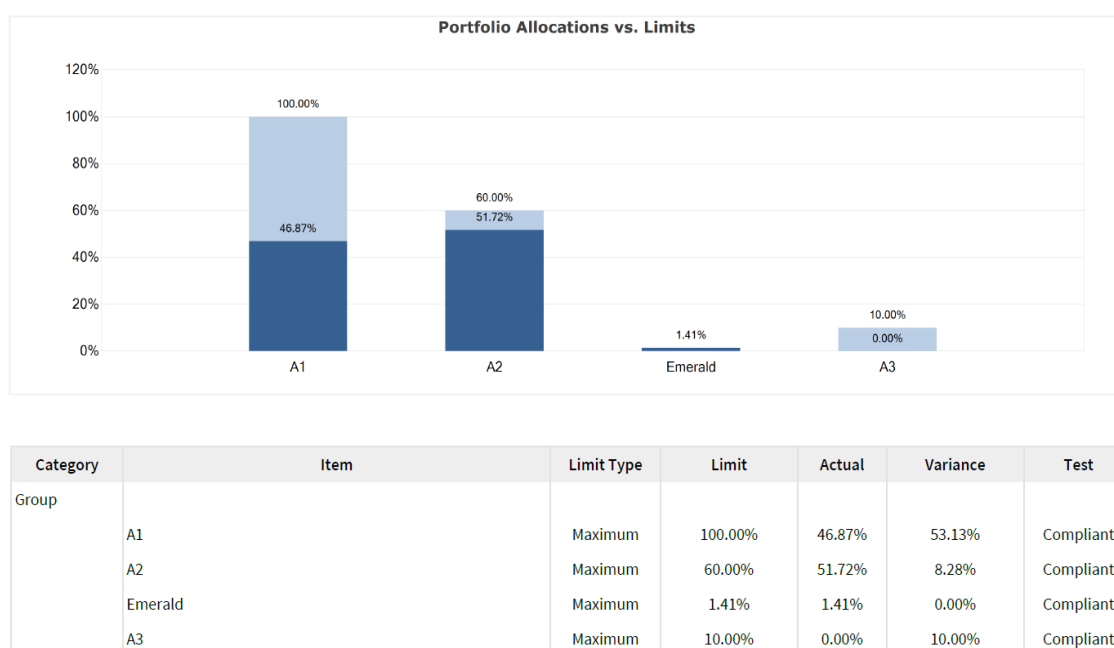


Figure 1: Portfolio allocations compared to Investment Policy limits

The current investment strategy seeks to secure the highest possible rate on offer (up to 12 months for term deposits), subject to cash flow



planning and investment policy requirements. Best value is currently being derived within the six to nine month investment range.

The City's TD investment portfolio had an average duration of 181 days or 6.0 months, up from 162 days the previous month due to investments placed during the month from rates payments. The maturity profile of the City's TD investments is graphically depicted below, showing sufficient maturities in the zero-90 days range to meet liquidity requirements:

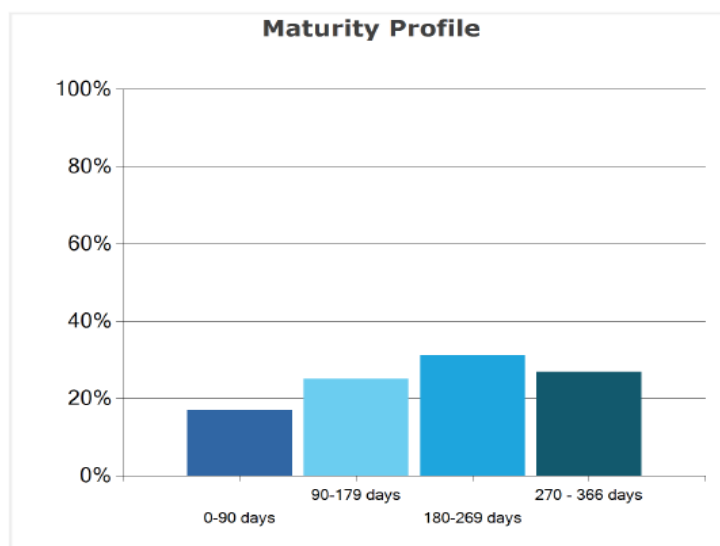


Figure 2: Council Investment Maturity Profile

Investment in Fossil Fuel Free Banks

At month end, the City held 57 per cent (\$105.5 million) of its TD investment portfolio with banks deemed free from funding fossil fuel related industries. This was up from 51 per cent (\$71.0 million) the previous month and fluctuates due to policy limits and deposit rates available at time of placement.

Rates Debt Recovery

As of 25 September, the City had collected approximately 52.2 percent of rates levied (including prior year outstanding balances) for the 2018-19 financial year. The following table shows the outstanding amounts still to collect under the various payment options:

Rates Payment Option Statistics

<i>Payment Type</i>	<i>Number Of</i>	<i>Annual Rates</i>	<i>Annual Rates Balance</i>
1. Paid in Full	20324	49,881,180.17	-8,766.79
2. Instalments	15682	43,745,112.32	31,231,568.23
3. Smart Rates	6415	12,526,894.96	11,283,892.75
4. Not Paid	5991	13,179,865.83	12,283,403.32
5. Other Plans	336	4,442,455.08	4,162,755.10
6. Legal Action	144	354,883.06	350,424.12
Total	48,892	\$124,130,391.42	\$59,303,276.73

Budget Amendments

There were a number of minor budget amendments identified during the month that require Council adoption. These items are:

- An increase to the Commonwealth Financial Assistance Grants (FAGS) income of \$85,977 (will increase budget surplus position);
- Jandakot Bushfire Building & Carpark Upgrade – cost variation of \$50,000 (funded from budget contingency);
- New spray unit for parks truck addressing a health & safety issue \$13,000 (funded from the plant replacement reserve);
- Corporate Governance furniture & equipment budget for folding machine & other items \$20,000 (funded from budget contingency);
- Demolition budget for 13 Kent Street of \$16,000 (funded from budget contingency).

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

Description of Graphs & Charts

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

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

A liquidity graph shows the level of Council's net current position (adjusted for restricted assets) and trends this against previous years. This gives a good indication of Council's capacity to meet its financial commitments over the course of the year. Council's overall cash and



investments position is provided in a line graph with a comparison against the YTD budget and the previous year's position at the same time.

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

Trust Fund

At month end, the City held \$11.89 million within its trust fund. \$6.0 million was related to POS cash in lieu and another \$5.9 million in various cash bonds and refundable deposits.

Strategic Plans/Policy Implications

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes

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

Budget/Financial Implications

The 2018-2019 adopted budget surplus of \$15,900 will increase by \$85,977 to \$101,877, due to the additional FAGS grant funding to be received.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

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

Advice to Proponent(s)/Submissioners

N/A

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

Nil.



STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 August 2018

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Operating Revenue						
Financial Services	102,573,546	102,210,986	0%	362,560 ✓	111,413,838	113,414,800
Information Services	909	250	264%	659	1,500	1,500
Human Resource Management	49,207	48,665	1%	541	292,000	292,000
Library Services	9,844	9,058	9%	787	54,346	54,346
Recreation & Community Safety	1,829,480	1,828,118	0%	1,362	13,225,760	13,184,010
Community Development & Services	1,674,865	1,758,526	-5%	(83,661)	8,500,508	8,500,008
Corporate Communications	-	2,100	-100%	(2,100)	120,865	120,865
Governance & Risk	299	133	124%	166	800	800
Statutory Planning	178,981	155,333	15%	23,648	977,000	977,000
Strategic Planning	820,409	881,042	-7%	(60,632)	3,087,944	3,087,944
Building Services	412,528	404,834	2%	7,694	1,263,000	1,263,000
Environmental Health	206,360	232,250	-11%	(25,890)	323,500	323,500
Waste Services	3,509,523	3,367,339	4%	142,184	8,130,049	8,130,049
Parks & Environmental Services	23,228	2,914	697%	20,314	1,019,080	1,019,080
Engineering Services	14,466	34,451	-58%	(19,985)	286,709	286,709
Infrastructure Services	189,676	(43,777)	-533%	233,453 ✓	961,000	961,000
	111,581,493	110,892,223	1%	689,270	149,657,899	151,616,611
Total Operating Revenue	111,581,493	110,892,223	1%	689,270	149,657,899	151,616,611
Operating Expenditure						
Governance	(686,243)	(570,617)	20%	(115,626)	(3,541,201)	(3,660,479)
Strategy & Civic Support	(172,308)	(152,863)	13%	(19,445)	(1,146,001)	(1,146,001)
Financial Services	(1,742,388)	(1,547,424)	13%	(194,964)	(6,165,893)	(6,082,779)
Information Services	(789,919)	(1,296,800)	-39%	506,881 ✓	(5,634,507)	(5,627,001)
Human Resource Management	(548,440)	(448,101)	22%	(100,339)	(2,947,112)	(2,853,188)
Library Services	(572,911)	(645,934)	-11%	73,023	(3,918,933)	(3,896,274)
Recreation & Community Safety	(2,167,079)	(2,696,421)	-20%	529,342 ✓	(16,425,634)	(16,391,491)
Community Development & Services	(1,717,678)	(1,990,429)	-14%	272,751 ✓	(12,985,017)	(12,429,539)
Corporate Communications	(401,958)	(476,815)	-16%	74,857	(3,990,774)	(3,880,774)
Governance & Risk	(37,943)	(101,272)	-63%	63,330	(479,330)	(479,330)
Statutory Planning	(185,931)	(205,815)	-10%	19,884	(1,435,141)	(1,435,141)
Strategic Planning	(320,830)	(264,938)	21%	(55,892)	(1,956,008)	(1,941,496)
Building Services	(220,058)	(242,904)	-9%	22,845	(1,637,643)	(1,637,643)
Environmental Health	(270,337)	(319,869)	-15%	49,532	(1,929,160)	(1,923,740)
Waste Services	(2,938,032)	(2,951,935)	0%	13,904	(19,941,355)	(19,593,906)
Parks & Environmental Services	(1,644,508)	(2,450,679)	-33%	806,172 ✓	(15,351,797)	(15,210,682)
Engineering Services	(1,222,909)	(1,267,389)	-4%	44,480	(7,937,632)	(7,881,865)
Infrastructure Services	(1,261,660)	(1,797,993)	-30%	536,333 ✓	(10,778,778)	(10,664,608)
	(16,901,131)	(19,428,200)	-13%	2,527,069	(118,201,916)	(116,735,938)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 August 2018

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	141,165	129,111	9%	12,054	986,570	986,570
Add: Depreciation & Amortisation on Non-Current Assets						
Computer Equipment	(168,436)	(168,436)	0%	-	(1,010,616)	(1,010,616)
Furniture and Equipment	(63,294)	(63,294)	0%	-	(379,764)	(379,764)
Plant & Machinery	(533,126)	(535,756)	0%	2,630	(3,197,550)	(3,197,550)
Buildings	(1,026,056)	(1,026,056)	0%	-	(6,156,336)	(6,156,336)
Infrastructure - Roads	(1,894,870)	(1,894,870)	0%	-	(11,369,220)	(11,369,220)
Infrastructure - Drainage	(434,734)	(434,734)	0%	-	(2,608,404)	(2,608,404)
Infrastructure - Footpaths	(235,060)	(235,060)	0%	-	(1,410,360)	(1,410,360)
Infrastructure - Parks Equipment	(666,060)	(666,060)	0%	-	(3,996,360)	(3,996,360)
Landfill Infrastructure	(189,880)	(189,880)	0%	-	(1,139,280)	(1,139,280)
Marina Infrastructure	(165,518)	(165,518)	0%	-	(993,108)	(993,108)
	(5,377,034)	(5,379,664)	0%	2,630	(32,260,998)	(32,260,998)
Total Operating Expenditure	(22,137,000)	(24,678,753)	-10%	2,541,753	(149,476,344)	(148,010,366)
Change in Net Assets Resulting from Operations	89,444,492	86,213,470	4%	3,231,023	181,554	3,606,245
Non-Operating Activities						
Profit/(Loss) on Assets Disposal						
Plant and Machinery	67,178	(137,212)	-149%	204,390 ✓	(376,772)	(410,272)
Freehold Land	-	-	0%	-	6,454,400	2,170,000
Buildings	-	-	0%	-	-	-
	67,178	(137,212)	-149%	204,390	6,077,628	1,759,728
Capital Expenditure						
Computer Equipment	(162,078)	(569,067)	-72%	406,989 ✓	(2,282,000)	(1,063,280)
Furniture and Equipment	-	(5,000)	-100%	5,000	(30,000)	(30,000)
Plant & Machinery	(71,842)	(335,000)	-79%	263,158 ✓	(4,317,000)	(4,161,000)
Land	(6,582)	(116,880)	-94%	110,298	(701,287)	-
Buildings	(1,228,496)	(2,602,169)	-53%	1,373,673 ✓	(16,885,020)	(9,362,800)
Infrastructure - Roads	(948,467)	(2,685,161)	-65%	1,736,694 ✓	(21,358,537)	(14,162,636)
Infrastructure - Drainage	(30,023)	(263,237)	-89%	233,214 ✓	(1,899,312)	(1,218,300)
Infrastructure - Footpaths	(93,900)	(257,978)	-64%	164,079	(1,893,461)	(1,187,072)
Infrastructure - Parks Equipment	(956,818)	(2,305,345)	-58%	1,348,527 ✓	(10,757,698)	(5,847,000)
Infrastructure - Parks Landscaping	(378,451)	(467,863)	-19%	89,411	(2,491,510)	(1,980,000)
Landfill Infrastructure	(11,044)	(74,990)	-85%	63,947	(538,083)	(360,000)
Note 1.	(3,936,081)	(9,908,856)	-60%	5,972,775	(64,703,908)	(40,922,088)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 August 2018

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Add: Land - Vested in Crown	-	-	0%	-	-	-
Add: Transfer to Reserves	(1,596,806)	(1,470,027)	9%	(126,778)	(45,668,530)	(31,528,907)
Add Funding from						
Non-Operating Grants and Subsidies	202,402	320,000	-37%	(117,598)	10,162,419	7,341,695
Non-Government Contributions	469,732	232,227	102%	237,505	5,118,105	2,792,000
Developers Contributions Plans: Cash	980,107	864,989	13%	115,119	5,910,000	5,910,000
Proceeds on Sale of Assets	67,178	104,000	-35%	(36,823)	8,204,900	3,887,000
Reserves	7,511,507	10,223,610	-27%	(2,712,103)	39,195,138	17,168,457
	9,230,925	11,744,826	-21%	(2,513,901)	68,590,562	37,099,152
Non-Cash/Non-Current Item Adjustments						
Depreciation on Assets	5,187,154	5,189,784	0%	(2,630)	31,121,718	31,121,718
Amortisation on Assets	189,880	189,880	0%	-	1,139,280	1,139,280
Profit/(Loss) on Assets Disposal	(67,178)	137,212	-149%	(204,390)	(6,077,628)	(1,759,728)
Loan Repayments	-	-	0%	-	(2,500,000)	(2,500,000)
Non-Current Leave Provisions	145,824	-	0%	145,824	-	-
Deferred Pensioners Adjustment	39,213	-	0%	39,213	-	-
	5,494,893	5,516,876	0%	(21,983)	23,683,370	28,001,270
Opening Funds	11,967,494	11,855,223	1%	112,271	11,855,223	2,000,000
Closing Funds	Note 2, 3. 110,672,094	103,814,297	7%	6,857,797	15,900	15,400
	-	-	-	-	-	-

Notes to Statement of Financial Activity

Note 1.

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

Assets Classification	Actuals	Commitments at Month End	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
	\$	\$			\$	\$
Computer Equipment	(162,078)	(311,450)	(473,529)	(569,067)	(2,282,000)	1,808,471
Furniture and Equipment	-	(13,950)	(13,950)	(5,000)	(30,000)	16,050
Plant & Machinery	(71,842)	(58,546)	(130,388)	(335,000)	(4,317,000)	4,186,612
Land	(6,582)	-	(6,582)	(116,880)	(701,287)	694,705
Buildings	(1,228,496)	(1,127,580)	(2,356,075)	(2,602,169)	(16,885,020)	14,528,945
Infrastructure - Roads	(948,467)	(8,839,377)	(9,787,844)	(2,685,161)	(21,358,537)	11,570,693
Infrastructure - Drainage	(30,023)	(125,064)	(155,086)	(263,237)	(1,899,312)	1,744,226
Infrastructure - Footpaths	(93,900)	(212,709)	(306,608)	(257,978)	(1,893,461)	1,586,853
Infrastructure - Parks Equipment	(956,818)	(1,156,152)	(2,112,971)	(2,305,345)	(10,757,698)	8,644,727
Infrastructure - Parks Landscaping	(378,451)	(185,443)	(563,894)	(467,863)	(2,491,510)	1,927,616
Landfill Infrastructure	(11,044)	(56,589)	(67,633)	(74,990)	(538,083)	470,450
Marina Infrastructure	(48,382)	(439,290)	(487,671)	(226,167)	(1,550,000)	1,062,329
	(3,936,081)	(12,526,150)	(16,462,231)	(9,908,856)	(64,703,908)	48,241,677

Note 2.

Closing Funds in the Financial Activity Statement are represented by:

	Actuals	YTD Revised Budget	Full Year Revised Budget	Adopted Budget
	\$	\$	\$	\$
Current Assets				
Cash & Investments	185,589,582	221,495,035	113,947,104	126,585,931
Rates Outstanding	59,671,037	3,500,000	3,500,000	3,500,000
Rubbish Charges Outstanding	536,098	-	-	-
Sundry Debtors	6,265,849	3,200,000	3,200,000	3,200,000
GST Receivable	79,872	-	-	-
Prepayments	24,404	-	-	-
Accrued Debtors	864,681	-	-	-
Stock on Hand	(7,498)	-	-	-
	253,024,024	228,195,035	120,647,104	133,285,931
Current Liabilities				
Creditors	(20,476,224)	(7,500,000)	(7,898,311)	(7,898,311)
Income Received in Advance	(1,576,390)	(1,400,000)	(1,400,000)	(1,400,000)
GST Payable	(1,364,848)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(4,184,819)	(4,000,000)	(4,000,000)	(4,000,000)
Provision for Long Service Leave	(2,609,004)	(2,400,000)	(2,400,000)	(2,400,000)
	(30,211,285)	(15,300,000)	(15,698,311)	(15,698,311)
Net Current Assets	222,812,739	212,895,035	104,948,792	117,587,620
Add: Non Current Investments	1,017,763	1,100,000	1,100,000	1,100,000
	223,830,502	213,995,035	106,048,792	118,687,620
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(113,158,408)	(110,180,737)	(125,407,712)	(118,672,220)
Deposits & Bonds Liability *	-	-	-	-
	110,672,094	103,814,297	(19,358,919)	15,400
Closing Funds (as per Financial Activity Statement)	110,672,094	103,814,297	(19,358,919)	15,400

See attached Reserve Fund Statement

* See attached Restricted Funds Analysis

Note 3.

Amendments to original budget since budget adoption. Surplus/(Deficit)

Ledger	Project/ Activity	Description	Council Resolution	Classification	Non Change (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended budget Running Balance
					\$	\$	\$	\$
		Budget Adoption		Closing Funds Surplus(Deficit)				15,400
GL	235	Cockburn Parenting Service - minor income	OCM13/9/18	Income		500		15,900
		Closing Funds Surplus (Deficit)			0	500	0	15,900

Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 August 2018

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	100,254,757	100,350,000	(95,244)	103,604,757	103,700,000	103,700,000
02 Specified Area Rates	434,915	450,000	(15,085)	434,915	450,000	450,000
05 Fees and Charges	7,574,676	7,050,374	524,302	29,513,415	28,989,112	28,988,612
10 Grants and Subsidies	1,934,696	1,983,025	(48,330)	10,226,301	10,274,630	12,233,842
15 Contributions, Donations and Reimbursements	211,047	155,769	55,278	1,304,967	1,249,689	1,249,689
20 Interest Earnings	1,171,052	903,055	267,997	5,262,464	4,994,467	4,994,467
25 Other revenue and Income	-	-	-	-	-	-
Total Operating Revenue	111,581,143	110,892,223	688,920	150,346,818	149,657,899	151,616,611
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	(8,029,346)	(8,463,600)	434,254	(54,689,628)	(55,123,882)	(55,123,882)
51 Employee Costs - Indirect Oncosts	(109,846)	(156,237)	46,391	(1,527,056)	(1,573,447)	(1,571,447)
55 Materials and Contracts	(5,574,299)	(7,874,292)	2,299,993	(42,409,178)	(44,709,171)	(43,245,692)
65 Utilities	(774,774)	(911,214)	136,440	(5,324,643)	(5,461,083)	(5,460,583)
70 Interest Expenses	(73,668)	-	(73,668)	(782,613)	(708,945)	(708,945)
75 Insurances	(964,150)	(975,000)	10,850	(1,474,150)	(1,485,000)	(1,485,000)
80 Other Expenses	(1,375,048)	(1,047,857)	(327,191)	(9,467,580)	(9,140,388)	(9,140,388)
85 Depreciation on Non Current Assets	(5,187,154)	(5,189,784)	2,630	(31,119,088)	(31,121,718)	(31,121,718)
86 Amortisation on Non Current Assets	(189,880)	(189,880)	-	(189,880)	(1,139,280)	(1,139,280)
Add Back: Indirect Costs Allocated to Capital Works	141,165	129,111	12,054	998,624	986,570	986,570
Total Operating Expenditure	(22,137,000)	(24,678,753)	2,541,753	(145,985,192)	(149,476,344)	(148,010,366)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES	89,444,142	86,213,470	3,230,673	4,361,627	181,554	3,606,245
NON-OPERATING ACTIVITIES						
11, 16 Non-Operating Grants, Subsidies and Contributions	672,133	552,227	119,907	15,400,431	15,280,524	10,133,695
18 Developers Contributions Plans: Cash	980,107	864,989	115,119	6,025,119	5,910,000	5,910,000
95 Profit/(Loss) on Sale of Assets	67,178	(137,212)	204,390	67,178	6,077,628	1,759,728
Total Non-Operating Activities	1,719,418	1,280,003	439,415	21,492,727	27,268,152	17,803,423
NET RESULT	91,163,560	87,493,473	3,670,087	25,854,354	27,449,706	21,409,668

Notes to Statement of Comprehensive Income

Note 1.

Additional information on main sources of revenue in fees & charges.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<u>Recreation & Community Safety</u>				
Recreational Services	51,499	98,930	593,580	593,580
Law and Public Safety	110,529	65,246	465,596	465,596
Cockburn ARC	1,530,039	1,550,499	11,152,830	11,152,830
	1,692,067	1,714,675	12,212,006	12,212,006
<u>Waste Services:</u>				
Waste Collection Services	2,583,479	2,484,848	2,647,216	2,647,216
Waste Disposal Services	924,880	881,900	5,479,288	5,479,288
	3,508,359	3,366,748	8,126,504	8,126,504
<u>Infrastructure Services:</u>				
Port Coogee Marina	177,176	(44,777)	955,000	955,000
	177,176	(44,777)	955,000	955,000
	5,377,602	5,036,646	21,293,509	21,293,509

Note 2.

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

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(488,952)	(377,595)	(2,451,261)	(2,451,261)
Finance & Corporate Services Division	(1,192,604)	(1,164,498)	(7,531,029)	(7,437,105)
Governance & Community Services Division	(2,911,376)	(3,187,367)	(20,903,528)	(20,997,452)
Planning & Development Division	(806,375)	(886,230)	(5,754,016)	(5,754,016)
Engineering & Works Division	(2,630,040)	(2,847,909)	(18,484,048)	(18,484,048)
	(8,029,346)	(8,463,600)	(55,123,882)	(55,123,882)

Note 3

Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(339,185)	(314,913)	(1,957,055)	(2,076,333)
Finance & Corporate Services Division	(742,174)	(1,021,191)	(4,043,270)	(3,952,650)
Governance & Community Services Division	(1,636,979)	(2,403,015)	(13,472,624)	(12,658,920)
Planning & Development Division	(183,312)	(131,670)	(1,033,323)	(1,013,391)
Engineering & Works Division	(2,672,649)	(4,003,504)	(24,202,899)	(23,544,399)
Not Applicable	0	0	0	0
	(5,574,299)	(7,874,292)	(44,709,171)	(43,245,692)

City of Cockburn - Reserve Funds

Financial Statement for Period Ending 31 August 2018

<i>Account Details</i>	<i>Opening Balance</i>		<i>Interest Received</i>		<i>t/t's from Municipal</i>		<i>t/t's to Municipal</i>		<i>Closing Balance</i>	
	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>
<i>Council Funded</i>										
Bibra Lake Management Plan	601,791	601,791	11,324	2,287	-	-	(100,000)	-	513,115	604,078
Carry Forward Projects	3,618,392	3,618,392	-	-	9,557,112	-	(10,938,249)	(2,624,067)	2,237,255	994,326
Cockburn ARC Building Maintenance	2,010,608	2,010,608	53,573	7,643	-	-	-	-	2,064,181	2,018,251
Cockburn Coast SAR	897	897	-	3	-	-	-	-	897	901
Community Infrastructure	14,879,832	14,879,832	127,034	56,449	7,298,111	-	(5,525,836)	(165,229)	16,779,141	14,771,053
Community Surveillance	903,958	903,958	23,842	3,419	200,000	-	(359,238)	(50,739)	768,562	856,639
Environmental Offset	304,512	304,512	8,033	1,158	-	-	-	-	312,545	305,669
Greenhouse Action Fund	420,432	420,432	10,790	1,598	200,000	-	(60,000)	-	571,222	422,031
HWRP Post Closure Management & Contaminated	2,324,206	2,324,206	50,489	8,834	-	-	(135,000)	(307)	2,239,695	2,332,733
Information Technology	206,565	206,565	8,388	785	200,000	-	(121,250)	-	293,703	207,350
Insurance	1,246,137	1,262,819	8,801	4,789	550,000	-	(75,000)	16,682	1,729,938	1,284,290
Land Development and Investment Fund	3,756,615	3,756,615	256,447	14,341	7,394,201	94,578	(3,000,799)	(1,202)	8,406,464	3,864,332
Major Building Refurbishment	13,093,407	13,093,407	147,574	49,770	1,500,000	-	(175,000)	-	14,565,981	13,143,177
Municipal Elections	79,037	79,037	2,977	300	-	-	-	-	82,014	79,337
Naval Base Shacks	1,078,013	1,078,013	24,153	4,098	30,635	-	-	-	1,132,801	1,082,111
Plant & Vehicle Replacement	9,373,858	9,354,672	115,183	35,597	3,350,000	-	(3,526,500)	(77,154)	9,312,541	9,313,116
Port Coogee Marina Assets Replacement	285,423	285,423	-	1,085	1,000,000	-	-	-	1,285,423	286,508
Port Coogee Special Maintenance - SAR	1,629,721	1,418,130	28,417	5,793	380,000	-	(206,833)	(47,106)	1,831,305	1,376,817
Port Coogee Waterways - SAR	92,022	92,022	8,852	350	70,000	-	(50,000)	-	120,874	92,372
Port Coogee Waterways - WEMP	1,763,151	1,763,151	43,009	6,702	-	-	(593,533)	(3,565)	1,212,627	1,766,288
Roads & Drainage Infrastructure	15,446,223	15,446,223	81,300	58,713	2,000,000	-	(5,069,894)	(528,695)	12,457,629	14,976,242
Staff Payments & Entitlements	1,709,732	1,709,732	47,023	6,499	125,000	-	(190,000)	(134,000)	1,691,755	1,582,231
Waste & Recycling	14,136,202	14,136,202	363,713	53,527	1,100,000	-	(598,083)	(11,044)	15,001,832	14,178,685
Waste Collection	2,092,296	2,092,296	66,093	7,953	1,400,000	-	(91,207)	(8,201)	3,467,182	2,092,048
Welfare Redundancies	42,634	42,634	797	162	-	-	-	-	43,431	42,796
	91,095,664	90,881,570	1,487,812	331,856	36,355,059	94,578	(30,816,422)	(3,634,625)	98,122,113	87,673,379
<i>Grant Funded</i>										
Aged and Disabled Asset Replacement	191,003	191,003	8,628	726	-	-	-	-	199,631	191,729
CIHCF Building Maintenance	6,150,813	6,150,813	5,641	23,380	1,456,941	99,725	-	-	7,613,395	6,273,918
Family Day Care Accumulation Fund	30,674	30,675	-	72	-	-	-	-	30,674	30,746
Naval Base Shack Removal	528,000	528,000	10,822	2,007	56,000	-	-	-	594,822	530,007
Restricted Grants & Contributions	4,398,719	4,532,938	-	-	-	-	(3,907,730)	(3,860,200)	490,989	672,738
Welfare Projects Employee Entitlements	506,148	708,130	9,223	2,263	-	-	-	-	515,371	710,394
	11,805,357	12,141,558	34,314	28,448	1,512,941	99,725	(3,907,730)	(3,860,200)	9,444,882	8,409,532
<i>Development Cont. Plans</i>										
Cockburn Coast DCP14	(112,255)	(112,255)	-	(427)	-	-	(40,961)	-	(153,216)	(112,681)
Community Infrastructure DCP 13	5,714,253	5,714,253	231,370	22,739	4,500,000	893,081	(4,370,495)	-	6,075,128	6,630,073
Hammond Park DCP	2,742,378	2,742,378	24,032	10,440	500,000	9,073	(6,885)	-	3,259,525	2,761,892
Munster Development	1,260,069	1,260,069	21,830	4,790	80,000	-	(8,321)	-	1,353,578	1,264,859
Muriel Court Development Contribution	257,613	257,613	179	979	350,000	-	(11,738)	-	596,054	258,592
Packham North - DCP 12	15,021	15,021	1,146	57	100,000	-	(9,379)	-	106,788	15,078

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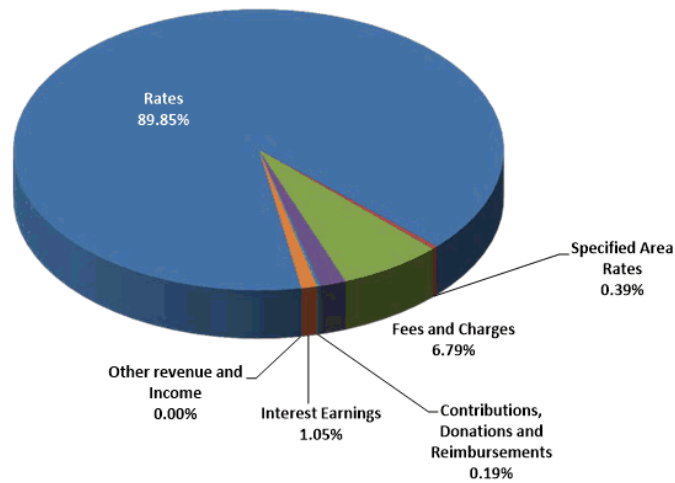
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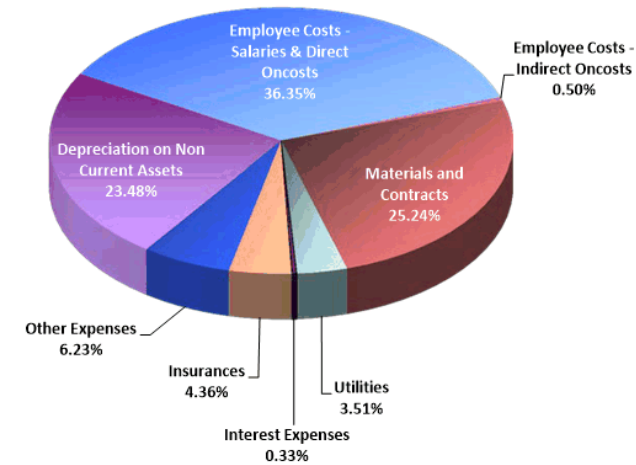


Solomon Road DCP	639,757	639,757	16,500	2,432	-	-	(5,511)	-	650,746	642,188
Success Nth Development Cont. Plans	3,282,848	3,282,848	40,540	12,479	30,000	-	(3,776)	-	3,349,612	3,295,327
Thomas St Development Cont. Plans	13,262	13,262	294	50	-	-	-	-	13,556	13,312
Wattleup DCP 10	17,141	17,141	3,394	177	250,000	63,389	(6,885)	-	263,650	80,707
Yangebup East Development Cont. Plans	1,422,610	1,422,610	18,907	5,408	-	14,565	(3,656)	-	1,437,861	1,442,582
Yangebup West Development Cont. Plans	780,602	780,602	10,212	2,967	100,000	-	(3,376)	-	887,438	783,569
	16,033,299	16,033,299	368,404	62,091	5,910,000	980,107	(4,470,986)	-	17,840,717	17,075,497
<i>Total Reserves</i>	118,934,320	119,056,427	1,890,530	422,396	43,778,000	1,174,410	(39,195,138)	(7,494,825)	125,407,712	113,158,408

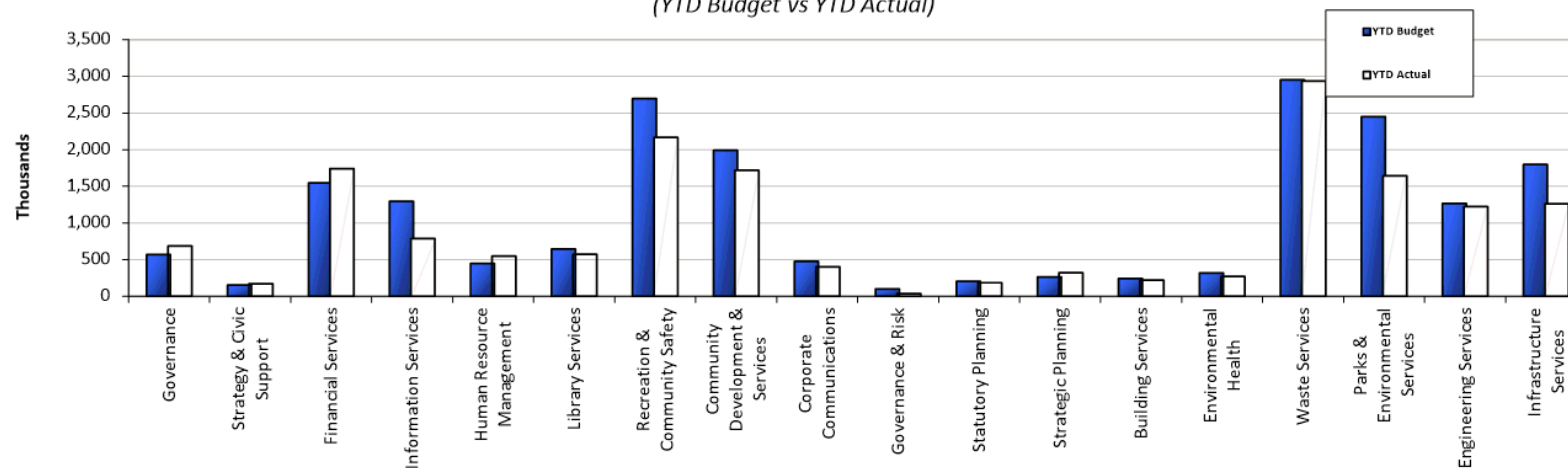
Operating Income by Nature and Type
(YTD Actual)

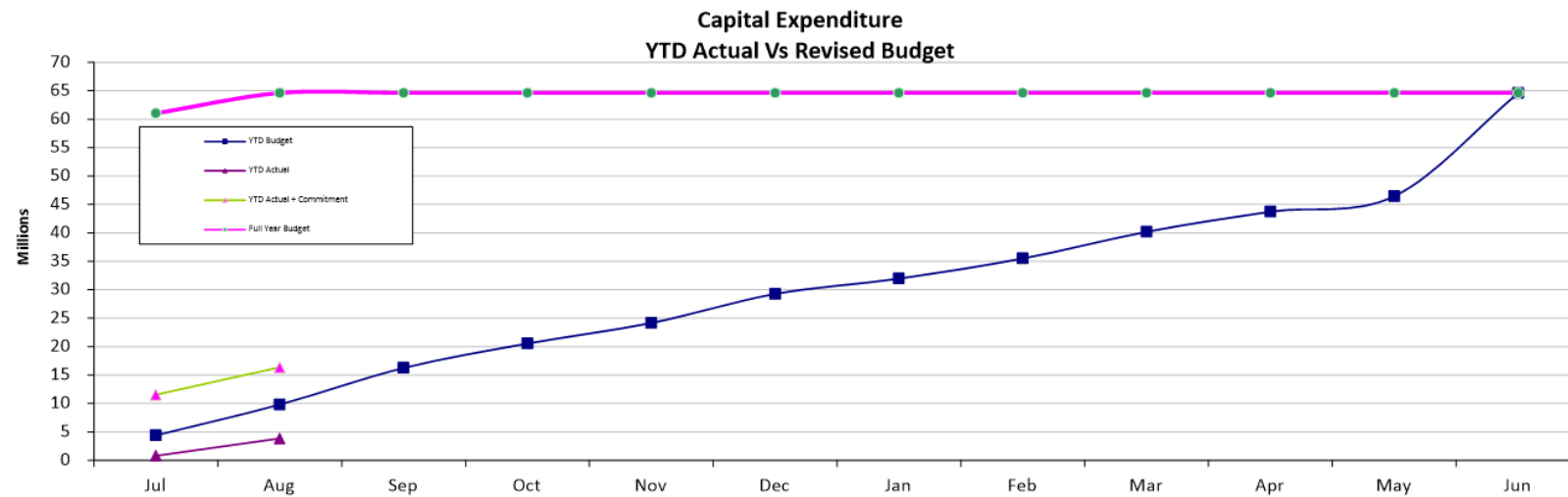
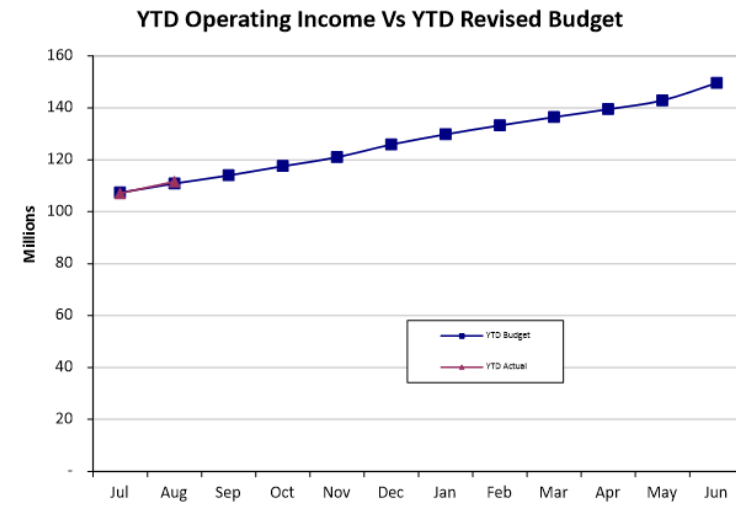
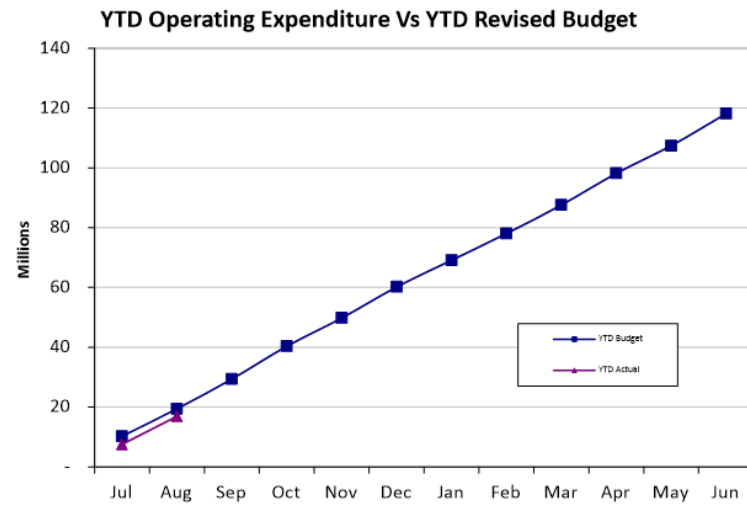


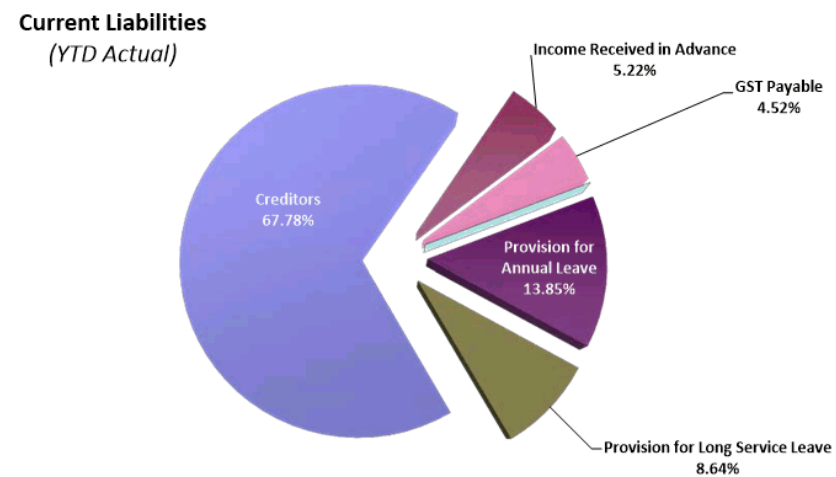
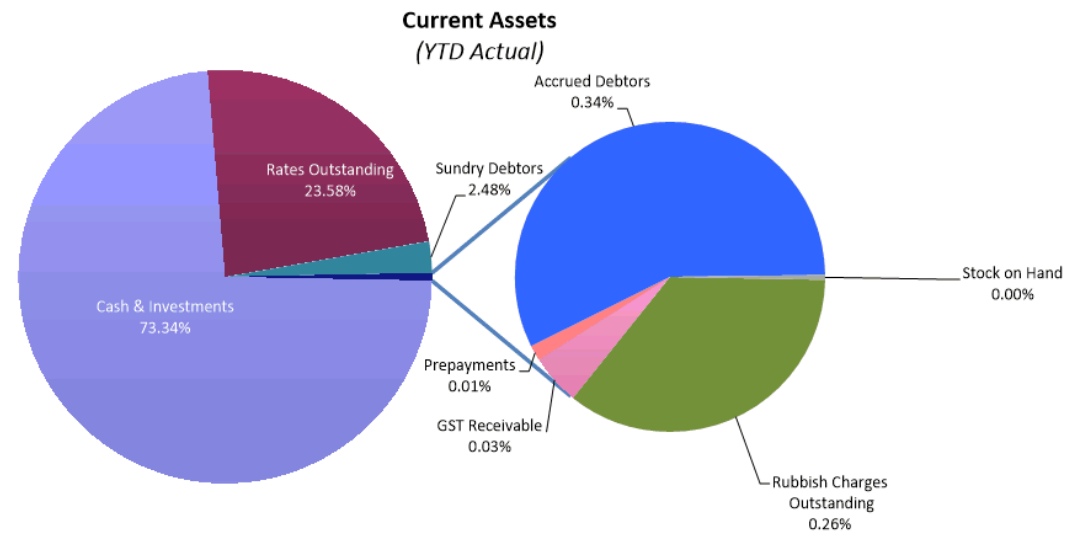
Operating Expenditure by Nature and Type
(YTD Actual)

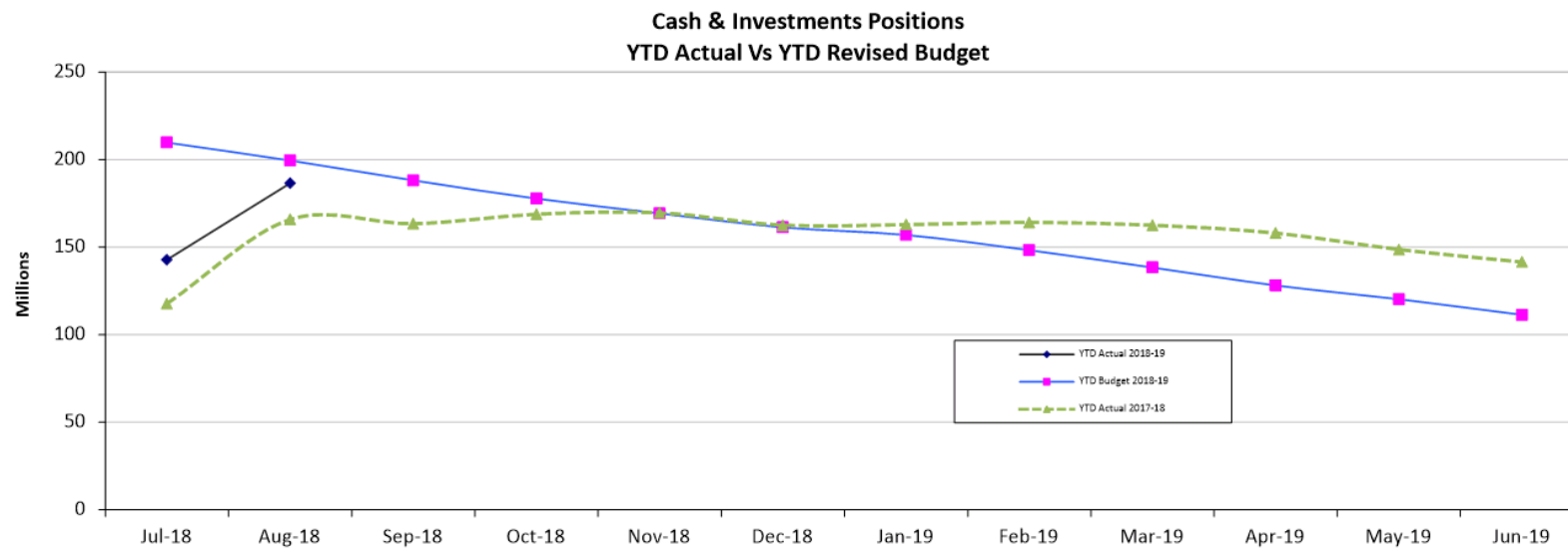
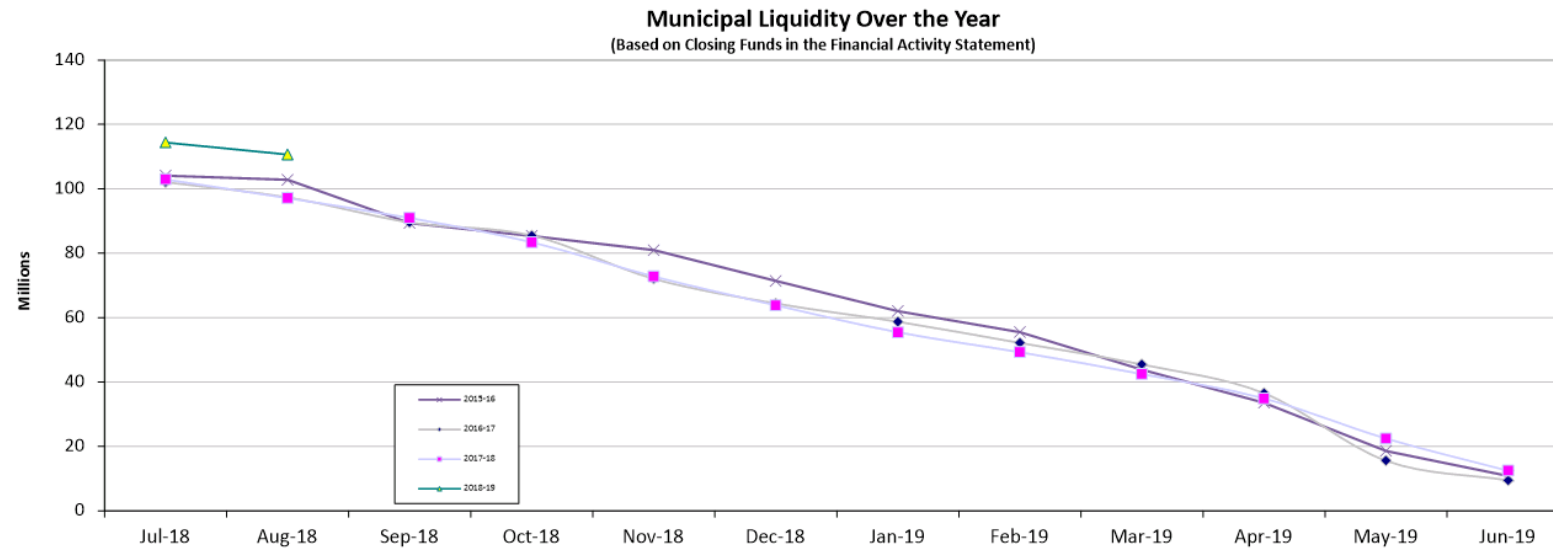


Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)









DETAILED BUDGET AMENDMENTS REPORT

for the period ended 31 August 2018

PROJECT/ACTIVITY LIST		DESCRIPTION	ADD/LESS	EXPENDITURE	TF TO RESERVE	FUNDING SOURCES			
						RESERVE	EXTERNAL	MUNICIPAL	NON-CASH
GL 105	Other General Purpose Income	Adjustments to the FAGS income	ADD				(85,977)	85,977	
CW4698	Jandakot Bushfire Building & Carpark Upgrade	Variation to initial cost funded from Contingency	ADD	50,000				(50,000)	
OP8272	Contingency Funds	To fund Jandakot Bushfire Building & Carpark Upgrade	LESS	(50,000)				50,000	
CW7845	Spray Unit attached to PL485	New spray unit required for health and safety purposes	ADD	13,000		(13,000)			
CW1098	Corporate Governance – Furniture and Equipment	General furniture & equipment funded from Contingency	ADD	20,000				(20,000)	
OP8272	Contingency Funds	To fund general furniture & equipment purchases	LESS	(20,000)				20,000	
OP6061	13 Kent Street	Demolition cost funded from Contingency	ADD	16,000				(16,000)	
OP8272	Contingency Funds	To fund demolition at 13 Kent St	LESS	(16,000)				16,000	
				13,000	0	(13,000)	(85,977)	85,977	0

15.3 (2018/MINUTE NO 0012) SALE OF LAND - LOT 7 LINKAGE AVENUE, COCKBURN CENTRAL (CITY OF COCKBURN) AND PURCHASE OF LOT 104 VETERANS PARADE COCKBURN CENTRAL (LANDCORP)

Author(s) S Downing

Attachments

1. Valuations Lot 7 Linkage Ave and Lot 104 Veterans Parade - Hemsley Paterson [↓](#)
2. Valuations Lot 7 Linkage Avenue and Lot 104 Veterans Parade - McGees [↓](#)

RECOMMENDATION

That Council

- (1) sell Lot 7 Linkage Avenue, Cockburn Central to Landcorp for \$2.284m;
- (2) purchase Lot 104 Veterans Parade, Cockburn Central from Landcorp for \$2.284m; and
- (3) advertise the sale of Lot 7 Linkage Avenue, Cockburn Central pursuant to Section 3.58 of the Local Government Act 1995.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr C Reeve-Fowkes
That Council:

- (1) as recommended;
- (2) as recommended;
- (3) as recommended; and
- (4) upon completion of (1) – (3) above, the City lobby both State and Federal Government members and ministers in order to identify and secure potential government agency tenancy commitments in the proposed administration building at Cockburn Central.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 9/0

Reason for Decision

All major cities are suffering from traffic congestion issues. It therefore follows that Government decentralisation of their respective departments into regional centres could help ease this congestion. By relocating to a transit orientated development, it would develop the sole



of Cockburn Central, develop an important income source for ratepayers and potentially develop employment opportunities for many generations to come.

Background

The City acquired Lot 7 Linkage Avenue, Cockburn Central in February 2007 for \$2.118m (all figures are exclusive of GST) from Landcorp as part of the broader release of land to coincide with the launch of the Mandurah rail line. The aim of acquiring the land was to develop a three storey civic and commercial building with a multi-storey residential apartment complex atop of the civic/commercial building. The global financial crisis intervened in 2008 which rendered the project financially unviable. The land was acquired subject to a buy back agreement with Landcorp if the site was not developed within an agreed timeframe whereby Landcorp had the right to re-acquire the land at the price the City paid to acquire the land.

The City attempted to dispose of Lot 7 Linkage Avenue in 2015 via a public disposal process (and considered a direct sale of the land or a possible joint venture with a private property developer). The public advertising process attracted no responses for either a direct sale or joint venture from any party.

Submission

N/A

Report

The recommendation of this report is to sell Lot 7 Linkage Avenue Cockburn Central back to Landcorp and purchase Lot 104 Veterans Parade, Cockburn Central (West) opposite the recently opened Cockburn ARC.



Details of the two respective lots:

Lot 7 Linkage Avenue, Cockburn Central

Size: 4,646 sqm, zoned Regional Centre in the City's Town Planning Scheme No.3.

Lot 104 Veterans Parade, Cockburn Central

Size: 4,102 sqm, zoned Regional Centre in the City's Town Planning Scheme No. 3.

Landcorp would like to see Lot 7 be developed, it being the one of the last of the major land blocks in Cockburn Central Town Centre. The City does not believe it is in a position to facilitate a development on Lot 7 due to a number of restrictions including parking. In addition, the City can't assure Landcorp of a development timetable that meet's Landcorp's aspirations for development of Lot 7.

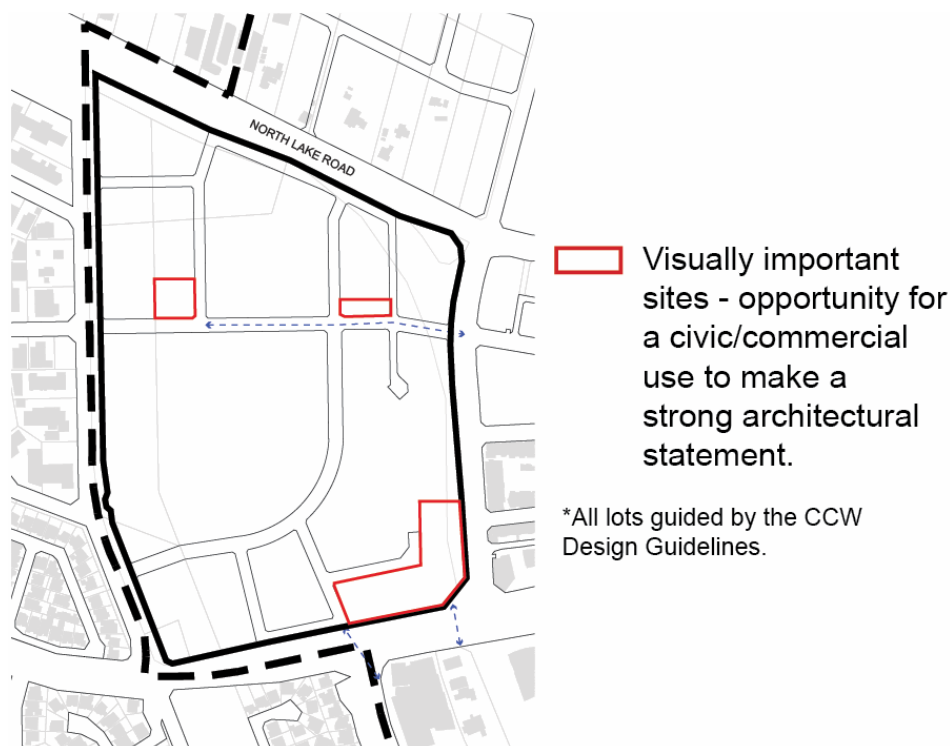
To develop Cockburn Central West, aside from the land on which the Cockburn ARC is situated, the City proposed to Landcorp to lease on a temporary basis Lot 104 Veterans Parade as an overflow carpark for the ARC prior to completion of additional parking under the power lines. The City currently leases Lot 104 Veterans Parade for \$20,000 per annum. Landcorp now wishes to sell Lot 104 to either the City of another interested third party.

Landcorp and the City has been regular communications in relation to Lot 7 and the City proposed a swap of Lots 7 for Lot 104. The aim for the purchase of Lot 104 Veterans Parade is as a future Civic and Administration Centre to drive the Cockburn Town Centre. This is



recognised in the City's *Strategic Community Plan 2016 - 2026* whereby the Council aspiration is for Cockburn Central to be the area's regional centre and ultimately develop into a Strategic Metropolitan Centre.

The City's *Cockburn Central Activity Centre Strategy* identifies Lot 104 as a key opportunity site, providing an excellent opportunity for a civic/community type use that is complementary to a residential use and would assist in reinforcing the precinct as a cultural, recreation and government services precinct.



The Activity Centre Plan also recognises that a key factor in Cockburn Central becoming an important Strategic Metropolitan Centre is providing knowledge-intensive jobs beyond the traditional service based employment. The relocation of the Administration Centre would be a major ongoing step in facilitating Cockburn Central becoming the area's regional centre by providing a catalyst for other similar employment activities to locate in the area.

Two valuations have been undertaken to determine a value for both Lot 104 Veterans Parade and Lot 7 Linkage Avenue.

Valuer and Date of Valuation	Lot 7 Linkage Avenue	Lot 104 Veterans Parade
McGees 22/6/18	\$3.16m	\$2.39m
Hemsley Paterson 20/6/18	\$2.86m	\$2.18m

The variance between the two valuers for the two lots is \$0.68m to \$0.77m. To offset the difference, Landcorp will not enforce approximately \$385,000 worth of works the City is required to undertake for the development of the Cockburn ARC site plus a payment of \$40,772 for a total adjust of \$425,772. The City will then agree subject to Council approval an exchange with a notional value of \$2.284m. The City has the value of Lot 7 Linkage Avenue on the balance sheet at \$1.8m.

The Agreement for the purchase of Lot 7 Linkage Avenue required the land to be sold back to Landcorp at the original purchase price of \$2.118m. However after negotiations with Landcorp, they have agreed to buy the lot back at valuation less the payment of obligations the City entered into for Cockburn ARC and not yet satisfied.

Overall, the City will dispose of Lot 7 Linkage Ave and purchase Lot 104 Veterans Parade at no net cost to the City nor Landcorp. In accordance with section 3.58 of the Local Government Act the City is required to publicly advertise the disposal of Lot 7 Linkage Avenue, Cockburn Central.

Strategic Plans/Policy Implications

City Growth

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

Economic, Social & Environmental Responsibility

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

Leading & Listening

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

Budget/Financial Implications

There is no cash required from the Municipal Fund or Council's Reserve to facilitate this transaction. The budget for 2018-2019 will be required to be amended to account for the proposed land swap.

Legal Implications

Section 3.58 of the Local Government Act 1995 requires the sales or disposal of Lot 7 Linkage Avenue Cockburn Central be advertised for local public notice. Should the City receive any submissions a further report will provided to Council dealing with the submissions.



Community Consultation

N/A

Risk Management Implications

Landcorp can enforce the terms of the original contract meaning the City would be obligated to sell at the original purchase price and still complete the capital land works for the areas next to the Cockburn ARC. The proposed exchange of land is in the beneficial interest of the City given the City has not been able to dispose of Lot 7 nor has it the ability to develop it.

Advice to Proponent(s)/Submitters

N/A

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

Nil.





Report & Valuation

LOT 7 LINKAGE AVENUE AND
PROPOSED LOT 104 VETERANS PARADE,
COCKBURN CENTRAL WA 6164

PREPARED UNDER INSTRUCTIONS FROM:	LANDCORP LEVEL 6, WESFARMERS HOUSE 40 THE ESPLANADE PERTH WA 6000 ATTN: ANGELO MIRCO
PREPARED BY:	HEMSLEY PATERSON LEVEL 2, CENTREPOINT TOWER 123 COLIN STREET, WEST PERTH WA 6005
DATE:	20 JUNE 2018
OUR REFERENCE:	182009
PURCHASE ORDER:	Z021655

Level 2, Centrepoint Tower, 123B Colin Street, West Perth WA 6005 | PO Box 752, West Perth WA 6872
P: (08) 9322 2070 F: (08) 6323 2361 E: reception@hemsleypaterson.com.au
www.hemsleypaterson.com.au | ABN 94 164 843 725

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

HemsleyPaterson
VALUERS & PROPERTY ADVISORS

EXECUTIVE SUMMARY

Address:	Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade, Cockburn Central WA 6164	
Client:	Attn: Angelo Mirco (Email: Angelo.Mirco@landcorp.com.au) LandCorp Level 6, Wesfarmers House 40 The Esplanade, Perth WA 6000	
Your Reference	PO Nos. Z021655	
Certificate of Title Details:	Lot 7 on Deposited Plan 51288 and contained in Certificate of Title Volume 2648 Folio 89 and Proposed Lot 104 being part of Lot 9004 on Deposited Plan 412837 and contained in Certificate of Title Volume 2940 Folio 938.	
Registered Owners:	Lot 7: City of Cockburn Proposed Lot 104: WA Land Authority	
Encumbrances:	Refer to body of report.	
Previous Sale:	Lot 7: \$2,118,576 (inclusive of GST under the margin scheme) as at 26 February 2007.	
Zoning:	Lot 7: Central Precinct & Town Square Precinct zoning under "Cockburn Central" Structure Plan. Proposed Lot 104: Mixed Use (residential, retail, commercial) zoning under "Cockburn Central West" Structure Plan.	
Property Description 'As Is':	Lot 7 is valued 'as is' and comprises a wedge-shaped lot, sloping gently downward from east to west, being cleared and vacant and positioned approximately 100 metres west of the entrance to Cockburn Central train station. Land area 4,646m ² .	
Property Description 'As If Complete':	Proposed lot 104 is valued 'as if complete', as a titled lot with services connected. It comprises a rectangular lot, currently used as a car park and being bitumen sealed and predominantly level, positioned approximately 20 metres east of transmission power lines. Land area 4,102m ² .	
Purpose of Valuation:	To provide the current market value for lot 7 Linkage Ave, Cockburn Central and proposed lot 104 Veterans Parade, Cockburn Central for the purpose of negotiating an exchange of these two lots.	
Interest Valued:	Lot 7: An estate in fee simple subject to unencumbered Certificate of Title. Proposed lot 104: An estate in fee simple subject to issue of unencumbered Certificate of Title.	
Date of Inspection & Valuation:	20 June 2018	
Date of Issue:	27 June 2018	
Market Value "As Is":	Lot 7:	\$3,150,000 (THREE MILLION, ONE HUNDRED AND FIFTY THOUSAND DOLLARS)
Market Value "As If Complete":	Proposed Lot 104:	\$2,400,000 (TWO MILLION, FOUR HUNDRED THOUSAND DOLLARS)
GST	Inclusive	
Signatories:	Valuer:  ANTHONY PITTAWAY AAPI Certified Practising Valuer Licensed Valuer No. 44746 W.A.	Countersigned:  ROWAN HEMSLEY AAPI - DIRECTOR Certified Practising Valuer Licensed Valuer No. 44445 W.A.
File Ref:	182009	

Anthony Pittaway has personally inspected the properties being valued and all investigations have been made by the inspecting valuer. The countersignatory has reviewed the valuation in accordance with company procedures and has not inspected the property.

IMPORTANT: The above Executive Summary provides a brief synopsis of the subject property and the assessment herein and must be read in conjunction with the valuation report.

Liability limited by a scheme approved under Professional Standards Legislation

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

HemsleyPaterson
VALUERS & PROPERTY ADVISORS

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Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

HemsleyPaterson
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ASSUMPTIONS, CONDITIONS AND LIMITATIONS

This valuation is made on the basis of critical assumptions, conditions and limitations which are detailed below:

- The valuation assumes there is no encroachment of "The Siding" onto Lot 7 and that the entirety of Lot 7 can be developed in accordance with the design guidelines quoted herein;
- The valuation assumes proposed lot 104 is an unencumbered, titled lot with all services connected ("as if complete");
- The valuation assumes Caveat *K245376 does not apply to Lot 7.

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

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1.0 INTRODUCTION

1.1 Valuation Instructions

Upon receiving written instructions LandCorp on 15 June 2018, we confirm having inspected and identified the subject lots contained within the Valuation Brief, which are described in more detail within this report.

Our report and valuation is provided hereunder for your information and consideration.

1.2 Interest Valued

This valuation assumes an estate in fee simple subject to unencumbered Certificate of Title for Lot 7 and an estate in fee simple subject to issue of unencumbered Certificate of Title for proposed Lot 104.

1.3 Date of Inspection & Valuation

20 June 2018

1.4 Valuer's Interest

We hereby certify that Hemsley Paterson does not have any direct, indirect or financial interest in the property described herein.

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
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2.0 TITLE PARTICULARS

2.1 Legal Description

Proposed Lot 104 Veterans Parade, Cockburn Central WA 6164

The proposed lot is yet to have an individual Certificate of Title issued. This assessment is provided on the basis that the lot is issued with an individual Certificate of Title.

Lot 7 Linkage Avenue, Cockburn Central WA 6164

Lot 7 on Deposited Plan 51288 and contained in Certificate of Title Volume 2648 Folio 89

2.2 Encumbrances

Proposed Lot 104 Veterans Parade, Cockburn Central WA 6164

The proposed lot is yet to have an individual Certificate of Title issued; for the purpose of this assessment we have assumed the proposed lot will be unencumbered.

Lot 7 Linkage Avenue, Cockburn Central WA 6164

1. *K245376 Caveat by Western Australian Land Authority Lodged 27/6/2017.

We have been instructed to value the property assuming there is no caveat on it and have therefore not searched, nor taken into consideration the content of Caveat *K245376.

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

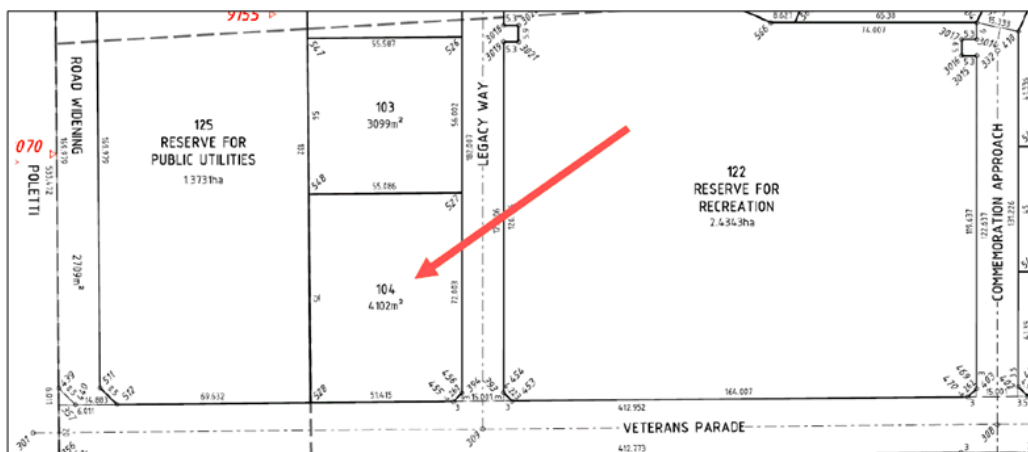
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3.0 LAND DETAILS

3.1 Site Description

Proposed Lot 104 Veterans Parade, Cockburn Central WA 6164

We have been provided with a valuation brief showing proposed lot 104 to comprise a rectangular lot, currently used as a car park and being bitumen sealed and predominantly level, positioned adjacent to (approximately 20 metres east of) transmission power lines, as shown hereunder;



Lot 7 Linkage Avenue, Cockburn Central WA 6164

Lot 7 comprises a wedge-shaped lot, sloping gently downward from east to west, being cleared and vacant and positioned approximately 100 metres west of the Cockburn Central train station entrance, as shown hereunder;



We have assumed that no high alumina cement, asbestos or other currently known prohibited or suspected materials are contained within the land or any adjoining land.

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

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3.2 Site Dimensions

Proposed Lot 104 Veterans Parade, Cockburn Central WA 6164

Veterans Parade Frontage:	51.415 metres
Legacy Way frontage:	72.003 metres
Northern Boundary:	55.086 metres
Western Boundary:	75.000 metres
Land Area:	4,102 square metres

Lot 7 Linkage Avenue, Cockburn Central WA 6164

Junction Boulevard Frontage:	75.500 metres
Signal Terrace Frontage:	76.000 metres
Linkage Avenue Frontage:	65.415 metres
Eastern Boundary:	44.549 metres
Land Area:	4,646 square metres

3.3 Site Survey

There does not appear to be any encroachments evident either by or upon the land; however a site survey has not been completed.

3.4 Services

This assessment is provided on the basis that each lot is fully serviced with all normal suburban services.

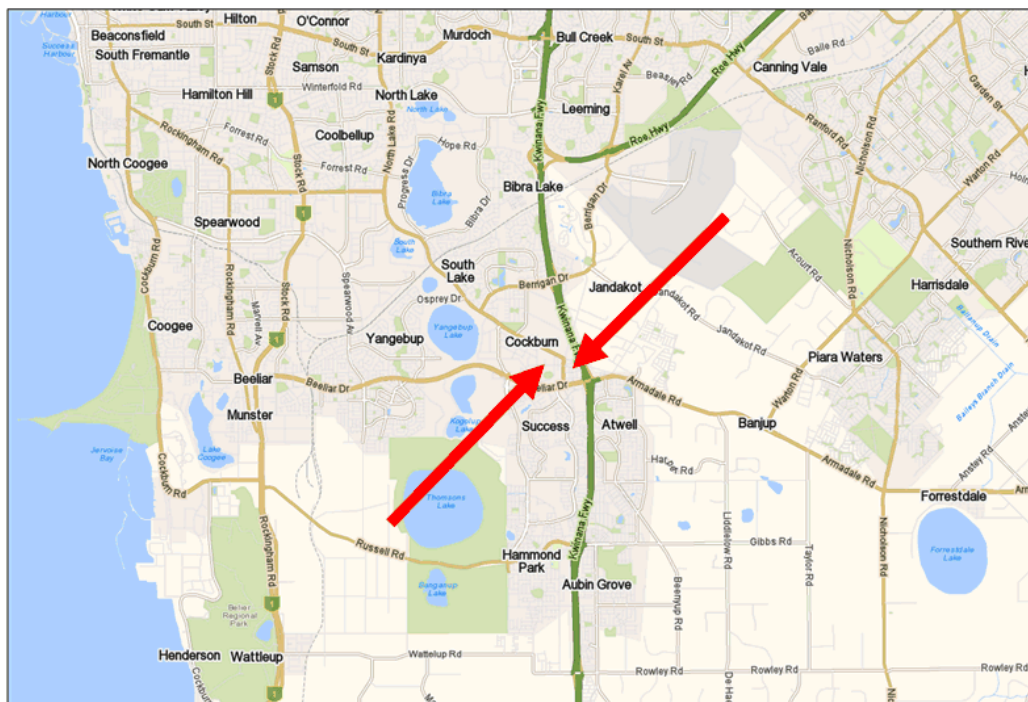
Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

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4.0 LOCATION

4.1 Situation

The subject properties are located in the southern suburb of Cockburn Central approximately 20 kilometres from the Perth CBD. More specifically, Lot 7 is bounded by Junction Boulevard, Signal Terrace and Linkage Avenue while proposed lot 104 is positioned on the north western corner of Veterans Parade and Legacy Way.



4.2 Surrounding Development

Development within the Cockburn Central area includes a vast range of commercial and retail developments, including the Cockburn Gateway Shopping Centre, various retail/showroom style developments and an expanding residential area which includes a number of high density residential and mixed-use developments.

The Cockburn Central train station is positioned at the eastern boundary of the suburb.

4.3 Road System and Access

Both properties have easy access to/from Beeliar Drive which is a major thoroughfare into Cockburn Central as it provides direct access to and from the Mitchell Freeway.

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
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5.0 ZONING AND TOWN PLANNING

5.1 Local Authority

City of Cockburn

5.2 Zoning Classification

Proposed Lot 104 Veterans Parade, Cockburn Central WA 6164

TPS3 Zoning	Development Area 23 Development Contribution Area 13 Regional Centre
Structure Plan Zoning	Mixed Use (residential, retail, commercial)
R-Code	none
Local Dev Plan	Design Guidelines--Cockburn Central West

Under the "Cockburn Central West" Structure Plan, the subject property is designated as Parcel 3 with Mixed Use (Residential/Commercial) zoning.

The objectives of the Mixed Use – Residential/Commercial zoning is to provide for the co-location and development of residential and commercial land uses to be developed within one lot or over a number of adjacent lots. Some retail development will be permitted in areas identified for active retail land uses on the Structure Plan.

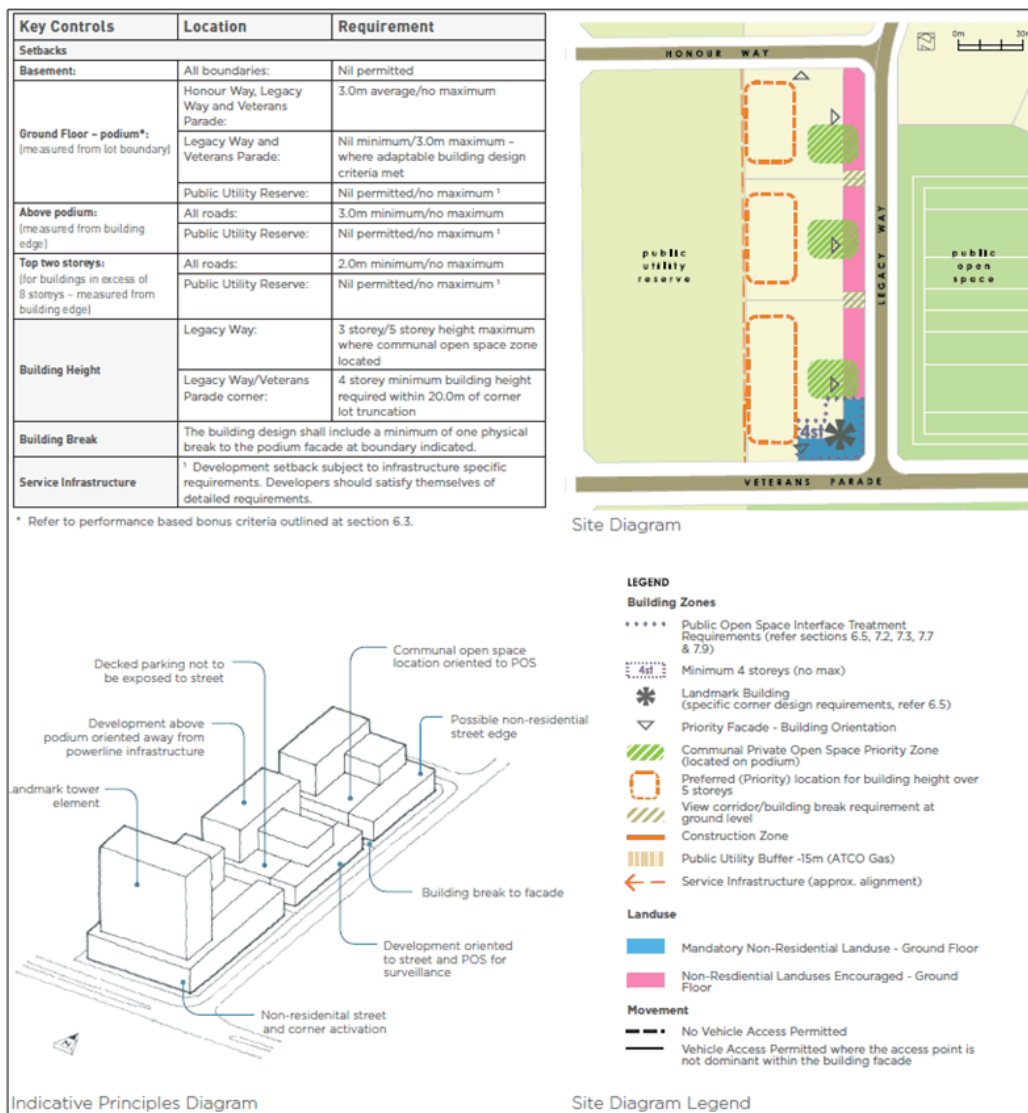
As per "Cockburn Central West" Structure Plan section 5.3 Specific Development Requirement, a maximum residential density does not apply to the Structure Plan Area and residential density codes have not been allocated and will not apply to the Structure Plan Area. The maximum building height will be guided by limitations imposed by the Jandakot Airport flight path contours. Where possible, active retail and commercial land uses are to be located at ground and/or upper levels in locations shown on the Structure Plan Map. Provision of parking is to be as per below table:

VEHICLE PARKING IN COCKBURN CENTRAL WEST	
Use Class	Minimum and Maximum Number of Car Parking Bays
Residential Dwelling Minimum (Studio, 1 or 2 bedroom)	Studio/1 Bedroom – 0.75 bays 2+ Bedroom - 1 bay/dwelling
Residential Dwelling Maximum (Studio, 1 or 2 bedroom)	Not to exceed double the minimums
Residential Dwelling Minimum (3 + bedrooms)	1 bay/dwelling
Residential Dwelling Maximum (3 + bedrooms)	2 bays/dwelling
Residential Visitor Car Parking	1 bay/4 dwellings up to 12 dwellings 1 bay/8 dwellings for 13 th dwelling and above
Retail (where the built form does not facilitate an easy transition to 'Office' use)	4 bays per 100m ² GFA
Office (where the built form does not facilitate an easy transition to 'Retail' use)	2.5 bays per 100m ² GFA
Mixed Use (where the built form facilitates alternative opportunities to 'Office' and 'Retail' uses)	3 bays per 100m ² GFA

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
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Site specific building requirements for the site are summarised in the below table and diagram. A minimum 4 storey building height applies at the corner of Veterans Parade and Legacy Way with mandatory non-residential ground floor land use applying to the area. Non-residential ground floor uses are also encouraged along the eastern boundary. A preference for a minimum 5 storey section along the western boundary exists, (adjoining transmission lines).



Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
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Lot 7 Linkage Avenue, Cockburn Central WA 6164

TPS3 Zoning	Development Area 23 Development Contribution Area 13 Regional Centre
Structure Plan Zoning	Landmark Site Mixed Use
R-Code	none
Local Dev Plan	Cockburn Central

Under the "Cockburn Central" Structure Plan, the subject property is designated as Lot 7 with Central Precinct and Town Square Precinct zoning.

As per "Cockburn Central" Structure Plan section 5.3, states the Building types envisaged for Cockburn Central Town Centre correspond with a medium to high-density urban character and includes mixed use building types and a range of multiple dwelling residential living opportunities. Buildings will generally have a nil setback for the lower three floors and upper levels appropriately set back to assist with creating a human scale at ground level and maximising sunlight in the public realm.

Section 6.1.8 states building heights are principally controlled by the Design Guidelines and the Jandakot Airport flight path contours. Although the City of Cockburn TPS No. 3 states that the density applied to the town centre is R160, the Structure Plan states that the town centre is not limited by an R coding. Built form is controlled by the Design Guidelines, general provisions of the R codes and carparking requirements. Provision of parking is as follows;

Vehicle Parking in Cockburn Central Town Centre	
Use	Parking Ratio
Residential	
Dwellings <75m ² floor area*	0.75 bays per dwelling
Dwellings >75m ² floor area*	1 bay per dwelling (with a max of 2 bays per dwelling)
*floor area excludes terraces/balconies/stores	
Visitors	10% of total number of bays (additional)
Showroom	1/50m ² gla
Shop	1/25m ² gla
Office	1/50m ² gla
Restaurant/Cafe	1 per 6 seats/persons accommodated
Mixed use (where built form facilitates an easy transition between shop, office & restaurant/cafe)	1/33m ² gla

5.3 MRS Zoning

The land is zoned Urban under the MRS.

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
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5.4 Zoning Summary

Our investigations indicate the development potential for site to be dictated by either the “Cockburn Central” or “Cockburn Central West” Structure Plans. The sites are not limited by R-coding and maximum building height will be guided by limitations imposed by the Jandakot Airport flight path contours, while the Cockburn Central Structure Plan parking constraints appear to be lower for non-residential uses. Accordingly, we have not been able to discern notable differences in zoning parameters between the two structure plans and deduce the respective structure plan design guidelines to be the main determinant of development potential.

The above information has been obtained from the City of Cockburn Central and Western Australian Planning Commission and our valuation is completed on the assumption the above information is correct and accurate. If this is not the case then we reserve the right to amend our valuation accordingly.

Our valuation has been undertaken on the assumption that each site complies with the full requirements of the law including the current zoning, land use classification, building, planning, fire and health by-laws, rules, regulations, orders and codes of all authorities. We are not town planning experts and recommend qualified advice be obtained in relation to the potential for development and the comments contained within this valuation. Should the advice vary from our interpretations noted above, the valuation should be returned for amendment or comment.

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

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6.0 ENVIRONMENTAL, HERITAGE AND CULTURAL ISSUES

6.1 Termite Activity

This valuation is subject to the subject lots being free of termite activity and damage. If at any stage, it becomes evident that the property was affected by termites at the date of valuation then we reserve the right to amend our valuation accordingly.

6.2 Soil Contamination

As a consequence of the Contaminated Sites Act 2003, a Public register is now kept in Western Australia of land that has been classified as being either contaminated – remediation required; contaminated – restricted use or remediated for restricted use.

In the process of making our assessment of the value of the property, we have carried out a basic search of the Register which disclosed that the property is not classified. We do not accept any responsibility or liability whatsoever for the accuracy of the information indicated by the search of the Register.

This valuation is made on the assumption that there is no contamination of the land for each of the subject lots.

If contamination of the land is, subsequent to our valuation, found to exist this would impact upon the assessed value resulting in a possible reduction of our valuation assessment. Our valuation has been based upon the assumption that the land is not contaminated. Finally, the valuation should be referred back to the valuer for comment should a soil survey reveal that any contamination exists.

6.3 Native Title

This assessment has been completed on the assumption that the proposed lots are not affected by the provisions of the current Commonwealth and State Legislation dealing with Aboriginal Heritage and Protection.

6.4 Heritage Issues

We have carried out a search of the inHerit database which has indicated the subject lots are not listed or considered to have historical significance by the Heritage legislation. For the purpose of this valuation we have assumed the property is unaffected by heritage issues.

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
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7.0 MARKET COMMENTARY

There are a number of factors that impact on growth in the property market in Western Australia, some of which are summarised below:

Population

Western Australia held the title of fastest growing Australian state for over a decade thanks to significant interstate and overseas migration spurred by the booming mining industry and associated job opportunities. However, growth has slowed quite dramatically as the mining downturn has led to rising unemployment and tighter economic conditions.

The state's population growth rate has increased by 0.9% over the previous year (as at September 2017) compared to a peak growth in 2012 of 3.5%. The increase in growth is having a positive impact on demand for property currently. Perth's population is expected to grow significantly in the longer term with the state government predicting that Perth will hit 3.5million people by 2050.

Unemployment

Seasonally adjusted unemployment figures for Western Australia show that the rate has increased to 6.0% in February 2018, where it was sitting at 5.8% in January 2018. This is above the national rate of 5.6% and one of the highest along with Tasmania, South Australia and Queensland.

CPI

The Consumer Price Index (CPI) measures the weighted average of the price of a hypothetical basket of consumer goods and services, these include and are not limited to items such as transportation, food and medical care. The CPI is used by the Reserve Bank and other institutions to measure inflationary pressure.

The CPI in Australia increased by 0.4% to 112.6 Index Points in the March 2018 quarter, however despite the growth, inflation remains below the RBA's target. The most significant contributors to the quarterly movement were education (+2.6%), health (+2.2%), transport (+1.1%) and alcohol/tobacco (+0.9%).

In terms of WA, Perth was under the national average for CPI growth at 110.0 Index Points, that figure reflects a slight growth over the quarter from 109.9 Index Points. The main contributors to the rise in Perth this quarter are health (+2.0%), Education (+1.8%), transport (+1.4%) and alcohol/tobacco (+0.9%).

Economic Growth

According to the Department of Jobs, Tourism, Science and Innovation, Western Australia's Gross State Product (GSP) was \$247.7 billion in 2016-17, which dropped to 14% of Australia's Gross Domestic Product (GDP). Real GSP fell to 2.7% in 2016-17, below the annual average growth of 3.9% over the last decade. Forecasts are for growth in GSP of 2.5% in 2017-18 before more significant growth in 2018/19 and beyond.

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Despite the downturn, WA's economy remains heavily reliant on the mining sector (29% of GSP) with the construction industry also playing a significant role. Mining industry gross value-added rose 24% to \$72.3 billion in 2016-17, due to a rise in volumes. Construction gross value added fell 26% to \$20.3 billion and volumes fell 2.8% in 2016-18.

Interest Rates

The official cash rate as set by the RBA has been trending down since October 2011 to reach the lowest levels in approximately 50 years. The cash rate was cut to 1.5% at the August 2016 meeting as the RBA continues to monitor low inflation rates and varying housing market conditions across the country. At the 2 May 2018 meeting, the RBA decided to leave the cash rate unchanged to help support the Australian economy by sustaining growth and achieving the inflation target over time.

As at May 2018 the inflation rate is 1.9% which sits below the RBA's target inflation of 2-3%.

In WA, the property market has seen signs of growth in some sectors of the market due to the low interest rates and falling confidence in the eastern state markets which were booming and have shown signs of slowing down in response to tightened lending conditions, particularly for investment borrowing.

Property Market

The real estate market in the Perth metropolitan area has stagnated seeing declining prices from 2014 due to an oversupply of properties both in the rental and sales markets. There are signs that the property market is stabilising, specifically in the coastal suburbs.

March 2018 quarter REIWA figures show that the median house price is \$510,000 (down from \$520,000 in December 2017 quarter). The unit market, which has been more severely impacted by growing supply and shrinking demand, showed a fall in the March 2018 quarter with the median price sitting at \$400,000 compared with \$410,000 in the December quarter.

The March 2018 quarter, median house rents slightly increases to \$360 per week from \$355 in the previous quarter with unit following suite, increasing to \$325 per week from \$320 in the previous quarter. The overall vacancy rate has dropped by 0.4% and sits at 5.1% for the 3 months to March 2018.

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
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8.0 VALUATION APPROACH

8.1 Market Value Definition

For the purpose of this valuation, "Market Value" is in accordance with the International Valuation Standards definition adopted by the Australian Property Institute as being:

"The estimated amount for which an asset or liability should exchange on the date of valuation between a willing buyer and a willing seller in an arm's length transaction after proper marketing wherein the parties had each acted knowledgeably, prudently, and without compulsion."

8.2 Highest and Best Use

A fundamental consideration when arriving at an opinion of Market Value is the concept of highest and best use, which is defined by the Australian Property Institute as:

"the most probable use of a property which is physically possible, appropriately justified, legally permissible, financially feasible and which results in the highest value of the property being valued".

Given the zoning and location of the land, the highest and best use for each lot is considered to be development in accordance with the relevant structure plans.

8.3 Methodology

The primary method of valuation for a property of this nature is the Sales Comparison approach, which involves the analysis of market transactions with adjustments made for differences between each comparable property and the subject. In arriving at an opinion of market value, we have analysed numerous market transactions, of which the most relevant have been listed below. Where possible, our investigations have also been complimented by enquiries to local real estate agents, in particular those with similar style properties currently listed for sale.

8.4 "As Is" and "As If Complete"

The following definitions from the Land Valuers Licensing Act 1978 are considered to be relevant in the assessment of the proposed development:

(a) "AS IS"

This is defined under the Land Valuers Licensing Act 1978 "Licensed Valuers Code of Conduct" as:

"a valuation that provides the current market value of the property as it currently exists rather than the value of the proposed development".

(b) "AS IF COMPLETE"

This is defined under the Land Valuers Licensing Act 1978 "Licensed Valuers Code of Conduct" as:

"a valuation that assumes the proposed development to be in a completed state as at the date of valuation and reflects current market conditions at the date of valuation".

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
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8.5 Sales Evidence

	Address	Sale Price	Sale Date	Land Area
1	Lots 115, 116 & 117 Cockburn Central West, Cockburn Central	\$6,125,000 GST Inclusive	07/2017	9,645m ²
	Comment:	Three contiguous vacant lots (Lot 115 – 3,564m ² , Lot 116 – 3,060m ² , Lot 117 – 3,021m ²) bounded by Commemoration Approach, Centenary Lane, Veterans Parade and North Lake Road. Mostly rectangular in shape, skewed northern boundary. Settlement advised to have occurred May 2018.		
	Zoning:	Mixed Use (Residential, Retail and Commercial) - "Cockburn Central West" Structure Plan.		
	Analysis: Comparison:	\$635/m ² on site area. The larger site area influences the sale rate downwards compared to both subject properties. Considered to have sold in superior market conditions (markets have declined since sale). Higher rates considered applicable to both subject sites, however after allowance for transmission power lines blight affecting proposed Lot 104, a higher rate is considered to apply to Lot 7 and a lower rate is considered to apply to proposed Lot 104.		
2	Lots 112, 113 & 114 Cockburn Central West, Cockburn Central	\$6,160,000 GST Inclusive	06/2017	11,043m ²
	Comment:	Three contiguous vacant lots (Lot 112 – 2,768m ² , Lot 113 – 2,899m ² , Lot 114 – 5,376m ²) bounded by Centenary Lane, Veterans Parade, Midgegooroo Avenue and North Lake Road. Mostly rectangular in shape, skewed northern boundary, truncated north eastern corner. No vehicular access is permitted from Midgegooroo Avenue or North Lake Road. Settlement advised to occur June 2019.		
	Zoning:	Mixed Use (Residential, Retail and Commercial) - "Cockburn Central West" Structure Plan.		
	Analysis: Comparison:	\$558/m ² on site area. The larger site area influences the sale rate downwards compared to both subject properties. Considered to have sold in superior market conditions (markets have declined since sale). Higher rates considered applicable to both subject sites, however after allowance for transmission power lines blight affecting proposed Lot 104, a higher rate is considered to apply to Lot 7 and only a slightly higher rate is considered to apply to proposed Lot 104.		
3	Lot 107 & 108 Cockburn Central West, Cockburn Central	\$3,440,000 GST Inclusive	03/2016	5,188m ²
	Comment:	Two contiguous vacant lots (Lot 107 – 2,572m ² , Lot 108 – 2,616m ²) with three street frontages to Veterans Parade, Remembrance Avenue and Service Mews. Mostly rectangular in shape. Appears to have sold in two separate transactions (Lot 107 for \$1,690,000 and Lot 108 for \$1,750,000).		
	Zoning:	Mixed Use (Residential, Retail and Commercial) - "Cockburn Central West" Structure Plan.		
	Analysis: Comparison:	\$663/m ² on site area. The larger site area influences the sale rate downwards compared to both subject properties. Considered to have sold in superior market conditions (markets have declined since sale). Higher rates considered applicable to both subject sites, however after allowance for decline in market conditions since sale, a slightly lower rate is considered to apply to Lot 7 and a lower rate is considered to apply to proposed Lot 104.		

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	Address	Sale Price	Sale Date	Land Area
4	Lots 109, 110 & 111 Cockburn Central West, Cockburn Central	\$5,370,000 GST Inclusive	12/2015	8,580m ²
	Comment:	Three contiguous vacant lots (Lot 109 – 2,723m ² , Lot 110 – 2,823m ² , Lot 111 – 3,034m ²) with three street frontages to Veterans Parade, Service Mews and Midgegooroo Avenue. Slightly irregular in shape, triangular shaped southern 'half' and mostly rectangular northern 'half'. No vehicular access is permitted from Midgegooroo Avenue.		
	Zoning:	Mixed Use (Residential/Commercial) - "Cockburn Central West" Structure Plan.		
	Analysis: Comparison:	\$626/m ² on site area. The larger site area influences the sale rate downwards compared to both subject properties. Considered to have sold in superior market conditions (markets have declined since sale). Higher rates considered applicable to both subject sites, however after allowance for transmission power lines blight affecting proposed Lot 104, a higher rate is considered to apply to Lot 7 and a lower rate is considered to apply to proposed Lot 104.		
5	28 Signal Terrace, Cockburn Central	\$2,500,000 GST Inclusive	12/2014	2,991m ²
	Comment:	Single lot with two street frontages to Signal Terrace and Points Way. Mostly rectangular in shape, corner positioned. Subsequent to sale, has received approval for 13-level mixed-used development comprising of Hampton Inn (hotel) by Hilton apartments and retail space (122 Hotel Rooms, 24 Serviced Apartments, 109 Apartments and Retail Space of 470m ²).		
	Zoning:	Town Square - "Cockburn Central" Structure Plan.		
	Analysis: Comparison:	\$836/m ² on site area. The smaller site area influences the sale rate upwards compared to both subject properties. Considered to have sold in superior market conditions (markets have declined since sale). Lower rates considered applicable to both subject sites, notwithstanding market adjustments.		
6	2 Verna Court, Cockburn Central	\$1,725,000	09/2017	8,966m ²
	Comment:	Circa 1980 single level brick and tile residential house. Given the high underlying land value, the highest and best use is considered pending redevelopment. Opposite power lines.		
	Zoning:	Residential R25 and R60. (Urban)		
	Analysis: Comparison:	\$192/m ² on site area. Inferior location north of both "Cockburn Central" and "Cockburn Central West" structure plan areas. Higher rates apply to both subject property sites.		
7	870 North Lake Road, Cockburn Central	\$5,291,000 GST Inclusive	08/2017	2.21 Ha
	Comment:	Busy road position with frontage to North Lake Road. Circa 1970s vet clinic improvements add negligible value. Opposite power lines.		
	Zoning:	Mixed Business R160, R160 and POS. (Urban)		
	Analysis: Comparison:	\$218/m ² on site area. Inferior location north of both "Cockburn Central" and "Cockburn Central West" structure plan areas. Higher rates apply to both subject property sites.		

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	Address	Sale Price	Sale Date	Land Area
8	840 North Lake Road, Cockburn Central	\$1,530,000	03/2017	6,093m ²
	Comment:	Circa 1974 single level brick and tile residential house. Given the high underlying land value, the highest and best use is considered pending redevelopment. Busy road position with frontage to North Lake Road. Opposite power lines.		
	Zoning:	Mixed Business R160, R80, R60 and POS. (Urban)		
	Analysis:	\$251/m ² on site area.		
	Comparison:	Inferior location north of both "Cockburn Central" and "Cockburn Central West" structure plan areas. Higher rates apply to both subject property sites.		
9	804 North Lake Road, Cockburn Central	\$926,000	03/2017	1,922m ²
	Comment:	Circa 1971 single level brick and tile residential house. Given the high underlying land value, the highest and best use is considered pending redevelopment. Busy road position with frontage to North Lake Road. Opposite power lines.		
	Zoning:	Mixed Business R160. (Urban)		
	Analysis:	\$482/m ² on site area.		
	Comparison:	Inferior location north of both "Cockburn Central" and "Cockburn Central West" structure plan areas. Higher rates apply to both subject property sites.		

8.6 Sales Comparison

Given the subject properties underlying zoning allows for redevelopment, the highest and best use of the site is considered to be pending redevelopment. The Sales Comparison approach is considered to be the most reliable in this instance, which involves the analysis of comparable sales evidence and adjustments made for any difference between each sale and the subject. We have analysed sales of the properties considered to be most comparable, of which the most pertinent have been listed in sales evidence. We have analysed the sales on a rate per square metre of land area.

Limited directly comparable sales have been identified in the subject area. The sales evidence provided in this report may be more than 6 months from the date of assessment and have a differing accommodation configuration to the subject property and vary by more than 15%. The limited current sales evidence available has caused a widening of the search criteria to include the most comparable sales information, where necessary, adjusted for date, size and location variations.

Comparable sales analysed from within the immediate areas are showing land rates between \$192/m² to \$836/m² of improved land area. The variances can primarily be attributed to differences in local position, site characteristics, zoning guidelines and parameters and size.

The lower parameter of value on a rate per square metre of land area is established by the sale of Lots 115, 116 & 117 Cockburn Central West, Cockburn Central showing \$635/m² in July 2017. The larger site area influences the sale rate downwards compared to both subject properties. If not for the transmission power lines blight affecting proposed Lot 104, a higher rate would be considered to apply to both subject properties.

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Cockburn Central WA 6164

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VALUERS & PROPERTY ADVISORS

The upper parameter of value on a rate per square metre of land area is established by the sale 28 Signal Terrace, Cockburn Central showing \$836/m² in December 2014. The smaller site area influences the sale rate upwards compared to both subject properties. Given the date of sale and softening market conditions since, we have made allowance for a downward adjusted sale price and then applied a lower value to the subject properties.

Accordingly, a value rate range of \$665/m² to \$690/m² has been adopted for Lot 7 and a direct comparison value of \$3,150,000 (GST Inclusive) adopted. After allowing for detrimental position of proposed lot 104 adjacent transmission power lines a value rate range of \$575/m² to \$600/m² has been adopted and a direct comparison value of \$2,400,000 (GST Inclusive) adopted. A sensitivity analysis using the adopted rates, as described, is shown hereunder.

Rate Per Square Metre of Land Area - Lot 7				
4,646 m2	@	\$ 665 /m2		\$3,089,590
		\$ 690 /m2		\$3,205,740
			Adopt:	\$3,150,000
			Shows:	\$678/m2

Rate Per Square Metre of Land Area - Proposed Lot 104				
4,102 m2	@	\$ 575 /m2		\$2,358,650
		\$ 600 /m2		\$2,461,200
			Adopt:	\$2,400,000
			Shows:	\$585/m2

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

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9.0 GOODS AND SERVICES TAX

A Goods and Services Tax (GST) was introduced into Australia in July 2000. Its application to property transactions varies under different scenarios.

The amount of GST applicable to a property can vary depending on a number of factors, including not but limited to negotiation between vendor/purchaser and number of input tax credits.

In analysing the sales and/or leasing evidence referred to herein, it is noted that we have attempted to ascertain whether or not the sale price/rental is inclusive or exclusive of Goods and Services Tax (GST). In relation to sales evidence, it is emphasised that Land Titles Offices in Australia do not currently differentiate between or record whether or not the sale price is inclusive or exclusive of GST. Where we have not been able to verify whether or not GST is included in the sale price or rental, we have assumed that the record of sales price or the rental is exclusive of GST. Should this not be the case for any particular sale or letting used as evidence, we reserve the right to reconsider our valuation.

The valuation brief provided states "The Values are to be provided both inclusive and exclusive of GST". Further, we have been advised "The City of Cockburn purchased lot 7 Linkage Ave, Cockburn Central from Landcorp in February 2007 for \$2,118,576 (inclusive of GST, under the margin scheme)". This advice has been used to calculate the margin on value of \$3,150,000 GST Inclusive. Given we have not been provided similar advice for proposed lot 104, we have used the full 10% GST for that lot. We are not taxation experts and recommend qualified advice be obtained in relation to GST liabilities and calculations. Should the advice or ATO rulings vary from our interpretations and calculations hereunder the valuation should be returned for amendment or comment, nonetheless our calculations are shown below;

Proposed Lot 104 Veterans Parade, Cockburn Central WA 6164

Valuation as at 20 June 2018 (GST Inclusive):		\$ 2,400,000
Base value for GST Margin Scheme:		\$ -
Margin:		\$ 2,400,000
GST on Margin @ 10%		\$ 218,182
Valuation as at 20 June 2018 (GST Exclusive):		\$ 2,181,818

Lot 7 Linkage Avenue, Cockburn Central WA 6164

Valuation as at 20 June 2018 (GST Inclusive):		\$ 3,150,000
Base value for GST Margin Scheme:		\$ 2,118,576
Margin:		\$ 1,031,424
GST on Margin @ 10%		\$ 93,766
Valuation as at 20 June 2018 (GST Exclusive):		\$ 3,056,234

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

HemsleyPaterson
VALUERS & PROPERTY ADVISORS

10.0 DISCLAIMERS

- Neither the whole nor any part of this valuation report, or any reference thereto, may be included in any published documents, circular or statement, nor published in part nor in full in any way without written approval from the valuer of the form and context in which it may appear.
- This valuation has been prepared in accordance with the API standards.
- This valuation is current as at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period (including as a result of general market movements or factors specific to the particular property). We do not accept liability for losses arising from such subsequent changes in value. Without limiting the generality of the above comment, we do not assume any responsibility or accept any liability where this valuation is relied upon after the expiration of three months from the date of the valuation, or such earlier date if you become aware of any factors that have any effect on the valuation.
- This valuation has been prepared for the instructing party only for negotiation purposes and is not to be used for any other purposes including but not limited to, mortgage finance purposes, managed investment funds (as referred to under the Corporations Law), deposit bonds and/or solicitors funds.
- No reliance should be placed upon this valuation in the event that the client or anyone acting on behalf of the lender undertakes and/or obtains any searches, reports, surveys and/or other responses which reveal contrary conditions or matters not addressed herein.
- In preparing this valuation the valuer has researched market evidence from various sources. While we believe the information to be accurate, not all details have been formally verified. Due to privacy laws, confidentiality agreements and other circumstances beyond our control, the valuer may not have had access to: personal details of parties involved in transactions and is therefore unable to confirm whether such dealings are arm's length transactions; information on recent transactions which are yet to become public knowledge; copies of leases/contracts to confirm rents/prices and to ascertain whether or not rents/prices are inclusive of exclusive of GST. In the event additional market evidence information becomes available regarding these circumstances this may affect the opinion expressed by the valuer. Nevertheless the valuation is based on information and market evidence reasonably available to the valuer as at the date of the valuation in accordance with usual valuation practices.

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

HemsleyPaterson
VALUERS & PROPERTY ADVISORS

11.0 VALUATION

In providing our assessment for the subject properties, regard has been given to the following relevant factors:

- The location of the sites and the surrounding land uses;
- Individual site characteristics of each lot as per plans provided;
- The area of the land, its configuration and topographical features;
- The zoning of the land;
- The assumptions contained within this report;
- The available comparable sales evidence within reasonable proximity and their sale dates; and
- The general state of the local real estate market.

PROPOSED LOT 104 VETERANS PARADE, COCKBURN CENTRAL WA 6164 "AS IF COMPLETE"

Market Value (GST Inclusive): \$2,400,000
(TWO MILLION, FOUR HUNDRED THOUSAND DOLLARS)

Market Value (GST Exclusive): \$2,182,000
(TWO MILLION, ONE HUNDRED AND EIGHTY TWO THOUSAND DOLLARS)

GST has been assessed under the standard 10% GST calculation.

LOT 7 LINKAGE AVENUE, COCKBURN CENTRAL WA 6164 "AS IS"

Market Value (GST Inclusive): \$3,150,000
(THREE MILLION, ONE HUNDRED AND FIFTY THOUSAND DOLLARS)

Market Value (GST Exclusive): \$3,056,000
(THREE MILLION AND FIFTY-SIX THOUSAND DOLLARS)

GST has been assessed under the margin scheme.

Yours faithfully
HEMSLEY PATERSON



ANTHONY PITTAWAY AAPI
Certified Practising Valuer
Licensed Valuer No. 44746 WA

Countersigned:



ROWAN HEMSLEY AAPI - DIRECTOR
Certified Practising Valuer
Licensed Valuer No. 44445 WA

Anthony Pittaway has personally inspected the property being valued and all investigations have been made by the inspecting valuer. The countersignatory has reviewed the valuation in accordance with company procedures and has not inspected the property.

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

HemsleyPaterson
VALUERS & PROPERTY ADVISORS

ANNEXURES

1. Letter of Instruction
2. Certificate of Title
3. Photographs – Proposed Lot 104
4. Photographs – Lot 7

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

HemsleyPaterson
VALUERS & PROPERTY ADVISORS

ANNEXURE 1 – INSTRUCTION

From: Angelo Mirco <Angelo.Mirco@landcorp.com.au>
Sent: Friday, 15 June 2018 11:23 AM
To: Rowan Hemsley
Cc: 'Annette Nurse'; 'Ashleigh Hemsley'
Subject: RE: Fee Proposal - Cockburn Central Valuation.

Flag Status: Flagged

Hi Rowan,

Your fee proposal has been approved, can you please proceed with the valuation as per the brief.
Your purchase order number is Z021655 which should be quoted on your invoice and marked for the attention of Will Eyres.

If you have any queries please do not hesitate to contact me.

Regards,

Angelo Mirco
Acquisitions and Disposals Manager



LANDCORP

Level 8, 40 The Esplanade Perth Western Australia 6000
T 08 9482 7824 F 08 9481 0881 M 0422 975 779 W landcorp.com.au

From: Rowan Hemsley [mailto:rowan@hemsleypaterson.com.au]
Sent: Thursday, 31 May 2018 10:23 AM
To: Angelo Mirco <Angelo.Mirco@landcorp.com.au>
Cc: 'Annette Nurse' <annette@hemsleypaterson.com.au>; 'Ashleigh Hemsley' <ashleigh@hemsleypaterson.com.au>
Subject: RE: Fee Proposal - Cockburn Central Valuation.

Hi Angelo,

Thanks again for the opportunity to provide you with a quote for these valuations.

As per the brief provided for Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade, Cockburn Central, we would be pleased to provide a market valuation of the two lots for a combined fee of \$2,250 plus GST and I would anticipate a turnaround time of 7-10 working days from receipt of your instructions.

Feel free to give me a call to discuss.

Kind regards

Rowan Hemsley AAPI CPV
Director | Hemsley Paterson

HemsleyPaterson
VALUERS & PROPERTY ADVISORS

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

HemsleyPaterson
VALUERS & PROPERTY ADVISORS

ANNEXURE 2 – CERTIFICATE OF TITLE

WESTERN



AUSTRALIA

RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

REGISTER NUMBER 7/DP51288	
DUPLICATE EDITION 2	DATE DUPLICATE ISSUED 7/7/2007

VOLUME **2648** FOLIO **89**

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 7 ON DEPOSITED PLAN 51288

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

CITY OF COCKBURN OF 9 COLEVILLE CRESCENT, SPEARWOOD

(T K245375) REGISTERED 27/6/2007

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

- *K245376 CAVEAT BY WESTERN AUSTRALIAN LAND AUTHORITY LODGED 27/6/2007.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP51288
PREVIOUS TITLE: 2647-994
PROPERTY STREET ADDRESS: 20 LINKAGE AV, COCKBURN CENTRAL.
LOCAL GOVERNMENT AUTHORITY: CITY OF COCKBURN

LANDGATE COPY OF ORIGINAL NOT TO SCALE Mon Jun 25 15:32:56 2018 JOB 57028470

Landgate
www.landgate.wa.gov.au

Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

HemsleyPaterson
VALUERS & PROPERTY ADVISORS

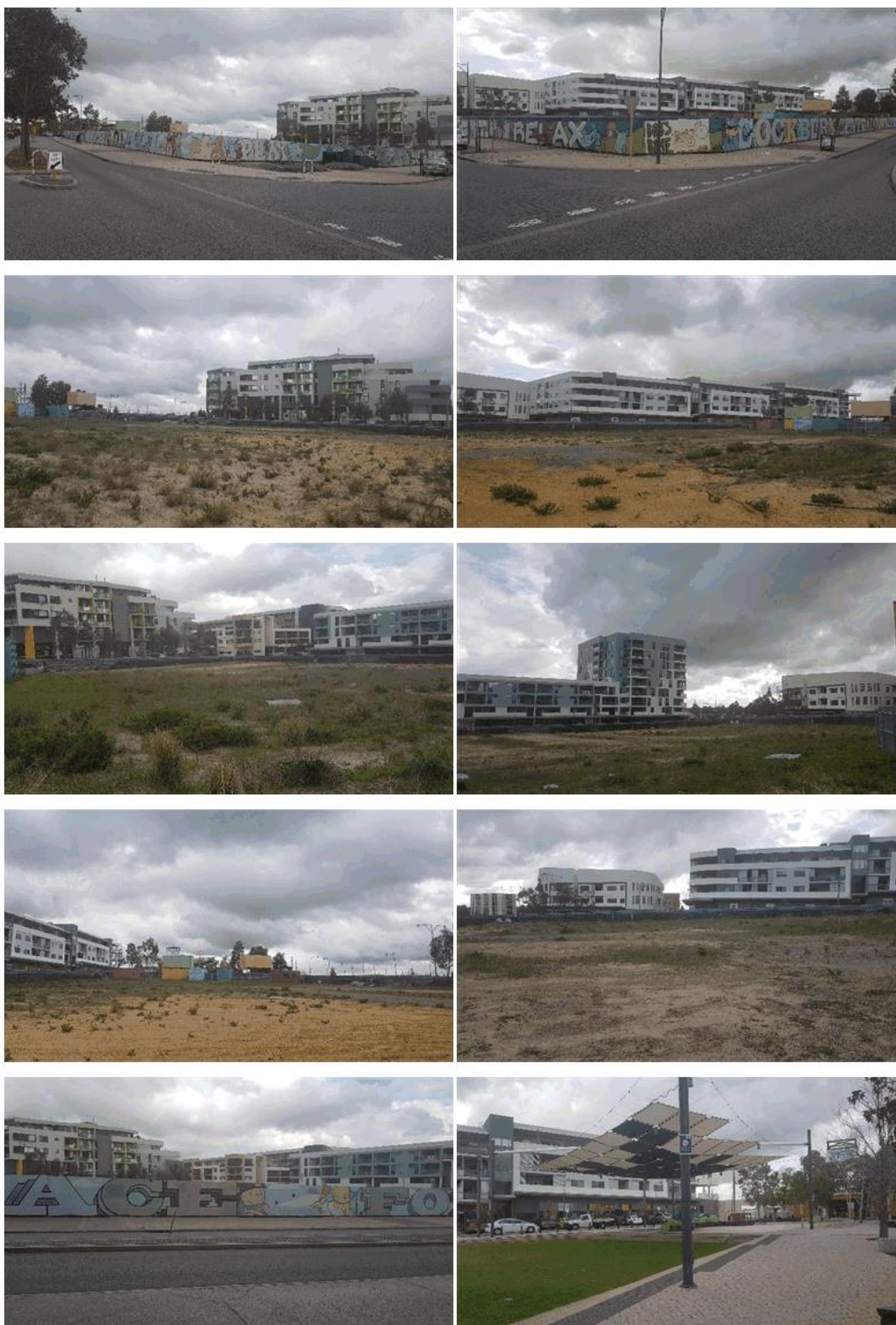
ANNEXURE 3 – PROPOSED LOT 104 PHOTOGRAPHS



Lot 7 Linkage Avenue and Proposed Lot 104 Veterans Parade,
Cockburn Central WA 6164

HemsleyPaterson
VALUERS & PROPERTY ADVISORS

ANNEXURE 4 – LOT 7 PHOTOGRAPHS



Liability limited by a scheme approved under Professional Standards Legislation

Pg 26 | REF 182009



Level 2
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PO Box 1285
West Perth WA 6872
T 08 9476 2000
F 08 9321 9203
perth@mcgees.com.au
www.mcgees.com.au

Our Ref: V152-18

28 June 2018

LandCorp
Locked Bag 5
Perth Business Centre
PERTH WA 6849

Attention: Angelo Mirco
Acquisitions and Disposals Manager

Dear Angelo

Re: Market Valuation
20 (Lot 7) Linkage Avenue, Cockburn Central
and Proposed Lot 104 Cockburn Central West, Cockburn Central

We refer to your recent instructions that we prepare a market valuation of the above properties and confirm that we have completed our inspection and investigations and submit the following report which we trust will be satisfactory for your requirements.

Yours faithfully
McGees Property

A handwritten signature in black ink, appearing to read "Wayne Srhoy".

Wayne Srhoy AAPI, Masters (Property)
Certified Practising Valuer
Licensed Valuer No. 44175
Western Australia

Directors Peter A Duffield, Damian Molony AAPI, Victor J Sankey AAPI
Liability limited by a scheme approved under Professional Standards Legislation

Sullivan Commercial Pty Ltd - Licensee
ACN 051 442 070 ABN 20 051 442 070
Licensed Real Estate Agents

Associated Offices: Adelaide • Brisbane • Darwin • Melbourne • Perth • Sydney • Victor Harbor



A Market Valuation Report prepared for

**20 (Lot 7) Linkage Avenue, Cockburn Central and
Proposed Lot 104 Cockburn Central West, Cockburn Central
Under instructions from City of Cockburn**





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Appendices:

- (1) Valuation Instruction
- (2) Valuation Brief
- (3) Certificate of Title
- (4) Deposited Plan 51288
- (5) Caveat K245376
- (6) Photographs



Executive Summary

Property Address:	20 (Lot 7) Linkage Avenue, Cockburn Central and Proposed Lot 104 Cockburn Central West, Cockburn Central.
General Description:	<p>Lot 7</p> <p>The property comprises a vacant 4,646m² lot zoned "Regional Centre".</p> <p>Proposed Lot 104</p> <p>The property comprises a vacant 4,102m² lot zoned "Regional Centre" in accordance with the City of Cockburn's Town Planning Scheme No. 3.</p>
Purpose of Valuation:	To assess the current market valuation of the above lots for potential Land Swap purposes.
Valuations:	<p>Lot 7</p> <ul style="list-style-type: none"> o Three Million Four Hundred and Eighty Five Thousand Dollars (\$3,485,000) inclusive of GST. o Three Million One Hundred and Sixty Eight Thousand One Hundred and Eighty Two Dollars (\$3,168,182) exclusive of GST. <p>Proposed Lot 104</p> <ul style="list-style-type: none"> o Two Million Six Hundred and Twenty Five Thousand Dollars (\$2,625,000) inclusive of GST. o Two Million Three Hundred and Eighty Six Thousand Three Hundred and Sixty Four Dollars (\$2,386,364) exclusive of GST. <p>The values for Proposed Lot 104 assume the lot is fully serviced and generally level to its respective street frontages.</p>
Date of Inspection:	22 June 2018.
Date of Valuation:	22 June 2018.
Senior Valuer:	Wayne Srhoy AAPI, Masters (Property) Certified Practising Valuer Licensed Valuer No. 44175 Western Australia

This Executive Summary is a brief synopsis of the property and our assessment of market value.

It is designed to provide a brief overview and must not be read in isolation, separate from our formal valuation report.

Definition of "Market Value":

The International Valuation Standards Council (and as adopted by the Australian Property Institute) defines "**Market Value**" in the *International Valuation Standards 2017* as:

"The estimated amount for which an asset or liability should exchange on the valuation date between a willing buyer and a willing seller in an arm's length transaction, after proper marketing and where the parties had each acted knowledgeably, prudently and without compulsion."



Assumptions, Conditions and Limitations:

- The planning and cadastral details obtained from the Department of Planning, Lands & Heritage, Main Roads Western Australia, Landgate and Local Authority websites are current and correct.
- Adjoining land owners or community groups do not impede or restrain development as foreseen.
- We are not aware of any Notices currently issued against the property and we have made no enquiries in this regard.
- A visual site inspection **has not** revealed any obvious asbestos contamination.

We must point out however, that we are not experts in the detection or quantification of asbestos problems and accordingly, have not carried out a detailed investigation. Therefore, this valuation is made on the assumption that there are no actual or potential asbestos contamination issues affecting the subject property.

Should a subsequent investigation undertaken by a suitably qualified expert show that the site is contaminated, we reserve the right to amend our valuation.

- The value and utility of land can be adversely affected by the presence of Aboriginal sacred sites and/or sites of Aboriginal heritage significance. We have made no investigations in this regard, as Aboriginal requirements can only be determined by the appointment of an appropriate expert.

Under these circumstances, we cannot warrant that there are no such sites on the land and if it is subsequently determined that the realty is so affected, we reserve the right to review this valuation.

- The land comprises topsoils, which appear to be relatively free draining, however as no geotechnical investigations have been either undertaken or commissioned, we are unable to report on the underlying nature of the site.
- This valuation assumes there is no environmental contamination of the property.
- This valuation assumes there is no encroachment of adjoining buildings onto the subject land.
- This valuation assumes an unencumbered fee simple title to the property.
- If there are any encumbrances, encroachments, restrictions, leases or covenants which are not noted in this report, they may affect the assessment of value. If any such matters are known or discovered, we should be advised and asked as to whether they affect our assessment of value.
- We have assumed that all information supplied in conducting this valuation consists of a full and accurate disclosure of all information that is relevant.
- It is assumed that no significant event occurs between the date of inspection and the date of valuation that would impact on the value of the subject property.
- We have not obtained a Property Interest Report in providing our advice. A property-specific report will provide detailed information of property interests not listed on the Certificate of Title that may affect the use and enjoyment of the land.



A report can be obtained from Landgate for a charge of \$54.95 (incl. GST). If a subsequent Property Interest Report reveals any aspects of the property that may impact on its value, we reserve the right to review our assessment.

If there is any variance/contradiction in any of the above assumptions, then we reserve the right to review this valuation accordingly.



Valuation Report

1.0 VALUATION INSTRUCTIONS

We have received instructions from Angelo Mirco – Acquisitions and Disposal Manager at LandCorp to undertake a market valuation of the subject lots for potential Land Swap purposes.

2.0 DATE OF VALUATION

22 June 2018.

3.0 PROPERTY ADDRESS

20 (Lot 7) Linkage Avenue, Cockburn Central and
Proposed Lot 104 Cockburn Central West, Cockburn Central

4.0 LEGAL DESCRIPTION

At the date of valuation, a Certificate of Title on Proposed Lot 104 had not yet been created.

Our Proposed Lot 104 valuation assumes the successful issuance of a Certificate of Title and the lot will be encumbered by standard LandCorp Sale Conditions and Design Guidelines.

The legal details of Lot 7 are set out as follows:

4.1 *Date of Search*

20 June 2018.

4.2 *Title Particulars*

The land is legally described as an estate in fee simple being Lot 7 on Deposited Plan 51288, the whole of the land comprised in Certificate of Title Volume 2648 Folio 89.

4.3 *Registered Proprietor*

City of Cockburn.

4.4 *Easements and Encumbrances*

(1) K245376. Caveat by Western Australian Land Authority. Lodged 27 June 2007.

The Caveat pertains to an Agreement dated 26 February 2007 made between the City of Cockburn as Purchaser and LandCorp as Vendor. As the City of Cockburn has since acquired the land, we believe the Caveat is not onerous in nature and could be removed from the Title.

Copies of the Certificate of Title, Deposited Plan 51288 and Caveat K245376 are appended to this report.

4.5 *Date of Last Transaction*

Lot 7 last sold for \$2,118,576 inclusive of GST or \$456.00/m² in April 2007.

5.0 LOCATION

Lot 7 is situated approximately 20km south of Perth CBD within the heart of the Cockburn Central Regional Centre Area.



Lot 7 is bound to its west by Linkage Avenue, to its south by Signal Terrace, to its north by Junction Boulevard and to its east, a public open space area located directly opposite the Cockburn Central train station.

The lot is situated approximately 75m west of the Cockburn Central train station, a scheduled stop along the Perth-Mandurah rail line.

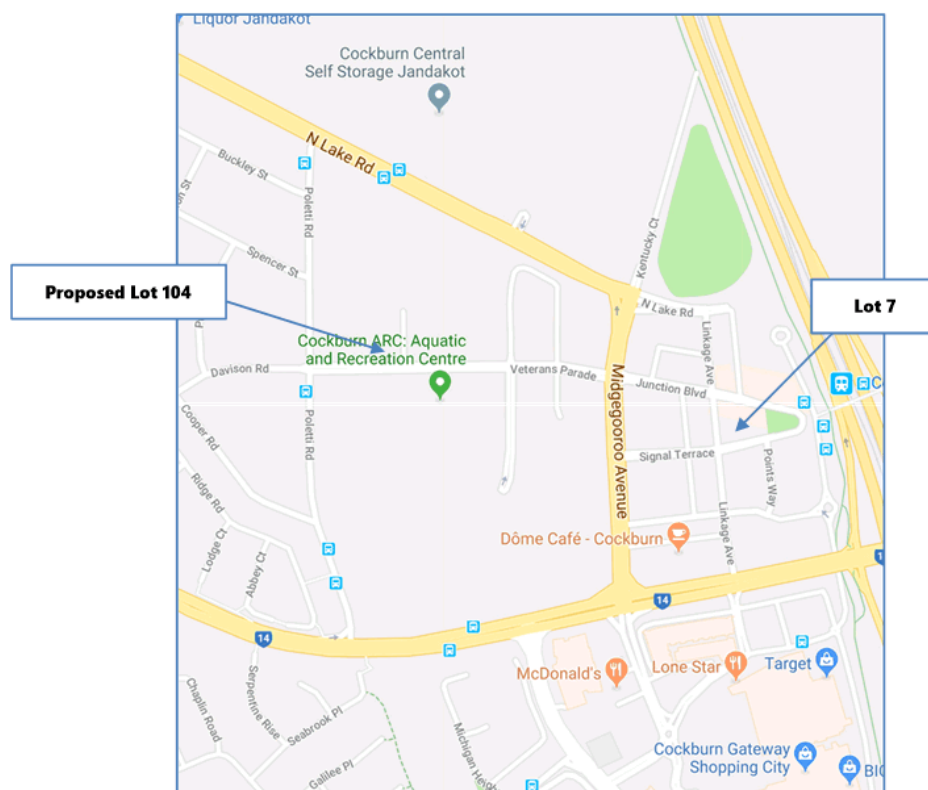
Proposed Lot 104 is situated within LandCorp's Cockburn Central West Precinct bound by Beeliar Drive, Midgegooroo Avenue, North Lake Road and Poletti Road.

Specifically, Proposed Lot 104 is situated on the north-western corner of the intersection of Veterans Parade and Legacy Way directly opposite a recreation reserve and the recently constructed \$109 million Cockburn ARC: Aquatic and Recreation Centre.

The Cockburn ARC: Aquatic and Recreation Centre commenced operation in May 2017 and is one of the largest recreational centres within Australia and is the home of the Fremantle Dockers Football Club.

Cockburn Central is a mixed use suburb dominated by the regional Gateway Shopping Centre which is anchored by Woolworths, Coles, Big W and Kmart.

The location of the subject lots are best illustrated in the following Location Plan:



6.0 ACCESS

Access into Lot 7 is via either Linkage Avenue, Signal Terrace or Junction Boulevard.

Proposed Lot 104 will be accessed via both Veterans Parade and Legacy Way.

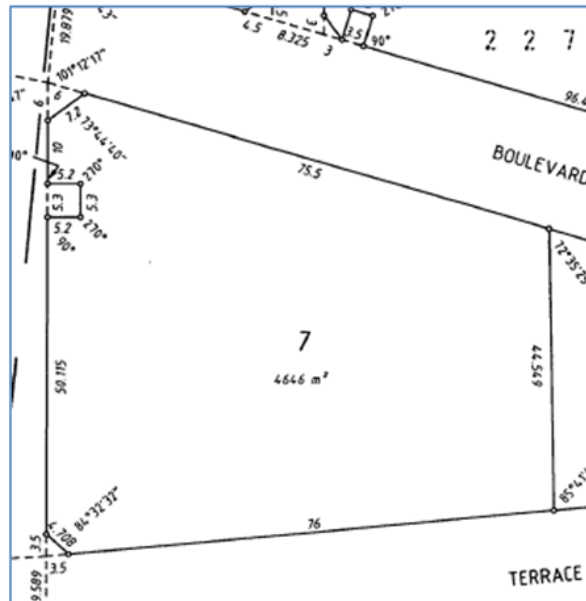
7.0 SITE DESCRIPTION

7.1 Dimensions

As to Lot 7

Lot 7 is slightly irregular in shape and has a total land area of 4,646m².

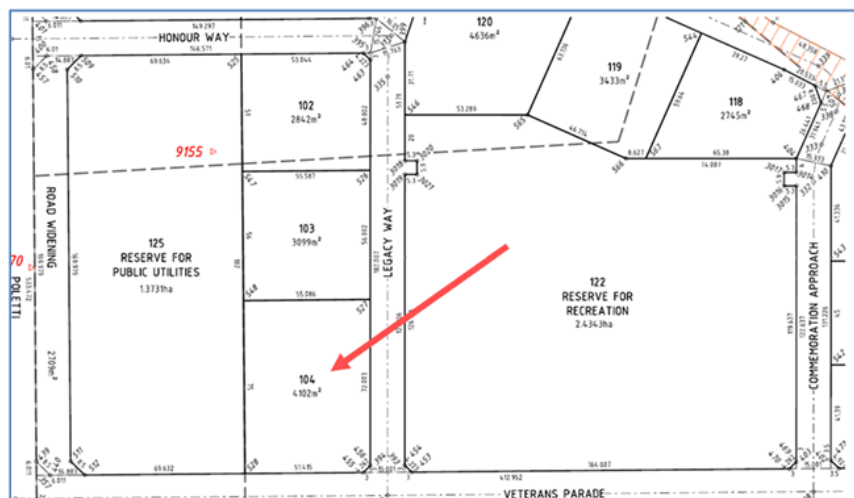
The dimensions are as delineated on Deposited Plan 51288, a copy of which is appended to this report, an excerpt from which is as follows:



As to Proposed Lot 104

Proposed Lot 104 is generally rectangular in shape and has a total land area of 4,102m².

The shape of the proposed lot is best indicated in the following excerpt of the appended Valuation Brief:





7.2 Topography

Lot 7 has a fairly steady east to west crossfall and comprises sandy soils which appear to provide adequate natural drainage.

In relation to Proposed Lot 104, our valuation has assumed the lot will be generally level to its respective street frontages, and will comprise sandy soils that provide adequate natural drainage.

8.0 TOWN PLANNING AND DEVELOPMENT

8.1 Town Planning Scheme

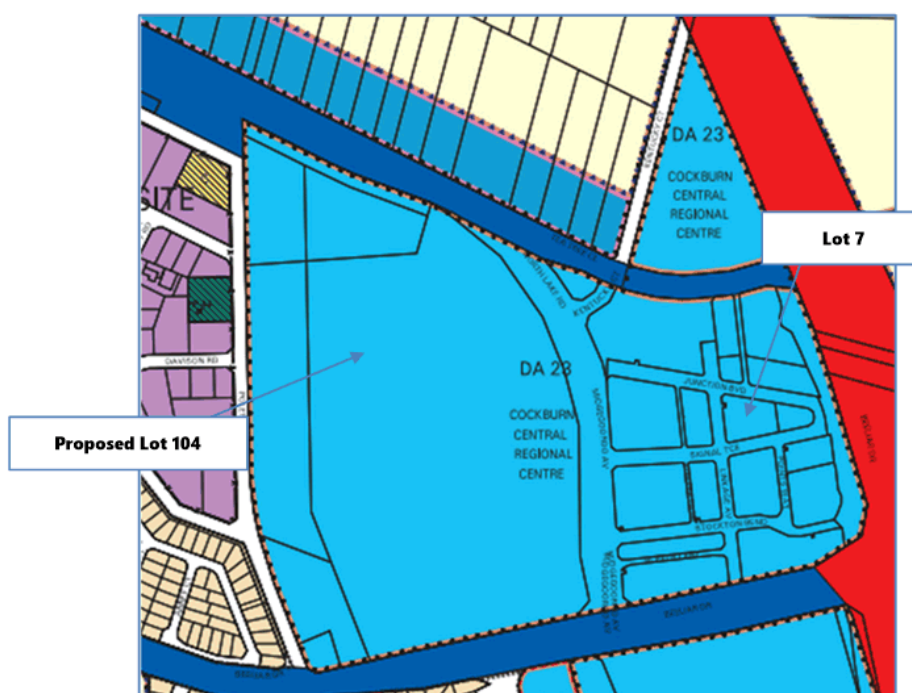
Lot 7 and Proposed Lot 104 are currently zoned "Regional Centre" under the City of Cockburn's Town Planning Scheme No. 3 (TPS3).

Under this zoning, there are no R Codes specified for each lot.

In regards to Lot 7, we were previously advised by the City of Cockburn that this landmark site is likely to have a R160 density.

The subject lots under their current zoning permit a wide range of uses including child care premises, civic use, home business, home occupation, home office, commercial development, hotel/tavern, restaurant, medical centre, shop, commercial vehicle and petrol filling station.

The zoning of the subject lots is best indicated on the following TPS Zoning Map:



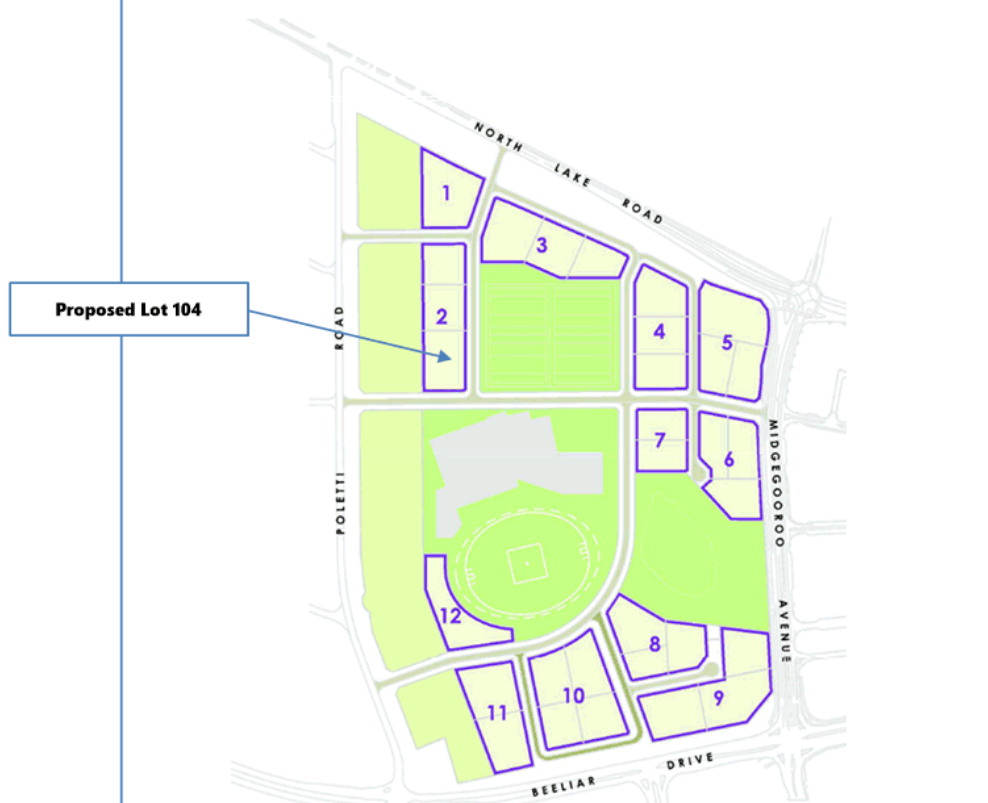


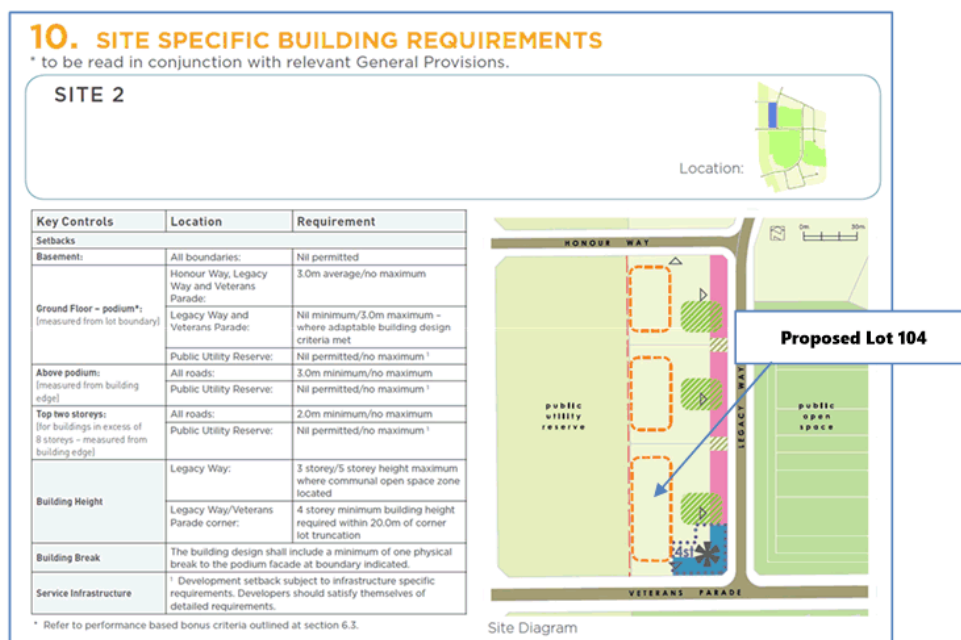
In accordance with LandCorp's Cockburn Central West Design Guidelines, Proposed Lot 104 has the following site-specific building requirements:

10. SITE SPECIFIC BUILDING REQUIREMENTS

The site specific building requirements contain controls and details particular to individual lots or groups of lots - 'sites'.

These sites have been configured to consider development outcomes with the possible amalgamation by landowners in the future.

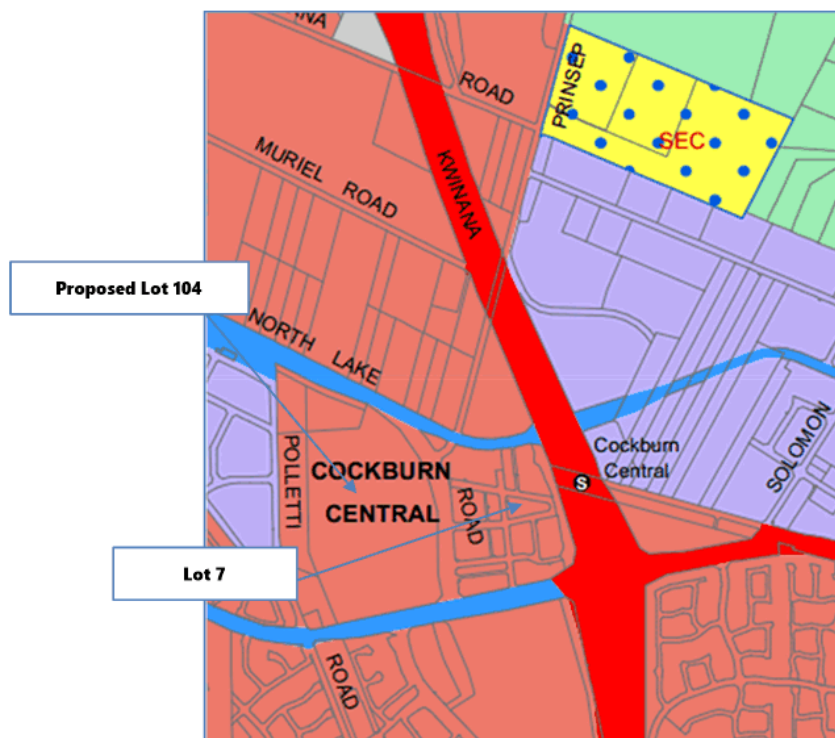




As per the aforementioned building requirements, Proposed Lot 104 will have a 4 storey minimum building height within 20m of the corner of the lot's truncation.

8.2 Metropolitan Region Scheme

As per the following MRS Zoning Map, the subject lots are currently zoned "Urban".



20 (Lot 7) Linkage Avenue, Cockburn Central and
Proposed Lot 104 Cockburn Central West, Cockburn Central

Page 9



9.0 ENVIRONMENTAL, HERITAGE AND CULTURAL ISSUES

9.1 *Soil Contamination*

Our valuation has assumed that both lots are contaminant free.

9.2 *Asbestos*

The subject lots **did not** appear to incorporate building materials containing asbestos fibre.

We must point out however, that we are not experts in this area and therefore, in the absence of an environmental consultant's report concerning the presence of any asbestos fibre within the subject property, this valuation is made on the assumption that there is no health risk from that source.

Should it subsequently transpire that an expert report establishes that there is an asbestos related health risk, we reserve the right to review this valuation.

9.3 *Heritage Consideration*

There are no buildings situated on the subject lots.

9.4 *Aboriginal Sites*

The value and utility of land can be adversely affected by the presence of Aboriginal sacred sites. We have made no investigations in this regard, as Aboriginal requirements can only be determined by the appointment of an appropriate expert.

Under these circumstances, we cannot warrant that there are no such sites on the subject lots and if it is subsequently determined that the realty is so affected, we reserve the right to review this valuation.

9.5 *Flooding*

Our valuation has assumed that both lots will comprise of sandy based soils that will not be prone to flooding.

9.6 *Climate Shift*

Although not conclusive, current thinking from a variety of scientific authorities around the world indicates that various issues are contributing to climate shift, whereby changing weather patterns have the potential to alter the traditionally understood cycles and ranges, including but not limited to ambient temperatures, rainfall, sea levels, and storm activity.

Whilst the full implications of this theory are not fully quantifiable, we consider it appropriate to highlight that over a protracted period a variety of peripheral environmental factors have the potential to impact upon the development potential and/or market value of the subject lots at a future date.

In light of these potential environmentally based externalities, we would recommend that the valuation advice contained herein be reviewed if and when these factors become evident or more definite.

9.7 *Bushfire Risk*

Designated Bushfire Prone Areas (BPAs) have been identified by the Fire and Emergency Services Commissioner as being subject, or likely to be subject, to bushfire attack.

A BPA is identified by the presence of and proximity to bushfire prone vegetation, and includes both the area containing the bushfire prone vegetation and a 100m buffer zone immediately surrounding it. Where a BPA cuts across a portion of a parcel of land, the entire parcel is treated as a BPA.



The Department of Fire and Emergency Services (DFES) have released a mapping system identifying land which falls within, or partially within, a bushfire prone area of Western Australia as designated by the Fire and Emergency Services Commissioner.

The mapping system can be accessed via the DFES website.

Additional planning and building requirements may apply to developments within designated BPA's in accordance with *Schedule 2 Part 10A of the Planning and Development (Local Planning Schemes) Regulations 2015*, *State Planning Policy 3.7 Planning in Bushfire Prone Areas*, the supporting *Guidelines for Planning in Bushfire Prone Areas* and the *Building Code of Australia*.

We confirm having conducted a search of the DFES mapping system at 10.35am on 21 June 2018 which shows the subject lots **are not identified** as a Bushfire Prone Area.

We do not accept any responsibility or liability whatsoever for the accuracy of the information indicated by the search of the mapping system. In the possible event the information contained within the mapping system is incorrect, we reserve the right to review our assessment accordingly.

10.0 SERVICES

Roads surrounding Lot 7 are bitumen paved and concrete kerbed, and appear to be adequately stormwater drained.

Essential services available to the site include scheme water, electricity, deep sewer, natural gas, telephone and postal.

Lot 7 is located approximately 75m west of the Cockburn Central train station, a scheduled stop along the Perth-Mandurah rail line.

Our valuation has assumed that the numerous internal roads surrounding Proposed Lot 104 will be bitumen paved and concrete kerbed, and the proposed lot will be connected to essential services including scheme water, electricity, deep sewer, telephone, natural gas and postal.

11.0 IMPROVEMENTS

Both Lot 7 and Proposed Lot 104 comprise vacant parcels of land.

12.0 LEASE DETAILS

We have not been advised of any Lease Agreement pertaining to the subject lots and our valuation is subject to the land being unencumbered by any such agreement.

13.0 GENERAL COMMENTS

Lot 7 occupies one of the prime locations within the Cockburn Central Regional Centre and benefits from its proximity to an attractive public open space area which is situated directly opposite the Cockburn Central train station.

We would argue that a potential purchaser would pay a premium to acquire Lot 7 due to its position within the heart of the Cockburn Central Town Centre.

At the date of valuation, Lot 7 was predominantly surrounded by already established multistorey mixed use development.

Over the past 5-8 years, Cockburn Central as a Regional Centre has matured as more people live and work in the area.



The area has benefitted from the redevelopment of The Gateway Shopping Centre, a major local attraction, which is now considered to be a premier centre that benefits largely from a number of high profile anchor tenants and a main street restaurant precinct situated along its northern perimeter.

The status of Cockburn Central as a Regional Centre has also benefited from the opening of a large GP Super Clinic on the corner of Beeliar Drive and Wentworth Parade, and the opening of the Cockburn ARC: Recreation and Aquatic Centre in May 2017.

The Cockburn ARC: Aquatic and Recreation Centre is considered to one of the largest recreational centres within Australia and employs approximately 250 people.

Proposed Lot 104 benefits from being located directly opposite the Cockburn ARC: Aquatic and Recreation Centre.

Despite the above, we note Proposed Lot 104 will be negatively impacted by a large Western Power transmission tower situated directly west of the subject site.

14.0 MARKET COMMENTARY

14.1 General Market Commentary

In very broad terms, over the past two years the Perth property market has experienced relatively weak conditions owing to various micro and macro-economic factors at play. These conditions are not entirely uniform across sectors and locations, with selected areas of the market performing better than others for various reasons.

In Australia, the available information suggests that the economy has continued to grow over the past year, but at a lower than average pace. The global economy is expanding at a moderate pace. While several advanced economies have recorded improved growth over the past year, conditions have become more difficult for a number of emerging market economies.

Growth in the Chinese economy continues to be supported by increased spending on infrastructure and property construction, although financial conditions have tightened as the authorities address the medium-term risks of high debt levels.

A majority of commodity prices have risen noticeably from relatively recent lows, but this has been preceded by substantial declines in the past few years. The strengthening in commodity prices has improved Australia's terms of trade to an extent. Forward-looking indicators remain generally positive.

National employment has grown strongly over the past year, although growth has slowed in recent months. Solid employment growth is expected to continue in the near future based on forward indicators. Wage growth is expected to lift over time.

The decline in mining investment has had a profound impact on the Western Australian economy, however on a broader national level the impacts have been tempered by growth in other areas including residential construction, public demand, and exports. It seems Western Australia has not had the same level of growth in residential construction to soften the blow, with housing construction remaining relatively soft into mid-2018.

The various challenges arising from the slow economy are being combatted to an extent by an accommodative monetary policy setting, with the historically low official cash rate of 1.50% remaining unchanged since August 2016.

Whilst the RBA has adopted a historically low interest rate stance for a number of years in an attempt to bolster the economy, inflation rates have remained generally below the RBA target range of 2.0% to 3.0%. In historical terms, the rate is low with national inflation having averaged 5.18% from 1951 until 2015. Inflation is forecast to sit slightly above 2.0% in 2018.



With regards to the housing market, lending standards have strengthened with some lenders taking a more cautious approach to lending to certain segments. A result of this is a slowing in the growth of housing market turnover and lending for housing.

To summarise, economic conditions remain subdued into mid-2018, despite the accommodative monetary stance. The low level of interest rates is continuing to support the broader economy. In our opinion, the current levels of uncertainty make it very difficult to determine how local values will fare in the near future.

14.2 Perth Office Rental Market Commentary

Contraction in the resource sector investment spending cycle in Western Australia through 2015/16 has continued into June 2018, and this has had a most profound impact on service related industries associated with the resource sector, and junior resource companies.

Many such industries occupied office accommodation in the CBD, together with secondary office localities including West Perth, East Perth and Subiaco. A contraction in space requirements for mining and mining service related companies has resulted in a significant increase in vacancy rates.

The localities of West Perth and Subiaco have been particularly impacted by the downscaling and exit of junior mining companies, whom have historically favoured these areas over more expensive CBD locations.

The West Perth office leasing market contracted sharply through 2015 and 2016, characterised by a marked reduction in rents, increased incentives and extended letting up periods due to high vacancy rates and limited demand. Through 2017 and 2018 the market has stabilised somewhat, however vacancies and incentives remain high.

The Property Council of Australia (PCA) records the vacancy rate within the Perth CBD and West Perth on a biannual basis.

The PCA's January Quarter 2018 *Office Market Report* recorded West Perth vacancies (including sublease space) rose from 15.0% to 16.7% during the 6 months to January 2018. The Perth CBD office vacancy rate also fell from 21.1% to 19.8% during the 6 months to January 2018.

There have been significant upward shifts in incentives over the past two years with landlords attempting to assign tenants to vacant space and upcoming vacancies, and at the same time limiting contraction in net face rents.

With resource sector tenants and associated services continuing to seek cost savings and general space consolidation, together with the absence of any immediate demand fillers, the market anticipates further softening or at least a stabilisation in rents over the next 6 - 12 months.

The biggest concern for landlords and developers is the volume of new space expected to be delivered in 2018. If current vacancies remain unabsorbed, there is the potential for a vacancy spike which, combined with downward pressure on rental rates, could lead to a deterioration in capital values.

Fringe CBD office locations have likewise been impacted by the large volume of available space in prime office precincts, with landlords being forced to significantly reduce rents and increase incentives in order to secure tenants. Even with significant falls in rents, there is insufficient demand to absorb available space.

As at June 2018, general consensus within the market was that the Perth CBD market had 'bottomed out' but any recovery will be moderate with a protracted recovery likely to extend beyond 5 years.



We believe that the downturn in the Perth CBD and inner suburban office rental markets has negatively impacted the Perth suburban commercial office markets. Commercial office rents have generally decreased over the past 3 years whilst incentives have also increased during this period.

At the date of valuation we would argue that the local rental market within Cockburn Central was considered to be more resilient than the Perth and inner suburban office rental markets.

Despite the above, we do acknowledge that the local rental market was considered to be relatively soft at the date of valuation.

14.3 Commercial Land Market Commentary

The commercial land market plateaued in 2014 after a period of moderate growth, with the subdued market conditions having continued from 2015 through to 2018.

The prevailing market conditions are likely as a result of broader factors at play in the overall economy which have stemmed mainly as a result of the mining investment slowdown and concerns over tightening in state and national fiscal expenditure.

Historically low commodity prices have placed pressure on mining and mining support companies who have been actively cost cutting to preserve positive cost/price margins.

The suburban commercial land market has to a degree been impacted by the weak office rental market which has rendered various sites across the metropolitan area as unfeasible for suburban office development.

14.4 Local Commercial / Residential Land Market Commentary

At the date of valuation, we are aware that all lots within Stage 1 of LandCorp's Cockburn Central West subdivision had either sold or were under contract pending settlement.

Within Stage 1 of Cockburn Central West, subdivision values have ranged between \$558.00/m² to \$669.00/m² inclusive of GST.

14.5 Development Site Market Commentary

Over the last three years the Perth residential / mixed use development site market has experienced subdued conditions after a period of sustained growth.

Non-core locations have been particularly impacted by the slowing of the Perth residential market, including a slowdown in sale rates and pressure on end unit values. Development sites in sought after locations have not been immune to the soft market conditions, however have perhaps not been impacted negatively to the same extent as secondary locations.

The vastly increased supply of new apartment product over the past few years across the Perth metropolitan area has provided buyers with a wide choice of options in a variety of locations.

The continuing negative press surrounding the future of apartment values has been a further negative influence as prospective "off the plan" purchasers are rarely acting with any real sense of urgency in their decision-making process, given the expectation that values will remain subdued (and will possibly decline even further) into at least the short to medium term.

The current market is certainly challenging for developers with a backdrop of falling end product values and a marked slowdown in sale rates, especially pre-sales. Financiers also remain relatively conservative and are still hesitant to provide finance for marginal developments without significant pre-sale commitment.



The above factors have combined to result in a relatively subdued market for development sites across the Perth metropolitan region. Many boutique developers are unable to prove the viability of projects whereas larger scale developers are hesitant to commit to new projects prior to clearing their existing supply stock, which in some cases are considerable.

Providing some respite has been the easing in development costs. Development costs have been influenced by reduced work volumes and increased competition between builders / developers, lower tender margins, and downward pressure on wages.

This has resulted in prices becoming more competitive however, for particularly large projects with high construction values, there is a smaller pool of suitable contractors with the capacity to undertake this work, and this sector does not experience the same level of competition. Certainly, smaller projects are seeing very competitive pricing amongst builders.

14.6 Residential Market Commentary

As at March 2018, REIWA reported that the Perth median house price decreased by 1.16% from the previous 12 months to sit at \$510,000.

As at March 2018, REIWA reported that the Perth median unit price decreased by 4.76% from the previous 12 months to sit at \$400,000.

More specifically within the suburb of Cockburn Central, the median house price increased by 41.5% from the previous 12 months to sit at \$750,000 for the March 2018 quarter.

We believe the median house price annual increase is not necessarily reflective of general local market conditions over the past 12 months. The Cockburn Central median house price has likely been inflated by the sale of large residential development sites within the nearby DCA Muriel Court Structure Plan Area in the 12 months preceding March 2018.

Assuming that Cockburn Central had uniform residential accommodation, we believe the suburb like the general Perth metropolitan area, had experienced a slight decrease in house price values over the past 12 months.

According to REIWA statistics, we are also aware that the median unit price within Cockburn Central decreased by 1.1% from the previous 12 months to sit at \$415,000 for the March 2018 quarter.

At the date of valuation, we consider the local Cockburn Central residential property market to be relatively subdued.

15.0 VALUATION METHODOLOGY – LOT 7

As Lot 7 comprises a vacant parcel of land, we have utilised the Direct Comparison approach as our primary method of valuation and we have analysed sales on a land rate per square metre basis.

Our adopted land value has taken into consideration the subject lot's location, size, zoning and market factors.

In adopting a market value on the subject lot, we have also considered that the subject lot represents one of the prime redevelopment sites within the Cockburn Central Town Centre area.

Effectively, Lot 7 represents an infill development site that benefits from being located approximately 75m from Cockburn Central train station. We believe that a potential purchaser would pay a premium to acquire a site with the above locational characteristics.

We have also considered that the subject lot benefits from three street frontages. This feature is considered ideal for a future mixed use development. Despite this however, we do acknowledge that Lot 7 has a relatively steady east to west crossfall. We believe the crossfall has a slight negative impact on market value.



In adopting a market value on Lot 7, we have primarily relied on mixed use and high density residential development sites within the immediate suburb of Cockburn Central.

We have utilised sales of mixed use and high density residential development sites within other Perth metropolitan area locations as supporting evidence.

The sales evidence we have primarily relied upon is detailed as follows:

Address:	Lots 115, 116 and 117 Commemoration Approach, Cockburn Central
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Sale Price:	\$6,125,000 inclusive of GST in July 2017.
Land Area:	9,640m ² (3 lots)
Zoning:	"Regional Centre"
Analysis:	The sale price reflects a land rate of \$635.00/m² inclusive of GST.
Comments:	A large development site situated on three (3) lots within LandCorp's Cockburn Central West subdivision. The site enjoys three (3) street frontage to Commemoration Approach, Veterans Parade and Centenary Lane and is located directly opposite an area of POS and the Cockburn ARC: Aquatic and Recreation Centre.
Comparability:	<i>A larger parcel of land which incorporates three (3) individual titles situated in a slightly inferior location. The subject would attract a higher land rate per square metre.</i>

Address:	Lots 112, 113 and 114 cnr Veterans Parade and Midgegooroo Avenue, Cockburn Central
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Under Offer:	\$6,160,000 inclusive of GST in June 2017.
Land Area:	11,043m ² (3 lots)
Zoning:	"Regional Centre"
Analysis:	The contract price reflects a land rate of \$558.00/m ² inclusive of GST. As Lot 114 is negatively impacted by a 1,920m ² high pressure gas pipeline buffer, we have estimated the developable portion of the site is 9,123m ² . On a developable area basis, we have analysed the sale to reflect a land rate of \$675.00/m² inclusive of GST.
Comments:	A large development site situated on three (3) lots within LandCorp's Cockburn Central West subdivision. The site enjoys frontage Veterans Parade, Midgegooroo Avenue, Centenary Lane and North Lake Road.
Comparability:	<i>A larger parcel of land which incorporates three (3) individual titles situated in a slightly inferior location. The subject would attract a higher land rate per square metre.</i>



Address:	Lot 108 Remembrance Avenue, Cockburn Central
Sale Price	\$1,750,000 inclusive of GST in January 2017.
Land Area:	2,616m ²
Zoning:	"Regional Centre".
Analysis:	The sale price reflects a land rate of \$669.00/m² inclusive of GST.
Comments:	<p>A development site zoned "Regional Centre" situated on the corner of Remembrance Avenue and Service Mews within LandCorp's Cockburn Central West subdivision.</p> <p>Lot 108 has a proposed finished level of 25.9m with future development to be in accordance with the Cockburn Central West Design Guidelines.</p> <p>Cockburn Central West is located immediately adjacent to the established Cockburn Central town centre with the development incorporating the \$109 million Cockburn ARC: Aquatic and Recreation Centre and the Fremantle Football Club Training Facility.</p>
Comparability:	<i>A smaller parcel of land situated in a slightly inferior location. The subject would attract a higher land rate per square metre.</i>

Address:	Lot 107 Remembrance Avenue, Cockburn Central
Sale Price:	\$1,690,000 inclusive of GST in March 2016.
Land Area:	2,571m ²
Zoning:	"Regional Centre".
Analysis:	The sale price reflects a land rate of \$657.00/m² inclusive of GST.
Comments:	<p>A development site zoned "Regional Centre" that enjoys three street frontage to Veterans Parade, Remembrance Avenue and Service Mews within LandCorp's Cockburn Central West subdivision.</p> <p>Lot 107 has a proposed finished level of 25.9m with future development to be in accordance with the Cockburn Central West Design Guidelines.</p> <p>Cockburn Central West is located immediately adjacent to the established Cockburn Central town centre with the development incorporating the \$109 million Cockburn ARC: Aquatic and Recreation Centre and the Fremantle Football Club Training Facility.</p>
Comparability:	<i>A smaller parcel of land situated in a slightly inferior location. The subject would attract a higher land rate per square metre.</i>



Address:	Lots 109, 110 & 111 cnr Veterans Parade and Midgegooroo Avenue, Cockburn Central
Sale Price:	\$5,370,00 inclusive of GST in December 2015.
Land Area:	8,562m ² (3 lots)
Zoning:	"Regional Centre".
Analysis:	The sale price reflects a land rate of \$627.00/m² inclusive of GST.
Comments:	<p>A large development site situated on three lots within LandCorp's Cockburn Central West subdivision.</p> <p>The development site enjoys frontages to Veterans Parade, Midgegooroo Avenue and Service Mews.</p> <p>Lots 110 and 111 have a proposed finished level of 25.9m whereas Lot 109 has a proposed finished floor level of 25.4m. Future development is to be in accordance with the Cockburn Central West Design Guidelines.</p> <p>Cockburn Central West is located immediately adjacent to the established Cockburn Central town centre with the development incorporating the \$109 million Cockburn ARC: Aquatic and Recreation Centre and the Fremantle Football Club Training Facility.</p>
Comparability:	<i>A larger parcel of land which incorporates three (3) individual titles situated in a slightly inferior location. The subject would attract a higher land rate per square metre.</i>

Address:	28 (Lot 11) Signal Terrace, Cockburn Central
Sale Price:	\$2,500,000 inclusive of GST in December 2014.
Land Area:	2,991m ²
Zoning:	"Regional Centre".
Analysis:	The sale price reflects a land rate of \$836.00/m² inclusive of GST.
Comments:	A development site zoned "Regional Centre" that is situated on the corner of Signal Terrace and Points Way in the heart of the Cockburn Central town centre. A dated sale.
Comparability:	<i>A smaller lot with slightly inferior configuration to the subject. The subject would attract a lower land rate per square metre.</i>



Address:	Lot 2 Fettler Lane, Cockburn Central
Sale Price:	\$1,980,000 inclusive of GST in June 2014.
Land Area:	3,006m ²
Zoning:	"Regional Centre".
Analysis:	The sale price reflects a land rate of \$659.00/m² inclusive of GST.
Comments:	A vacant development site within the Cockburn Central town centre. A dated sale.
Comparability:	<i>A slightly smaller development site situated to the north east of the subject in a slightly inferior location. The subject would attract a higher land rate per square metre.</i>

Address:	Lots 1 and 25 Linkage Avenue, Cockburn Central
Sale Price:	\$5,049,000 inclusive of GST in March 2014.
Land Area:	8,415m ² (two lots)
Zoning:	"Regional Centre".
Analysis:	The sale price reflects a land rate of \$600.00/m² inclusive of GST.
Comments:	Two development sites zoned "Regional Centre" located within the Cockburn Central town centre. The two lots were sold in one deal by LandCorp to the same purchaser. A dated sale.
Comparability:	<i>A larger development site situated to the northern perimeter of the Cockburn Central town centre in a slightly inferior location. The subject would attract a higher land rate per square metre.</i>

We have utilised the following sales evidence as supporting evidence:

Address:	1 (Lot 9) Garston Way, North Coogee
Sale Price:	\$1,200,000 inclusive of GST in August 2016.
Land Area:	1,662m ²
Zoning:	"Mixed Use R100" (and forming part of the Robb Jetty Local Structure Plan within the Cockburn Coast Redevelopment Area).
Improvements:	The property is improved with a 1997 built office/warehouse with a main building area of 555m ² .
Analysis:	The sale price reflects an improved land rate of \$722.00/m² inclusive of GST. Although subjective, we believe the improvements add value at a highly depreciated rate. The improvements have the potential to provide holding income prior to redevelopment.



Comments: An improved industrial property having mixed use potential being situated on the corner of Cockburn Road and Garston Way within the Cockburn Coast Redevelopment Area.

The property which is situated on the western side of Cockburn Road is considered to have a strong underlying land value and redevelopment potential.

Comparability: *A smaller improved property situated in an isolated location in a suburb with a higher median house price. The subject would attract a slightly higher land rate per square metre.*

Address: 20-36 (Lots 204 and 205) Reinforcement Parade, North Coogee

Sale Price: \$4,180,000 inclusive of GST in March 2017.

Land Area: 5,519m² (two lots)

Zoning: "Residential High Density R80" and forming part of the Robb Jetty Local Structure Plan within the Cockburn Coast Redevelopment Area.

Improvements: Vacant land.

Analysis: The sale price reflects a vacant land rate of **\$757.00/m²** inclusive of GST.

Comments: A residential development site situated on the corner of Reinforcement Parade and Gage Road within Cockburn Coast Development Area.

The development site is situated west of Cockburn Road approximately 500m from the Indian Ocean foreshore and represents a fully developed level development site that is connected to essential services.

We note the property was purchased by prominent developer Match.

Comparability: *A larger development site situated in an isolated location in a suburb with a higher median house price. The subject would attract a slightly lower land rate per square metre.*

Address: 54 (Lot 202) Reinforcement Parade, North Coogee

Sale Price: \$1,650,000 inclusive of GST in November 2016.

Land Area: 1,722m².

Zoning: "Residential/High Density R80" and forming part of the Robb Jetty Local Structure Plan within the Cockburn Coast Redevelopment Area.

Improvements: Vacant land.

Analysis: The sale price reflects a vacant land rate of **\$958.00/m²** inclusive of GST.

Comments: A residential development site situated on the corner of Reinforcement Parade and Anchorage Drive within Cockburn Coast Development Area.



The development site is situated west of Cockburn Road approximately 500m from the Indian Ocean foreshore and represents a fully developed level development site connected to essential services.

Comparability: *A smaller development site situated in an isolated location in a suburb with a higher median house price. The subject would attract a lower land rate per square metre.*

Address: 6 (Lot 206) Reinforcement Parade, North Coogee

Sale Price: \$2,430,000 inclusive of GST in December 2015.

Land Area: 2,525m².

Zoning: "Mixed Use R100" (and forming part of the Robb Jetty Local Structure Plan within the Cockburn Coast Redevelopment Area).

Improvements: Vacant land.

Analysis: The sale price reflects a vacant land rate of **\$962.00/m²** inclusive of GST.

Comments: A slightly irregular shaped vacant parcel of land with direct frontage to both Cockburn Road and Reinforcement Parade. The lot represents a fully developed, level development site that is connected to essential services.

The lot which may experience potential noise issues from the adjoining Cockburn Road was purchased by the Department of Housing from LandCorp.

Comparability: *A smaller development site situated in an isolated location in a suburb with a higher median house price. The subject would attract a lower land rate per square metre.*

Address: 103 (Lot 215) Anchorage Drive and 47 (Lot 216) Gage Road, North Coogee

Sale Price: \$2,500,000 inclusive of GST in October 2017.

Land Area: 3,397m² (two lots).

Zoning: "Residential R40" under the Robb Jetty Local Structure Plan within the Cockburn Coast Redevelopment Area.

Improvements: Vacant land.

Analysis: The sale price reflects a vacant land rate of **\$736.00/m²** inclusive of GST.

Comments: Two adjoining residential development sites benefiting from four street frontages including Benella Lane to the north, Anchorage Drive to the west and Gage Road to the east with additional laneway access to the southern boundary.

This R40 development site is situated west of Cockburn Road and reflects a flat and level parcel connected to all essential services.



The property was subject to an 'Option to Purchase' which was executed on 19 June 2017 for a 150 day (5 month) option period.

The property subsequently settled on 3 November 2017 however, we understand there are deferred terms. A \$125,000 deposit was paid by the purchaser – Match 4 Pty Ltd.

Comparability: *A smaller development site with an inferior zoning situated in an isolated location in a suburb with a higher median house price. The subject would attract a slightly higher land rate per square metre.*

Address: 16 (Lot 54) Mason Street, Cannington

Sale Price: \$1,050,000 (GST free) in July 2017.

Land Area: 1,467m².

Zoning: "City Centre" with a three storey height limit.

Improvements: The property is improved with two 1970s built duplex units which add minimal to no value.

Analysis: The sale price reflects an improved land rate of **\$716.00/m²**.

Comments: An improved development site with narrow 20.12m frontage.

The property is situated approximately 300m from Westfield Carousel Shopping Centre and is approximately 100m from the Canning River.

Comparability *A smaller development site with a comparable zoning situated in a slightly inferior location. The subject would attract a higher land rate per square metre.*

Address: 30 (Lot 52) Norman Street, St James

Sale Price: \$1,800,000 (GST free) in March 2017.

Land Area: 2,258m².

Zoning: "Residential R40".

Improvements: The property is improved with a circa 1985 built three bedroom, two bathroom brick and tile residence which adds minimal to no value.

Analysis: The sale price reflects an improved land rate of **\$797.00/m²**.

Comments: An improved regular shaped residential development site situated on the corner of Norman Street and Tennant Street within the suburb of St James.

The development site is situated to the south of Welshpool Road and to the east of Albany Highway in close proximity to the Welshpool Industrial Area.

Comparability: *A smaller development site with an inferior zoning situated in a slightly inferior location. The subject would attract a lower land rate per square metre.*



Address:	95 (Lot 33) Daly Street, Belmont
Sale Price:	\$1,700,000 exclusive of GST in July 2017.
Land Area:	2,396m ² .
Zoning:	"Mixed Use".
Improvements:	Vacant land.
Analysis:	The sale price reflects a land rate of \$710.00/m² exclusive of GST.
Comments:	<p>A rectangular shaped vacant site with 53m frontage to Daly Street and located east of its intersection with Great Eastern Highway.</p> <p>The property is zoned "Mixed Use" and sold as a development site with potential for residential, office, hotel or retail. The land abuts a McDonalds fast food restaurant and adjoins Finbar's proposed Chase Apartments.</p> <p>The site previously sold for \$2,400,000 exclusive of GST in January 2014 or \$1,002/m². The most recent sale price reflects a 29.02% decline in value from the previous sale price.</p>
Comparability:	<i>A smaller development site with an inferior zoning situated in a generally inferior location. The subject would attract a higher land rate per square metre.</i>

Based on the above comments and the identified sales evidence, we have adopted the following value for Lot 7:

$$4,646\text{m}^2 @ \$750.00/\text{m}^2 = \$3,484,500$$

Adopt **\$3,485,000** inclusive of GST

or

Adopt **\$3,168,182** exclusive of GST

16.0 VALUATION METHODOLOGY – PROPOSED LOT 104

As Proposed Lot 104 represents a vacant parcel of land, we have also utilised the Direct Comparison approach as our primary method of valuation.

Our adopted value has relied upon the sales evidence previously identified in our report.

In adopting a market value, we have considered that the proposed lot comprises a 4,102m² vacant corner lot zoned "Regional Centre" that benefits from being located directly opposite an area of POS and the Cockburn ARC: Aquatic and Recreation Centre.

As mentioned previously in our report, our adopted value has also taken into account the negative impact of the Western Power transmission towers and the fact the Jandakot Industrial Area is situated to the west of the proposed lot.

Due to the above locational characteristics and its further distance from the Cockburn train station, we believe Proposed Lot 104 would attract a lower land rate in comparison to Lot 7.



Based on the above comments and the sales evidence previously identified in our report, we have adopted the following value for Proposed Lot 104:

4,102m² @ \$640.00/m² = \$2,625,280

Adopt **\$2,625,000** inclusive of GST

or

Adopt **\$2,386,364** exclusive of GST

17.0 VALUATION

After consideration of the factors outlined above and the analysis of relevant market evidence, we are of the opinion the market value of the subject lots applying as at 22 June 2018 and subject to unencumbered fee simple titles, can be stated as follows:

Lot 7

- o **Three Million Four Hundred and Eighty Five Thousand Dollars** (\$3,485,000) inclusive of GST.
- o **Three Million One Hundred and Sixty Eight Thousand One Hundred and Eighty Two Dollars** (\$3,168,182) exclusive of GST.

Proposed Lot 104

- o **Two Million Six Hundred and Twenty Five Thousand Dollars** (\$2,625,000) inclusive of GST.
- o **Two Million Three Hundred and Eighty Six Thousand Three Hundred and Sixty Four Dollars** (\$2,386,364) exclusive of GST.

The values for Proposed Lot 104 assume the lot is fully serviced and generally level to its respective street frontages.

Wayne Srhoy AAPI, Masters (Property)
Certified Practising Valuer
Licensed Valuer No. 44175
Western Australia



18.0 LIMITATIONS

This valuation is current as at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period of time (including as a result of general market movements or factors specific to the particular property). Liability for losses arising from such subsequent changes in value is excluded as is liability where the valuation is relied upon after the expiration of 3 months from the date of valuation or such earlier date if you become aware of any factors that have an effect on the valuation.

Neither the whole nor any part of this report or any reference thereto may be included in any document, circular or statement without our written approval of the form and context in which it will appear.

In accordance with the Code of Conduct laid down under the provisions of the *Land Valuers Licensing Act 1978*, we are required to hold this valuation confidential unless directed by our client in writing or required by law to disclose the valuation; and we are not permitted to allow the use of confidential information contained in the valuation for the benefit of any party other than our client. Therefore, use of confidential information contained in this report by an unauthorised third party is not permitted unless express permission in writing is provided.

This valuation is for the use only of the party to whom it is addressed and for no other purpose. No responsibility is accepted to any other party who may rely on the whole or any part of the content of this valuation.

Liability limited by a scheme approved under Professional Standards Legislation.

Yours faithfully

McGees Property

A handwritten signature in black ink, appearing to read "Wayne Srhoy".

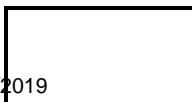
Wayne Srhoy AAPI, Masters (Property)

Certified Practising Valuer

Licensed Valuer No. 44175

Western Australia

**Appendix 1:
Valuation Instruction**



Justine Mitchell

From: Jonathan Fyson
Sent: 15 June, 2018 11:40 AM
To: Wayne Srhoy
Subject: FW: McGees Fee Proposal - Cockburn Central Valuation.



Jonathan Fyson Director - Valuation Department
D 08 9476 2008 F 08 9321 9203 M 0412 161 981 E jfyson@per.mcgees.com.au
Level 2, 26 Clive Street, West Perth, WA 6005 W per.mcgees.com.au
■ Sales ■ Leasing ■ Property Management ■ Valuation ■ Advisory

Liability limited by a scheme approved under Professional Standards Legislation

This email and any attachments are confidential. If you received this email transmission in error please notify McGees Property by replying to jfyson@per.mcgees.com.au or advise us by telephone on (08) 9476 2000. Your cooperation is appreciated.

From: Angelo Mirco <Angelo.Mirco@landcorp.com.au>
Sent: Friday, 15 June 2018 11:20 AM
To: Jonathan Fyson <JFyson@per.mcgees.com.au>
Subject: RE: McGees Fee Proposal - Cockburn Central Valuation.

Hi Jonathan,

Your fee proposal has been approved, can you please proceed with the valuation as per the brief.
Your purchase order number is Z021612 which should be quoted on your invoice and marked for the attention of Will Eyres.

If you have any queries please do not hesitate to contact me.

Regards,

Angelo Mirco
Acquisitions and Disposals Manager



Level 6, 40 The Esplanade Perth Western Australia 6000
T 08 9482 7824 F 08 9481 0861 M 0422 975 779 W landcorp.com.au

From: Jonathan Fyson [<mailto:JFyson@per.mcgees.com.au>]
Sent: Wednesday, 30 May 2018 2:16 PM
To: Angelo Mirco <Angelo.Mirco@landcorp.com.au>
Subject: McGees Fee Proposal - Cockburn Central Valuation.

Hi Angelo,

Thank you for the opportunity to quote on this valuation.

To provide a valuation report assessing the market value of Lot 7 and proposed Lot 104 at Cockburn Central in accordance with the Valuation Brief, our fee is an amount of \$2,500 + GST. We would require 10 working days to complete.

As discussed, McGees have provided the City of Cockburn with valuation advice on these 2 lots in past (last valuation was in 2016). McGees provide valuations for both LandCorp and City of Cockburn on a regular basis, and have in the past been jointly instructed by each party to provide advice (most recently with respect of a land swap at the Wattleup Town Centre). Whilst we do not consider there to be any conflict of interest, we want to be transparent and make the parties to this proposed land swap aware of our past involvement.

We are happy to discuss this further.

Regards,



Jonathan Fyson Director - Valuation Department
D 08 9476 2008 F 08 9321 9203 M 0412 161 981 E jfyson@per.mcgees.com.au
Level 2, 26 Clive Street, West Perth, WA 6005 W per.mcgees.com.au
■ Sales ■ Leasing ■ Property Management ■ Valuation ■ Advisory

Liability limited by a scheme approved under Professional Standards Legislation

This email and any attachments are confidential. If you received this email transmission in error please notify McGees Property by replying to jfyson@per.mcgees.com.au or advise us by telephone on (08) 9476 2000. Your cooperation is appreciated.

From: Angelo Mirco <Angelo.Mirco@landcorp.com.au>
Sent: Wednesday, 30 May 2018 10:59 AM
To: Jonathan Fyson <jfyson@per.mcgees.com.au>
Subject: Fee Proposal - Cockburn Central Valuation.

Hi Jonathan,

As discussed, please see attached valuation brief. Could you please provide a fee proposal to complete the attached valuation.

If you have any queries or require further information please do not hesitate to contact me.

Regards,

Angelo Mirco
Acquisitions and Disposals Manager



LANDCORP

Level 6, 40 The Esplanade Perth Western Australia 6000
T 08 9482 7824 F 08 9481 0861 M 0422 975 779 W landcorp.com.au

Click [here](#) to report this email as spam.

**Appendix 2:
Valuation Brief**





Valuation Brief

**Lot 7 Linkage Ave and Proposed Lot 104 Veterens Pde,
Cockburn Central**

May 2018

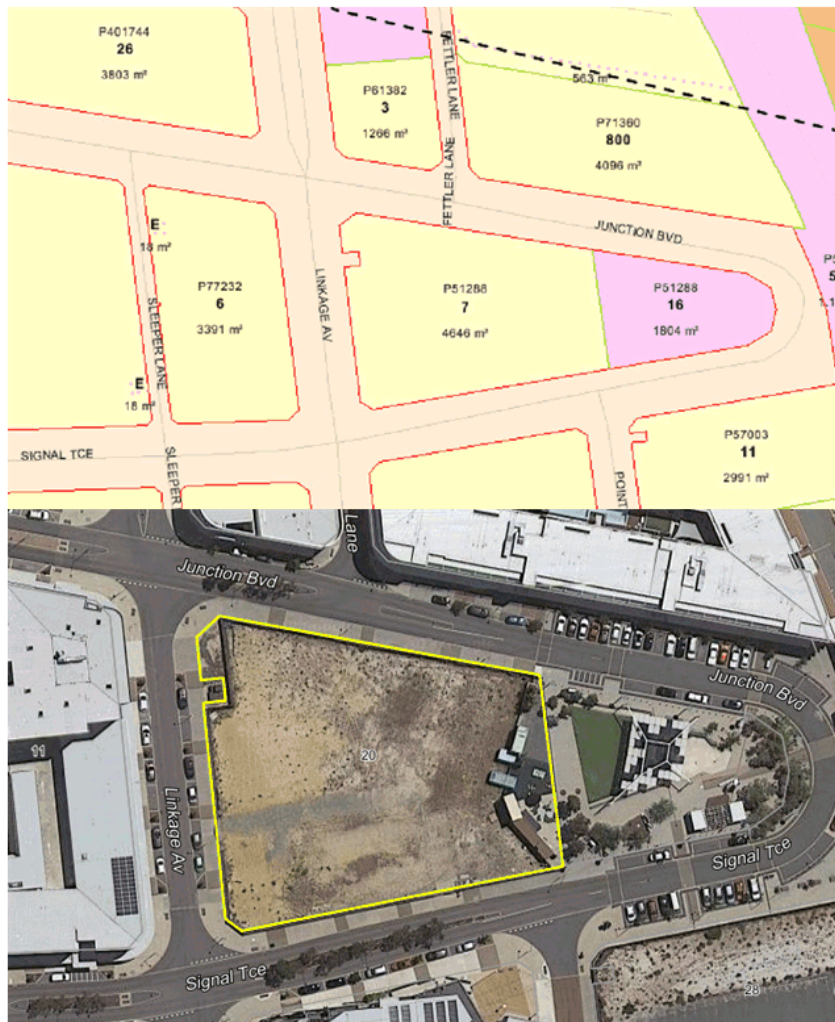


Introduction

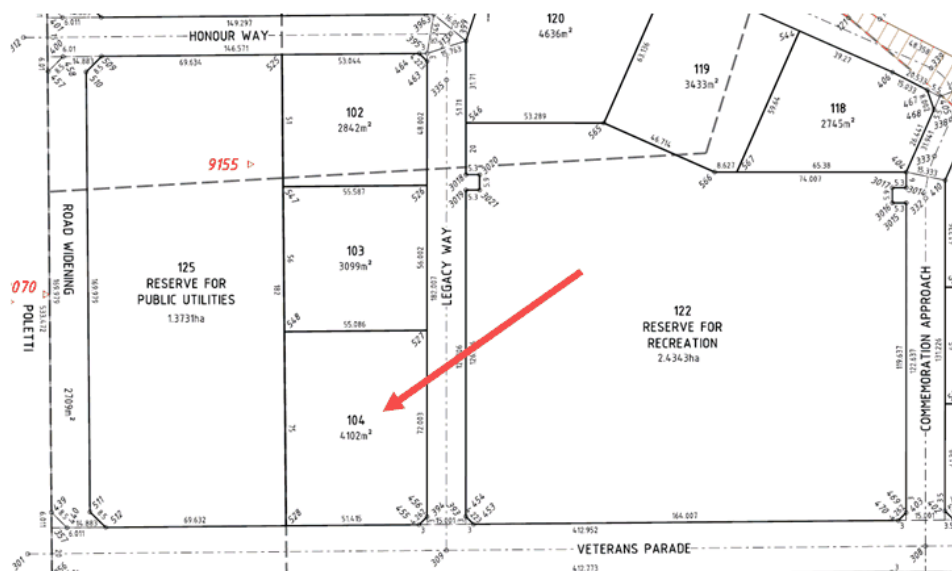
The City of Cockburn purchased lot 7 Linkage Ave, Cockburn Central from Landcorp in February 2007 for \$2,118,576 (inclusive of GST, under the margin scheme). The property however no longer suits the City's requirements and as such the City would like to investigate potentially exchanging this lot for LandCorp's proposed Lot 104 on Veterans Pde, Cockburn Central. To assist with our negotiations LandCorp would like to ascertain the current Market Value of each property.

Property details

1. 20 Linkage Ave, Cockburn Central
Lot 7 on Deposit Plan 51288
Area: 4,646m²



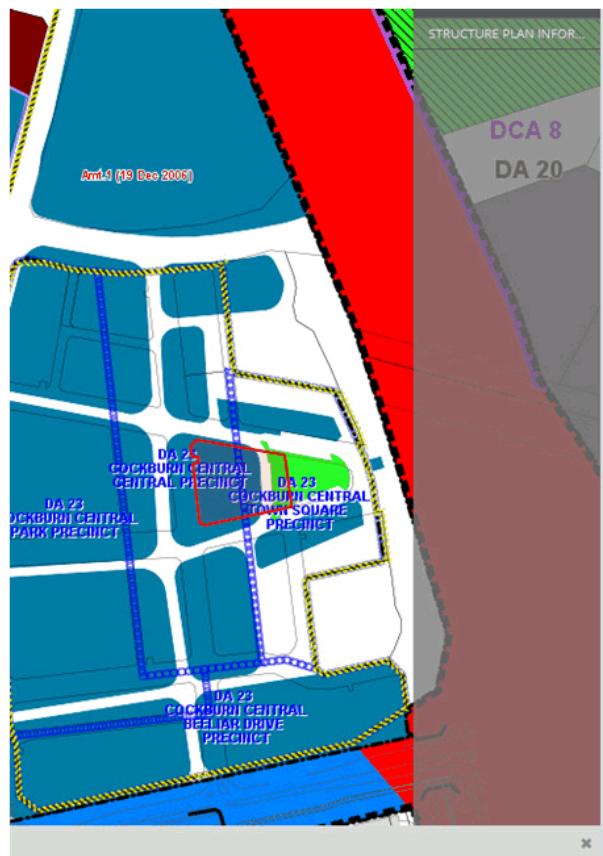
2. Proposed Lot 104 Veterans Pde, Cockburn Central
Area: 4,102m²



Zoning

Lot 7

City of Cockburn TPS3: Development Area 23, Mixed Use
 Structure Plan: Cockburn Central Central District
 Cockburn Central Town Square Precinct
 Development Contribution Area 13 Regional Centre



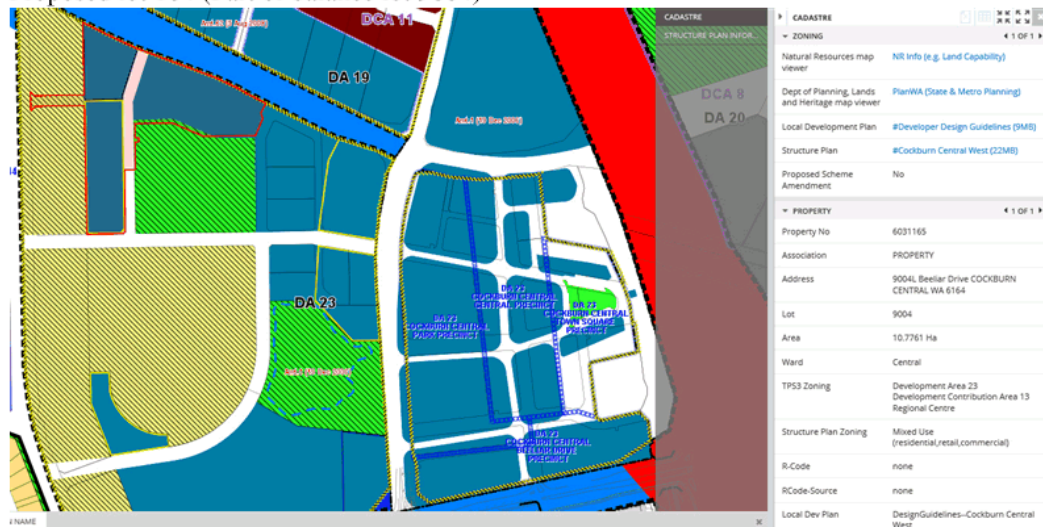
ZONING	
Natural Resources map viewer	NR Info (e.g. Land Capability)
Dept of Planning, Lands and Heritage map viewer	PlanWA (State & Metro Planning)
Local Development Plan	#Developer Design Guidelines
Structure Plan	#Cockburn Central, #Cockburn Central--Town Centre Precincts
Proposed Scheme Amendment	No

PROPERTY	
Property No	6007094
Association	PARENT PROPERTY
Address	20 Linkage Avenue COCKBURN CENTRAL WA 6164
Lot	7
Area	4646 m2
Ward	Central
TPS3 Zoning	Development Area 23 Development Contribution Area 13 Regional Centre
Structure Plan Zoning	Landmark Site Mixed Use
R-Code	none
RCode-Source	none
Local Dev Plan	Cockburn Central

Proposed Lot 104

City of Cockburn TPS3 – Development Area 23, Mixed Use
 Structure Plan – Cockburn Central West
 Development Contribution Area 13 Regional Centre

Proposed lot 104 (Part of balance lot 9004)



Both lots are subject to design guidelines

The appointed valuer will receive full the full document "Cockburn Central Detailed Area Plan" which contains detailed information on the design guidelines.

Scope of Work

The appointed Valuer is to provide the current market value for lot 7 Linkage Ave, Cockburn Central and proposed lot 104 Veterans Pde, Cockburn Central in accordance with the definition of market value endorsed by the Australian Property Institute (API).

1. The Valuer is to provide a full valuation report and include all calculations, reasoning and sales evidence used in arriving at the market value.
2. Proposed lot 104 is to be valued as if complete, a titled lot with all services connected.
3. The Values are to be provided both inclusive and exclusive of GST
4. The Valuer is to provide an electronic copy in PDF format.

A quote relating to this brief, including the expected completion date from date of appointment, should be submitted to LandCorp by COB 1 June 2018.

**Appendix 3:
Certificate of Title**



WESTERN



AUSTRALIA

RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

REGISTER NUMBER 7/DP51288	
DUPLICATE EDITION 2	DATE DUPLICATE ISSUED 7/7/2007

VOLUME
2648FOLIO
89

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 7 ON DEPOSITED PLAN 51288

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

CITY OF COCKBURN OF 9 COLEVILLE CRESCENT, SPEARWOOD

(T K245375) REGISTERED 27/6/2007

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. *K245376 CAVEAT BY WESTERN AUSTRALIAN LAND AUTHORITY LODGED 27/6/2007.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP51288
PREVIOUS TITLE: 2647-994
PROPERTY STREET ADDRESS: 20 LINKAGE AV, COCKBURN CENTRAL.
LOCAL GOVERNMENT AUTHORITY: CITY OF COCKBURN

LANDGATE COPY OF ORIGINAL NOT TO SCALE Wed Jun 20 10:30:49 2018 JOB 56989617

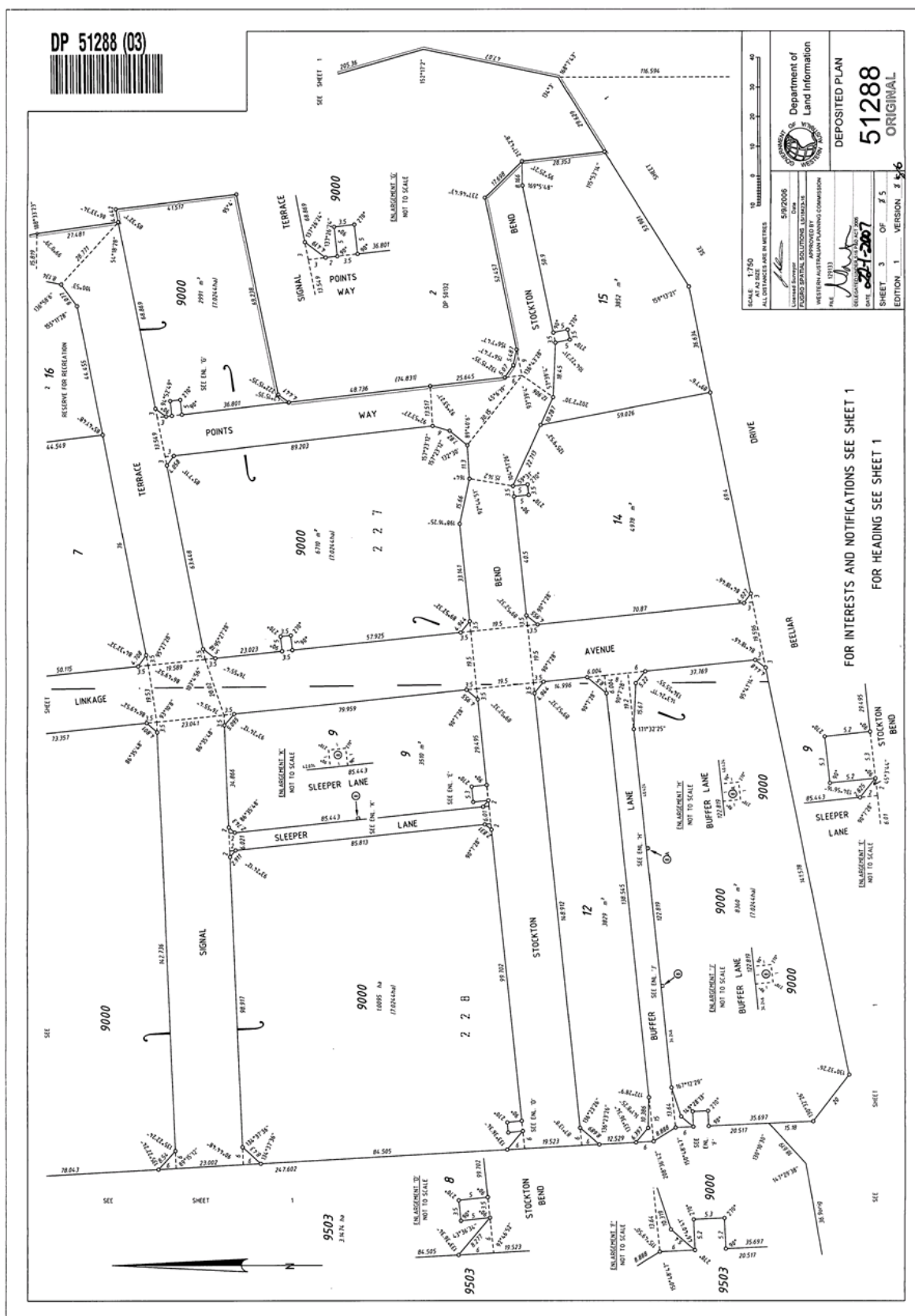

Landgate
www.landgate.wa.gov.au

**Appendix 4:
Deposited Plan 51288**



[illegible]





LANDGATE COPY OF ORIGINAL NOT TO SCALE Mon Feb 9 13:24:32 2015 JOB 46810068



P51288

Lot Number	Part	Register Number	Section
7		2648/89	

Lot Number	Part	Register Number	Section
16		LR 3140/798	

LANDGATE COPY OF ORIGINAL NOT TO SCALE Mon Feb 9 13:24:32 2015 JOB 46810068



Landgate
www.landgate.wa.gov.au

Appendix 5:
Caveat K245376

INSTRUCTIONS

1. If insufficient space in any section, Additional Sheet, Form B1, should be used with appropriate headings. The boxed sections should only contain the words "see page..."
2. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
3. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialled by the persons signing this document and their witnesses.

NOTES**1. DESCRIPTION OF LAND**

Lot and Diagram/Plan/Strata Plan/Survey-Strata plan number or Location name and number to be stated.

Extent-Whole, part or balance of the land comprised in Certificate of Title to be stated.

The Volume and Folio or Crown Lease number, to be stated. If this document relates to only part of the land comprised in the Certificate of Title further narrative or graphic description may be necessary.

2. CAVEATOR

State full name of the Caveator.

3. State the address, or a number for a facsimile machine in Australia for service of notice on the Caveator.

4. REGISTERED PROPRIETOR

State full name and address of the Registered Proprietor/Proprietors as shown on the Certificate of Title or Crown Lease and any address/addresses to which future notice can be sent.

5. Specify the Estate or Interest claimed.
6. Specify the grounds on which claim is made.
7. State whether "Absolutely or "Unless such instrument be expressed to be subject to the Caveator's claim", or "until after notice of any intended registration or registered dealing to the Caveator at the address for service of notice".

8. CAVEATOR'S OR AGENTS EXECUTION

A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an Adult Person. The address and occupation of the witness must be stated.

EXAMINED

NOTICES TO BE SENT:

K245376 C

27 Jun 2007 16:02:39 Perth



REG \$ 82.00

CAVEAT

LODGED BY	LandCorp
ADDRESS	
PHONE No.	
FAX No.	
REFERENCE No.	07P365
ISSUING BOX No.	172s

PREPARED BY	kim.rollings@landcorp.com.au
ADDRESS	LandCorp Level 3, 40 The Esplanade PERTH WA 6000
PHONE No.	
FAX No.	9482 7457 9482 7401

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY

2/2

TITLES, LEASES, DECLARATIONS ETC. LODGED HEREWITH

1. <i>Contract Copy</i>	Received items
2.	Nos.
3.	
4.	Receiving Clerk
5.	

Lodged pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register



LANDGATE COPY OF ORIGINAL NOT TO SCALE Mon Feb 7 08:39:34 2011 JOB 36094625

FORM C1

WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED

FORM APPROVAL
No. 81119

AGREEMENT DATED	26/2/07
STAMPED	<i>Exempt</i>
SIGNED	<i>R.</i>

CAVEAT

DESCRIPTION OF LAND (Note 1)

EXTENT

VOLUME

FOLIO

LOT 7 ON DEPOSITED PLAN 51288

WHOLE

2648

89

CAVEATOR (Note 2)

WESTERN AUSTRALIAN LAND AUTHORITY
of Level 3, 40 The Esplanade, PERTH 6000

ADDRESS FOR SERVICE OF NOTICE ON CAVEATOR (Note 3)

LandCorp of Level 3, 40 The Esplanade, PERTH

REGISTERED PROPRIETOR (Note 4)

CITY OF COCKBURN OF 8 COLEVILLE CRESCENT, SPEARWOOD.

ESTATE OR INTEREST BEING CLAIMED (Note 5)

As Chargee and the holder of an Option to Purchase

The CAVEATOR claims an estate or interest as specified herein of the estate or interest of the abovenamed REGISTERED PROPRIETOR in the land above described BY VIRTUE OF (Note 6)

an agreement dated the 26 day of February 2007 made between the said Registered Proprietor as purchaser and grantor, and the Caveator as Vendor and grantee

And FORBIDS the registration of any Instrument affecting the estate or interest (Note 7)

Absolutely

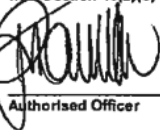
Dated this 20

day of June

20 07

CAVEATOR OR AGENT SIGN HERE (Note 8)

Signed on behalf of the WESTERN AUSTRALIAN LAND AUTHORITY by persons authorised by its Board in accordance with Section 45(2)(b) of the Western Australian Land Authority Act 1992.



Authorised Officer

JENNIFER ROSE HANNA



Authorised Officer

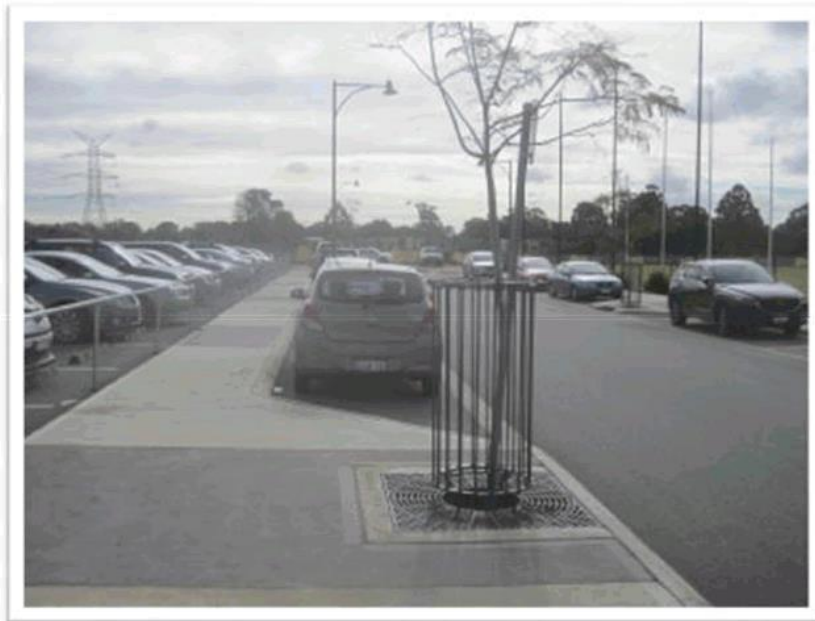
KIM LEANNE ROLLINGS

LANDGATE COPY OF ORIGINAL NOT TO SCALE Mon Feb 7 08:39:34 2011 JOB 36094625

**Appendix 6:
Photographs**



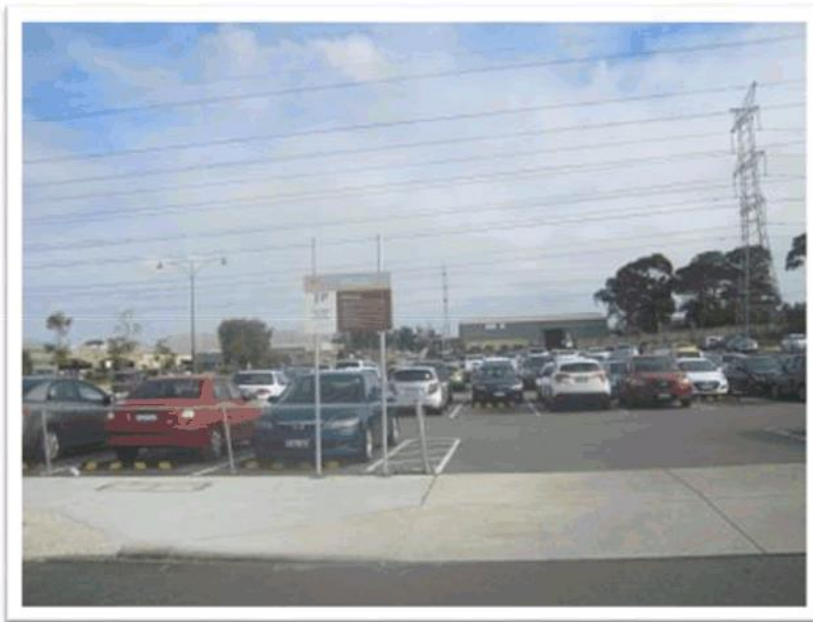
V152-18



Legacy Way



Adjoining POS



Proposed Lot 104



Cockburn ARC



Veterans Parade



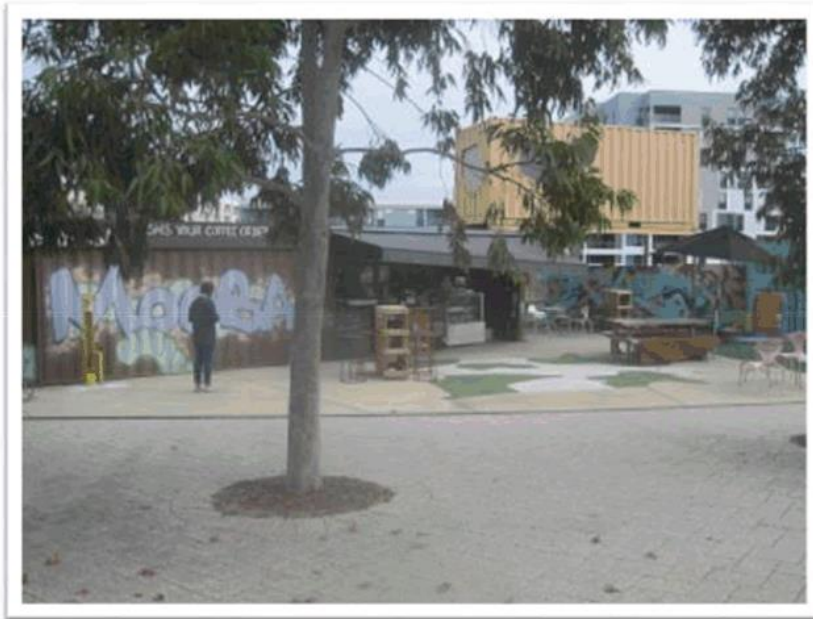
Adjoining Power Lines



Lot 7



Lot 7



Lot 7



Signal Terrace



Adjoining Development



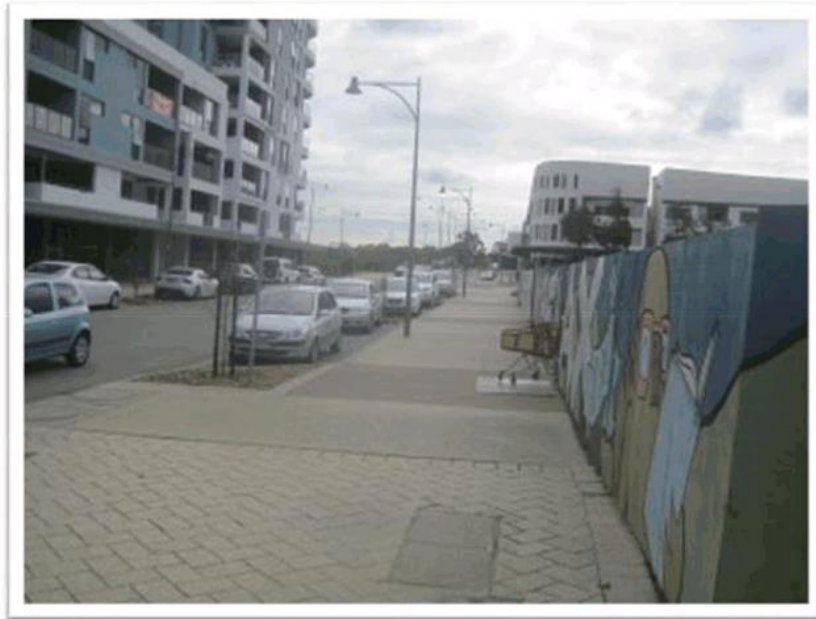
Lot 7



Lot 7



Lot 7



Linkage Avenue

16. ENGINEERING & WORKS DIVISION ISSUES**16.1 (2018/MINUTE NO 0013) INCLUSION OF TWIN BARTRAM SWAMPS RESERVES 51979 & 51980 INTO THE BEELIAR REGIONAL PARK****Author(s)** C Beaton**Attachments** 1. Twin Bartram Swamps [↓](#)**RECOMMENDATION**

That Council

- (1) endorse the inclusion of Twin Bartram Swamps (Reserves 51979 & 51980) within the Beeliar Regional Park; and
- (2) notify the Department of Biodiversity, Conservation and Attractions of Council's decision.

COUNCIL DECISION

MOVED Cr C Reeve-Fowkes SECONDED Cr S Pratt

That the recommendation be adopted.

CARRIED 9/0**Background**

In July 2018, Twin Bartram Swamps was passed to the City for management as a result of the Gold Estates subdivision of Lot 9014 Bartram Road, Success. The land is owned by the State of WA with a Management Order in favour of the City of Cockburn. An aerial photo is included as Attachment 1.

Twin Bartram Swamps is a natural area, approximately 21 hectares and 1.3 km south of Cockburn Central. The City's Environmental Services has maintenance responsibility for the reserves with works currently being undertaken by a contractor. It is proposed to include Twin Bartram Swamp within the Beeliar Regional Park.

Submission

N/A

Report

Regional Parks are areas identified as having regionally significant conservation, landscape and recreational values. The intent of regional parks is to protect open space of regional significance for conservation and recreation.

The Beeliar Regional Park consists of two chains of wetlands which are comprised of 26 lakes and numerous wetlands stretching 25km along the coast, covering an area of approximately 3400 hectares. The park has been placed on the Interim List of the Register of the National Estate, while Booragoon Lake, Thomson's Lake and The Spectacles have been listed on the Directory of Important Wetlands in Australia, while Thomson's Lake has also been listed as a wetland of international importance under the Ramsar convention. The park is managed through the Beeliar Regional Park Management Plan 2006.

The Beeliar Regional Park Management Plan 2006 has been prepared in accordance with the *Conservation and Land Management Act 1984*. The plan sets out the following criteria for additional reserves to be included in the regional park:

1. The area is identified by Bush Forever as being regionally significant.
2. The area is reserved for "Parks and Recreation" under the Metropolitan Regional Scheme (MRS).
3. The area has the appropriate tenure (such as an existing Crown reserve or freehold land acquired by the Western Australian Planning Commission (WAPC) for inclusion in the Park).
4. The area provides a physical link to another area of the Park.

The WAPC has jurisdiction for overall planning and the acquisition of lands for regional parks. The inclusion of additional reserves into the Beeliar Regional Park is the responsibility of the WAPC, in consultation with Department of Biodiversity, Conservations and Attractions and surrounding Local Governments. Submissions for the inclusion of new reserves into the plan are through formal correspondence demonstrating compliance with the four criteria.

Twin Bartram Swamp is owned by the state with a management order assigned to the City of Cockburn. Twin Bartram Swamps is appropriate to include within the Beeliar Regional Park because it is a Bush Forever site. It contains a conservation category wetland, natural vegetation ranging from good to excellent condition and is also an important non-contiguous ecological linkage to neighbouring bushland and wetland areas. The inclusion of Twin Bartram Swamps within the regional park will also strengthen its conservation value and give the site additional protection from future development.



The Beeliar Regional Park Community Advisory Committee, which comprises members of the community, Department of Biodiversity, Conservation and Attractions and local governments have been consulted in regards to the inclusion of the site within the Beeliar Regional Park, and are supportive of the inclusion.

The inclusion of Twin Bartram Swamps within the Beeliar Regional Park will help to ensure the protection of this important bushland area for the benefit of current and future generations. In addition the City will still retain full management responsibility to the City under the current provisions.

Strategic Plans/Policy Implications

Community, Lifestyle & Security

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

Economic, Social & Environmental Responsibility

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

Improve water efficiency, energy efficiency and waste management within the City's buildings and facilities and more broadly in our community.

Budget/Financial Implications

The operational budget for Twin Bartram Swamps will not be impacted by inclusion of the reserves within the Beeliar Regional Park.

Legal Implications

N/A

Community Consultation

The Beeliar Regional Park Community Advisory Committee was consulted in relation to the inclusion of this area within the regional park and are supportive of the inclusion

Risk Management Implications

Inclusion of Twin Bartram Swamps within the regional park will strengthen its conservation value and give the site additional protection from future development reducing the risk of the City having to legally oppose any future development of the site.



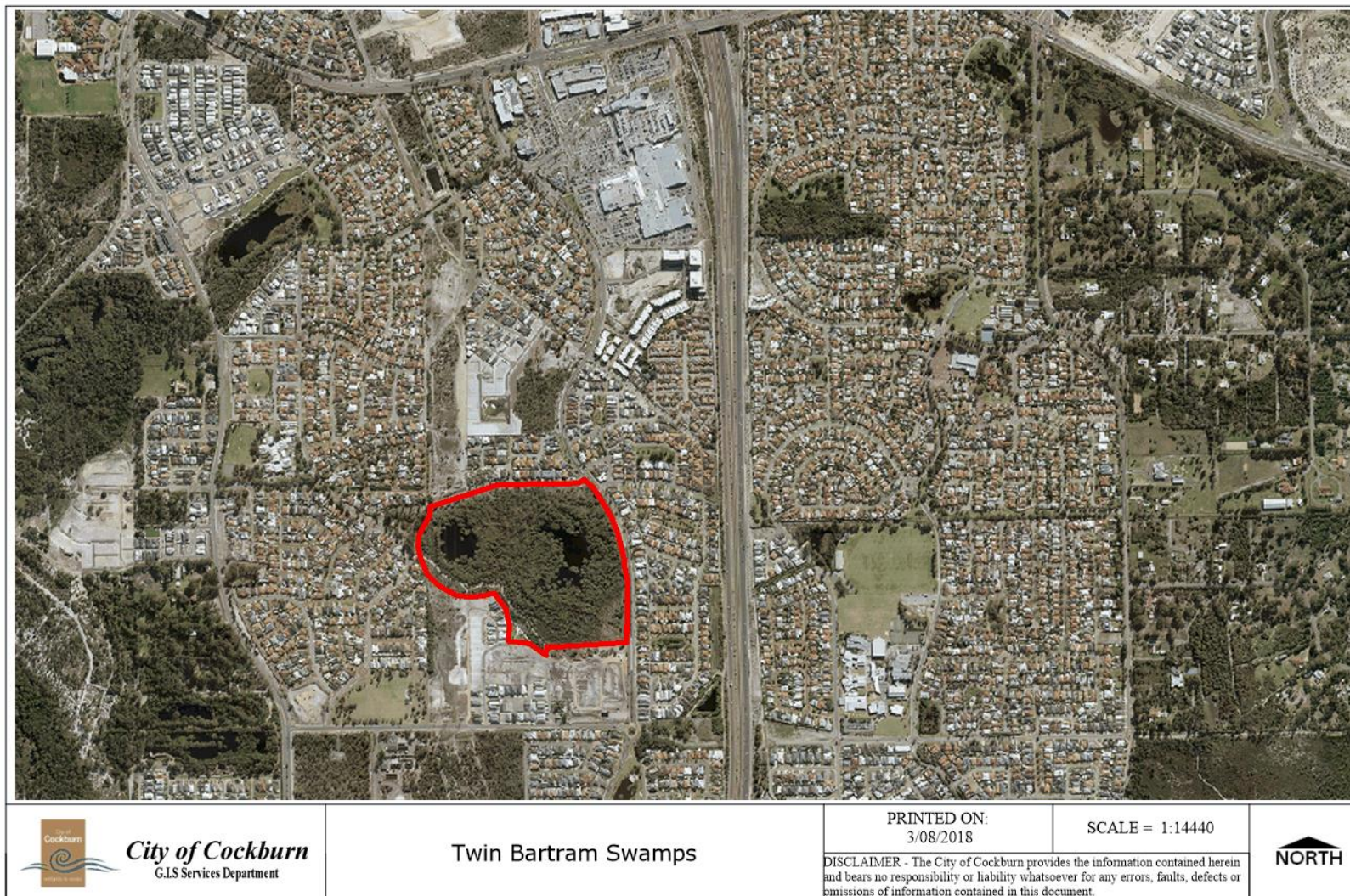
Advice to Proponent(s)/Submitters

N/A

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

Nil.





DECLARATION OF INTEREST

The Presiding Member advised he had received a Declaration of Impartiality Interest – Pursuant to Regulation 11 Local Government (Rules of Conduct) Regulations 2007 from Cr Allen in relation to Item 16.2. The nature of the interest being that he is employed as the State Manager of Equifax Australia, the company which has undertaken the financial verification and score reports on those who tendered.

16.2 (2018/MINUTE NO 0014) C100541 (RFT21-2018) WATER PLAYGROUND TESTING AND MAINTENANCE (SPECIFIC LOCATIONS) THREE (3) YEAR CONTRACT

Author(s) A Waters

Attachments 1. RFT21-2018 Confidential (**CONFIDENTIAL**)

RECOMMENDATION

That Council accept the tender submitted by Shenton Enterprises Pty Ltd t/as John Shenton Pumps for the total estimated contract value of \$332,412 (Ex GST), for a period of three (3) years from the date of award; with Principal instigated options to extend the period for one (1) subsequent year and up to an additional twelve (12) months, to a maximum of five (5) years, in accordance with the submitted Schedule of Rates for determining variations and/or additional services.

COUNCIL DECISION

MOVED Cr C Sands SECONDED Councillor L Kirkwood

That the recommendation be adopted.

CARRIED 9/01

Background

The City of Cockburn (the Principal) is seeking a Contractor to conduct twice daily water testing and maintenance of its water playgrounds.

The Principal has two (2) water playgrounds where works shall be conducted, Ngarkal Beach North Coogee and The Siding Cockburn Central. Testing shall be conducted in accordance with the Department of Health guidelines.

The systems shall be tested and commissioned daily to ensure it is operating efficiently and in compliance with Department of Health Guidelines, with records being required to maintained and submitted to the Principal.



The proposed Contract shall be in place for a period of three (3) years from the date of award; with Principal instigated options to extend the period for a subsequent one (1) year period and up to an additional twelve (12) months after that, to a maximum of five (5) years.

A Mandatory Meeting covering both sites was conducted on Thursday 12 July 2018.

Tender Number RFT 21/2018 Water Playground Testing and Maintenance (Specific Locations) was advertised on Wednesday, 4 July 2018 in the Local Government Tenders section of "The West Australian" newspaper. It was also displayed on the City's E-Procurement website between Wednesday, 4 July 2018 and Thursday, 2 August 2018 inclusive.

Submission

The Request for Tender closed at 2:00pm (AWST) Thursday 2 August 2018 with three (3) submissions received from the following companies:

Tenders Name	Registered Business Name
Poolwerx Spearwood	The Trustee for The Ayjae Family Trust
Royal Life Saving Society WA	The Royal Life Saving Society WA Incorporated
John Shenton Pumps	Shenton Enterprises Pty Ltd

Report

Compliance Criteria

The following criteria were used to determine whether the submissions received were compliant:

	Compliance Criteria
(a)	Compliance with A03 – RFT21/2018 - Conditions of Responding and Tendering.
(b)	Completion of Qualitative Criteria
(c)	Compliance with and completion of B02 – Price Schedule
(d)	Compliance with ACCC Requirements and completion of A05 – RFT21/2018 – Certificate of Warranty.
(e)	Acknowledgement of any Addenda issued.



Compliance Tenderers

Procurement Services undertook the initial compliance assessment and all three (3) submitted Tenders were deemed compliant and released for evaluation.

Evaluation Criteria

Evaluation Criteria	Weighting Percentage
Demonstrated Experience & Company Profile	20%
Tenderer's Resources (including Key Personnel)	15%
Methodology	15%
Sustainability	10%
Tendered Price	40%
TOTAL	100%

Tender Intent/ Requirements

The intent of this tender is to select the services of a suitably qualified and experienced Contractor to conduct water testing (twice daily) and maintenance of two (2) of the City's water playgrounds located at Ngarkal Beach, North Coogee and The Siding, Cockburn Central. Testing shall be conducted in accordance with the Department of Health guidelines.

Evaluation Panel

The Tender submissions were evaluated by the following City of Cockburn personnel.

Name	Position & Organisation
Alison Waters	Parks Operations Coordinator (Chairperson)
Travis Moore	Manager – Recreation and Community Safety
Frank D'Antonio	Parks Supervisor
Probity Role Only	
Mr Stephen White	Contracts Officer



Table – Combined Totals

Tenderer's Name	Percentage Score		
	Non-Cost Evaluation	Cost Evaluation	Total
	60%	40%	100%
John Shenton Pumps**	43.07%	33.61%	76.68%
Poolwerx Spearwood	33.60%	40.00%	73.60%
Royal Life Saving Society WA	38.97%	24.45%	63.42%

** Recommended Submission

Evaluation Criteria Assessment

Demonstrated Experience & Company Profile

John Shenton Pumps strongly demonstrated that they possess the required company structure and have the significant relevant experience to undertake the scope of works as outlined in the specification. John Shenton Pumps has been conducting testing and maintenance of the water playground at Ngarkal Beach for the past six (6) years.

Royal Lifesaving WA and Poolwerx Spearwood provided a satisfactory response regarding relevant experience in water playground testing. Poolwerx and Royal Lifesaving WA provided information relating to their corporate global structure rather than their local operational structure.

Tenderers Resources (Including Key Personnel)

John Shenton Pumps demonstrated they have experienced technical staff, adequate management support and experienced vacuum operators to conduct the works as per the contract requirements. They provided their availability for the scheduled maintenance; seven (7) days a week along with emergency services and primary and secondary contact details. John Shenton Pumps demonstrated to the panel their capacity to maintain their current workload and the proposed works. In addition a warehouse in the proximity to both sites with spare parts readily available for urgent repairs.

Royal Lifesaving WA did not provide adequate details regarding the technical staff required to complete the works or contact details for the operators as requested. The panel was concerned regarding the availability and qualifications of their labour resources to conduct the works utilising administration staff in the field if required or obtain contract staff through labour hire.



Poolwerx Spearwood provided names and contact details of staff to conduct the works however they did not indicate the scope of works to be conducted. The panel was disturbed by the limited the availability of qualified staff. Poolwerx Spearwood provided their existing work schedule and indicated that if additional resources were required, they could engage neighbouring franchisees to conduct the works.

Methodology

John Shenton Pumps was the only contractor with existing software to record water quality information and demonstrate a process for safe lifting to access the water playground infrastructure at Ngarkal Beach.

Royal Life Saving WA demonstrated that they understood the scope of works, provided a Gantt chart and would conduct scheduled works as per contract requirements.

Poolwerx Spearwood provided a limited response indicating they would meet the requirements of the contract and reduce closing times of the water playground at Ngarkal Beach.

Sustainability

John Shenton Pumps, Royal Life Saving WA and Poolwerx Spearwood all provided acceptable responses regarding sustainable work systems and practices.

Summation

The Evaluation Panel recommends that Council accept the submission from Shenton Enterprises Pty Ltd t/as John Shenton Pumps as being the most advantageous for the Principal.

The Contractor has demonstrated through their submission the provision of a quality service within an acceptable value given the specification.

The Tender produced some variation in determining the cost evaluation. The panel considered this variation acceptable between Shenton Enterprises Pty Ltd t/as John Shenton Pumps and the lowest price submission.

Reference checks were conducted for Shenton Enterprises Pty Ltd t/as John Shenton Pumps and were highly recommended.

In summary the recommendation is based on:

- Well demonstrated experience in performing similar work.
- The experience personnel in managing the services associated with the requirements of the contract.



- The availability of staff seven days a week and able to react to emergency works.
- The proximity of warehouse and stockholding for urgent spare parts, minimising shut down periods of the water playgrounds.
- Existing software to record, monitor and track water playground information, including the availability of the data live and online for the City to access.
- The required resources and contingency measures to undertake the service.
- Overall the best value to the City.

Strategic Plans/Policy Implications

City Growth

Maintain service levels across all programs and areas.

Community, Lifestyle & Security

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

Economic, Social & Environmental Responsibility

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

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

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

Budget/Financial Implications

The 18/19 FY expenditure for water playground testing and maintenance is costed to sub activity 188 and allocated to various Parks OP Budgets totalling \$162,000 (Ex GST) per year.

The price submitted by John Shenton Pumps has an estimated annual total of \$110,804 (Ex GST).

This report is being presented to Council given the variation is greater than 25% between the lowest price submission and the recommended tenderer.



Legal Implications

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

Community Consultation

N/A

Risk Management Implications

If the Principal does not support this recommendation, the quality of the water at the water playgrounds will decline. If scheduled testing and maintenance does not occur, it is likely that the bacteria levels will increase and could result in public health issues to members of the public. This may cause additional public liability claims or damage to the Principal's reputation.

The Principal does not have qualified operators to undertake this service. With no Contract in place the Principal would be required to seek numerous quotations and would be non-compliant due to the combined high value. The proposed Contract will ensure better control of costs and improve quality of services and materials.

Advice to Proponent(s)/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 October 2018 Ordinary Council Meeting.

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

Nil.



16.3 (2018/MINUTE NO 0015) NATURAL AREA MANAGEMENT STRATEGY REVIEW**Author(s)** C Beaton**Attachments** 1. Natural Area Management Strategy 2012-2022 (5 Year Review) [↓](#)**RECOMMENDATION**

That Council adopt the 2018 review of the Natural Area Management Strategy 2012–2022, as shown in the attachment to the Agenda.

COUNCIL DECISION

MOVED Cr C Reeve-Fowkes SECONDED Cr S Pratt

That the recommendation be adopted.

CARRIED 9/0

Background

The original Natural Area Management Strategy was adopted by Council in November 2012.

The strategy was developed to ensure that the City's natural areas were managed in a manner that will maintain and enhance biodiversity, ecological function and ensure that these areas are available for future generations to enjoy. The need for a NAMS was further justified due to the expected impacts of climate change and the need to build resilience within our natural areas by addressing existing threats.

The original strategy was to be reviewed after 5 years. That review was to be undertaken in 2018.

Submission

N/A

Report

The Natural Area Management Strategy 2012-2022 outlined an approach to manage the City's natural areas and to build and enhance Council's capacity to effectively manage these areas for the conservation of biodiversity and ecological function.

When the strategy was first adopted, the City had management responsibility for more than 82 separate bushland reserves, many of



which contain wetlands. The total area contained within reserves was approximately 1,091 hectares.

In 2018 there are now 92 reserves containing bushland and the total area is now 1,189 hectares.

The management approaches identified within the original NAMS were formulated to enhance the overall condition of the existing bushland with the ultimate long term goal of upgrading the condition of all of Councils natural areas to a minimum vegetation condition rating of good or better.

The main threats to our natural areas are still considered to be environmental weeds, feral animals, illegal access, illegal rubbish dumping, increased fire frequency, disease such as dieback, untreated storm water and climate change.

The initial strategy contained 12 objectives aligned to 7 key performance areas with 55 actions to improve bushland condition. The review maintained the objectives and key performance areas whilst establishing a revised list of 32 actions.

Minimal changes have been identified as there is clear evidence that the management approaches identified in the original NAMS are still relevant and delivering results with marked improvements in bushland condition.

The implementation of the NAMS will continue to provide long-term benefits to the City through the following areas:

- Economic benefits: The cost of managing existing issues will continue to grow if left unchecked and therefore, it is more cost-effective to implement actions in the short and medium rather than long term.
- Increased public amenity: Through enhancement of bushland condition and provision of access points and trails.
- Meeting public expectations for bushland management: Through more intensive maintenance regimes.
- Conservation of biodiversity by the protection and enhancement of natural areas.
- Maintain genetic diversity: Through the creation of bushland corridors and enhancement of habitat.
- Offset greenhouse gas emissions: Revegetating degraded areas captures and stores carbon.
- Retain the uniqueness of the City of Cockburn: By retaining, conserving and enhancing our unique natural areas.
- Reducing bushfire risks: By reducing the amount of weeds and thus the fuel loads.



A reduction in bushland condition would be deleterious to native fauna and flora, suburban amenity, release greenhouse gases and not be aligned with community expectations.

It is important that our natural areas are prioritised for management and allocated appropriate resources. The strategy outlines a prioritisation system which can be used to evaluate the importance of our natural areas to ensure that resources are expended in a cost effective manner.

Strategic Plans/Policy Implications

Community, Lifestyle & Security

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

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

Economic, Social & Environmental Responsibility

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

Further develop adaptation actions including planning; infrastructure and ecological management to reduce adverse outcomes arising from climate change.

Budget/Financial Implications

The original strategy adopted by Council identified the need for incremental funding to sustain and enhance natural areas on a hectare basis. In 2012 it was estimated that the cost to maintain 1 hectare of bushland was \$3,310. In 2018 the estimated cost has risen to \$4,367.

While funding over the past five years has increased overall by 22%, the annual allocations are still 36% below the value required to maintain and increase the condition of natural areas as outlined in the strategy. In addition the strategy identified an increase in staff resources to maintain the natural areas which has been offset by funding to engage contractors.

Future revisions of the City's Workforce plan will continue to be populated with the recommended resources as outlined in the strategy.

Legal Implications

N/A



Community Consultation

Consultation was held with staff as it was only an internal review that was required.

Risk Management Implications

Failure to adopt the Natural Area Management Strategy and associated management actions could lead to a decline in bushland and wetland condition, a loss of habitat and local species extinction. Fire risk within bushland areas will also increase if weeds are not adequately managed.

Deterioration of natural areas will also have further ramifications such as loss of amenity and recreation opportunities for local residents as well as loss of many health benefits that residents gain from nature.

The City's brand and reputation would also suffer as the City is seen as a leader in natural area management having won numerous awards for its environmental management program.

Advice to Proponent(s)/Submitters

N/A

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

Nil.





City of Cockburn
**NATURAL AREA
MANAGEMENT STRATEGY
2012-2022 (2018 REVIEW)**



cockburn.wa.gov.au



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Executive Summary

The City of Cockburn manages 92 bushland reserves, spanning 1,189 hectares. Since 2012, 98 hectares of bushland across eight reserves have been added to the City's responsibility. While the majority of the City's natural vegetation reserves are actively managed, a number of the smaller reserves of poor quality bushland are not, due to insufficient resources. Each year the City's actively managed portfolio increases and in future years additional bushland reserves will be vested to the City as development continues.

As well as bushland reserves, the City contains and manages a number of ecological linkages, which provide important movement passages for fauna and habitat for flora, in developed areas. As the City becomes increasingly urbanised, protecting and enhancing these linkages will be a vital part of maintaining healthy ecosystems in Cockburn.

The City manages natural areas through a system of prioritisation and allocates appropriate resources to each reserve. Each of the City's reserves is assessed for vegetation condition every four years, and these assessments allow areas to be categorised into low, medium and high priority reserves according to their condition. Reduced bushland condition has negative impacts on native fauna and flora, suburban amenity, carbon sequestration and community expectations.

The City of Cockburn's Natural Area Management Strategy (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 ultimate goal is for all of the City's natural areas to have a vegetation condition rating of good or better based on the Keighery 1994 definition of vegetation condition.

The main threats to the City's natural areas are environmental weeds, feral animals, illegal access, illegal rubbish dumping, increased fire frequency, diseases such as dieback, untreated storm water and the impacts of climate change.

This document is a five year review of the strategy which contained 12 objectives aligned to 7 KPI's with 55 actions to improve bushland condition. The review established a consolidated list of 32 actions and also updated the number of bushland reserves, the vegetation condition of these reserves and other key areas of management. A progress summary against each KPI has been included.

1. Strategy Vision

The ultimate vision or goal of this Strategy is for all of the City's natural areas to have a vegetation condition rating of good or better based on the Keighery 1994 definition of vegetation condition.

2. Strategic Alignment

The City recognises the importance of its natural areas through a number of existing Council documents and strategies.



Figure 1: Strategic alignment

City of Cockburn Strategic Community Plan 2016 - 2026

The Strategic Community Plan contains strategic objectives closely aligned with the NAMS:

Community, Lifestyle and Security

- Providing safe, attractive, healthy programs and infrastructure for a diverse range of activity and people.
- Provide safe places and activities for residents and visitors to relax and socialise.

Economic, Social and Environmental Responsibility

- Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health.
- Further develop adaptation actions including planning, infrastructure and ecological management to reduce adverse outcomes arising from climate change.

**City of Cockburn Sustainability Strategy 2017 - 2022**

The principles of the Sustainability Strategy that relate directly to natural area management are to:

- Conserve biological diversity and ecological integrity
- Act cautiously when there is a risk of serious or irreversible impacts on the environment or the community, and
- Recognise dimensions beyond our borders while concentrating on issues we can influence.

Long Term Financial Plan 2016 - 2026

The Long Term Financial Plan includes funding for reserve maintenance goals, objectives and revegetation projects as outlined in this Strategy.

Public Open Space Strategy 2014- 2024

Many areas of public open space contain pockets of bushland. The Public Open Space Strategy outlines the approach to managing these small parcels within broader turfed areas.

Urban Forest Plan 2018 - 2028

The Urban Forest Plan provides a holistic approach to improving canopy cover throughout the City of Cockburn. The Plan is guided by six strategic objectives and targets, accompanied by 27 actions which map a clear pathway to achieving the City's aspirations for a thriving urban forest.

Reserve Management Plans/Master Plans

The Natural Area Management Strategy provides an overarching framework for natural areas but individual reserve management plans are necessary in some instances to provide a more detailed approach to management in areas where there are unique factors specific to that particular reserve.



Image 1: Motorbike Frog (Photo credit: Amy Krupa)

3. Natural Areas

A natural area is a term used to describe places that have native species or communities in a relatively natural state and contain biodiversity. They can include native vegetation, vegetated or open water bodies (lakes, swamps, wetlands) or waterways (rivers, streams, creeks), springs, rocky outcrops, bare ground (sand or mud), caves, coastal dunes or cliffs. Natural areas exclude cleared parkland areas, isolated trees in cleared settings, ovals and turf areas.ⁱ

Natural areas retain and protect biodiversity, provide a sense of place and create a 'green' living environment for local residents. They offer recreational opportunities such as bushwalking and bird watching and are a valuable educational resource for schools, TAFEs and universities. Natural areas in the urban environment provide health benefits including improved air and water quality, help cities avoid extremes in temperatures and are linked to lower rates of chronic disease.ⁱⁱ There are an enormous range of potential health and wellbeing benefits from contact with nature including crime reduction, psychological wellbeing, reduced stress, boosted immunity, enhanced productivity, improved mental health, reduced blood pressure, heart rate and cholesterol and spiritual development.ⁱⁱⁱ

Natural areas ensure the long term survival of diverse ecological communities. Research suggests that at least 30% of a region's ecological community needs to be retained to maintain species diversity. The Australian Government has recognised the need to retain this percentage of each vegetation community and has set objectives and targets to achieve this.^{iv} Four of the six vegetation complexes in the City are below the 30% threshold (see Table 1 below). Representatives of these complexes must be retained to ensure their long term survival.

Vegetation Complex	Pre-European extent (ha)	2010 Remnant vegetation extent (ha)	2016 Remnant vegetation extent (ha)	% of Pre-European remaining Swan Coastal Plain	% Proportion within Cockburn
Bassendean Complex - Central and South	6,810	2,217.37	1,839	32.37	7.78
Cottesloe Complex-Central And South	4,991	1,035.17	973	21.39	11.02
Herdsmen Complex	1,231	514.56	508	41.67	12.73
Karrakatta Complex-Central And South	1,390	171.01	154	12.30	2.62
Quindalup Complex	1,021	87.44	729	63.48	1.87
Southern River Complex	313	112.85	108	36.07	0.53

Table 1: Remnant Vegetation Extent by Vegetation Complexes within the City of Cockburn



4. Natural Areas in the City of Cockburn

In 2012 the City was responsible for 82 reserves containing bushland comprising 1,091 hectares, ranging in quality from degraded through to excellent. In 2018 there were 1,189 hectares of reserves with bushland in 92 reserves which included coastal, wetland and upland areas, ranging in size from small areas surrounded by parkland of approximately 3,500 square metres to larger reserves of 256 hectares. Of the 92 current reserves, 17 are afforded additional protection through the Bush Forever program.^v Many of the City's reserves are located within three regional parks – Beeliar, Jandakot and Woodman Point.

Most of the reserves that contain large areas of vegetation are under active management. There are some smaller reserves of poor quality bushland which are not actively managed due to limited resources. However, all bushland areas are important as they provide movement passages for fauna, and it is hoped that the City will eventually manage these smaller pockets as resources become available. The City will also continue to assume responsibility for additional natural areas in the future as a result of planners securing additional Parks and Recreation reserves via the structure planning process which are then ceded through new subdivisions. These will be primarily in the southern parts of the City. Some of the criteria for selecting natural areas for retention are listed on section 5.1.

Reserve Summary	2012	2018
Total area of reserves containing bushland (Ha)	1,091	1,189
Total area of actively managed reserves	986	1,073
Total area of bushland in conservation reserves (Ha)	904	724*
Area of bushland in actively managed conservation reserves (Ha)	896	660*
% Bushland in actively managed conservation reserves	91	65
% Bushland in non actively managed conservation reserves	9	25
Number of actively managed reserves	48	67
Number of non actively managed	34	25

Table 2: Reserve Summary

*Discrepancies (reductions) in terms of areas of bushland in the above table are due to more accurate vegetation condition mapping being undertaken since 2012. In 2012 the condition rating of reserves included areas of parkland, firebreaks and revegetation. This has been changed and now only bushland within reserves is rated.



Management actions identified in the 2012 Strategy will continue to be used to enhance the condition of existing bushland with the ultimate long term goal of managing the overall condition of the City's natural areas to a minimum vegetation condition rating of 'good' or better based on the Keighery 1994 definition of vegetation condition (see Appendix C). Each reserve is mapped for bushland condition every four years. Comparisons with previous mapping allow the City to monitor its maintenance performance and progress toward enhancing its natural areas. Bushland condition maps are available for viewing on the City's Geographical Information System (GIS) - Intramaps.

The City's biodiversity is part of the South West Botanical Province of Western Australia, which is now recognised as one of the world's top 25 biodiversity hotspots.^{vi} This is not only because of the huge diversity of plants, animals and habitat types that are highly endemic but because of the loss of these areas due to clearing and urban development.^{vii}

The City is home to one internationally recognised Ramsar Wetland – Thomson's Lake. Ramsar is an intergovernmental treaty dedicated to the conservation and 'wise use' of wetlands. Some of the other wetlands within the Beeliar Regional Park are also listed in the Directory of Important Wetlands in Australia.

The City contains important coastal vegetation, consisting of numerous limestone outcrops and significant features such as the Henderson Cliffs.

Flora

There are a variety of flora species, vegetation complexes and groupings in Cockburn's natural areas. Many of these species are classified as Declared Rare and Priority Flora or *EPBC Act 1999* Listed Flora and Threatened Ecological Communities.

In September 2016 the Bassendean Central and South vegetation complex was deemed a Threatened Ecological Community under the Environmental Protection and Biodiversity.

Conservation Act 1999 by the Federal Department of Environment and Energy. Many of the City's reserves contain this ecological community.

The City has developed a species list for each of its reserves which is continually being updated as additional species are discovered. A herbarium has also been established which is updated as new species are found.

This Strategy and its management actions have been instrumental in conserving and protecting flora within the City's reserves. The continued improvement in the condition of the City's natural areas may support an increase of some species into areas where they have become rare.



Fauna

Natural areas provide habitat for a range of local fauna, through a combination of dryland and wetland areas. Reptiles, frogs, birds and mammals are present in each reserve. Wetlands in the City range from fresh to quite saline and offer good seasonal habitat for amphibians such as frogs and turtles. A variety of birds inhabit the various vegetation groupings around wetlands, along the coast and in upland areas. Quendas reside in reserves with areas of dense vegetation throughout the City. Old trees provide nesting hollows for many species of birds and mammals such as possums. Artificial nesting boxes have been installed in trees not yet mature enough to have developed nesting hollows, which provides additional habitat and encourages breeding for local species.

Many trees in areas close to wetlands provide habitat for bats through man-made bat boxes. Bats are known to eat up to 1,000 mosquitos/midge in one night and this helps lessen the impact of these nuisance insects. Reptiles inhabit both wetland and dryland areas and many species of lizards and snakes are quite common.

The City regularly conducts fauna surveys throughout its reserves. Coupled with vegetation condition assessments, these surveys assess the progress the City is making to improve the condition of its natural areas and reveal that a variety of native species are still present within the City's natural areas. The use of motion sensitive cameras in some reserves has revealed interesting information such as Black Gloved Wallabies visiting Denis De Young Reserve.

Some fauna species found in the City's natural areas are considered significant or rare under the *Western Australian Wildlife Conservation Act 1950* or EPBC Act 1999 Conservation Codes. Others are listed by the Department of Biodiversity, Conservation and Attractions as Priority Fauna.

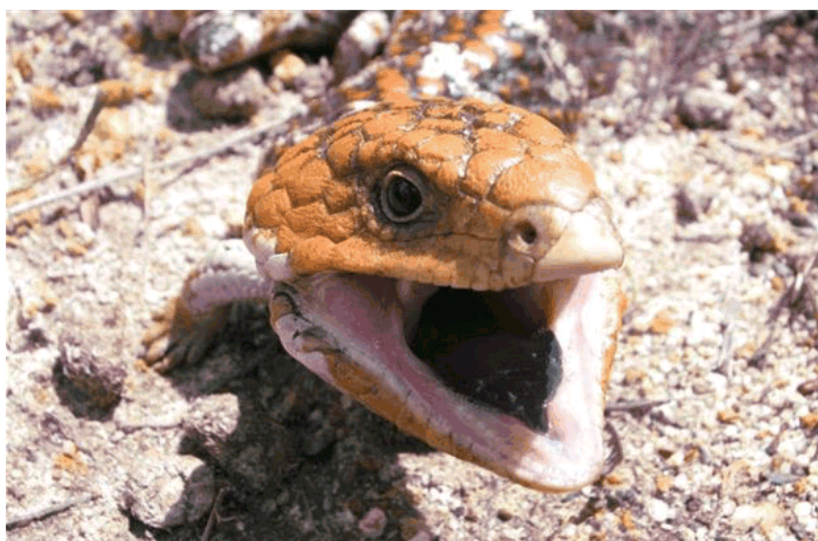


Image 2: Bobtail Lizard, *Tiliqua rugosa*



5. Natural Area Management Objectives

This Strategy outlines the City's approach to sustainably managing its natural areas, through dealing with threats and enhancing its unique natural resources. Its aims are supported by individual objectives which are outlined below.

5.1. Prioritising Reserves

Objective 1: To identify reserves of higher value to ensure that finances and resources are allocated in a manner that provides the best outcomes for both the community and the natural area.

The City must prioritise bushland reserves for maintenance and ongoing management. Financial and resource constraints mean that it is not currently possible to manage and improve the condition of all its natural areas, so there needs to be a focus on the reserves that will give the best return on expenditure.

Some of the City's natural areas are so small that it is not cost effective to manage them intensively and the process of prioritisation determines the amount of funding spent on these reserves. The City of Cockburn prioritises its natural areas based on the Perth Biodiversity Project Local Government Biodiversity Planning Guidelines 2004:

- | | |
|------------------------|------------------------------------|
| 1 Vegetation condition | 4 Perimeter to area ratio |
| 2 Reserve size | 5 Connectivity |
| 3 Shape | 6 Visibility/Community involvement |

1. Vegetation Condition

Vegetation condition is a measure of an area's similarity to its state prior to the effects of disturbance from European settlement in Australia.^{viii} The scale used to assess the vegetation condition of natural areas in Cockburn is the *Keighery 1994* method, outlined in Appendix C. The various factors assessed using the condition scales are:

- 1 Plant community structure and composition
- 2 Disturbance factors such as logging, grazing, partial clearing, inappropriate fire regimes, soil disturbance, predation by feral animals, impacts from surrounding land uses
- 3 Weed invasion, and
- 4 Vegetation health such as disease pests, threatening processes such as salinisation, lowering of water tables, climate change, fragmentation.

The City maps vegetation condition on a four year rotating basis. Each vegetation condition survey is accompanied by a natural area assessment which provides information such as fauna observations, type of disturbance, status of management and photos.



Fauna surveys are completed in some reserves at the same time as vegetation condition mapping. Flora and fauna surveys compliment one another, with each providing an indication of how effective management actions are at improving vegetation condition and habitat, particularly when compared with previous years. In April 2011, the City completed a full round of vegetation condition mapping and this has been used as the baseline to assess progress and funding allocations. Table 3 compares vegetation condition between 2012 and 2017.

Bushland Vegetation Condition	Hectares 2012	Hectares 2017	Percentage of Bushland 2012	Percentage of Bushland 2018
Pristine	0	0	0	0
Excellent	59	106	7	16
Very Good	317	169	35	26
Good	225	202	25	31
Degraded	113	140	13	21
Completely Degraded	182	43	20	6
Bushland Total	896*	660*	100	100
Revegetation	Included above	36	Included above	3
Other	Included above	377	Included above	35
Total Area (Actively Managed)	896	1073	-	-


Table 3: Vegetation Condition Comparison 2012-2018

2. Size of Reserve

Viability is a measure of how well an ecological community can sustain and support the organisms that occur naturally within that community in the long term.^{ix} Size is important in determining the long term viability of a natural area.

The bigger the area, the greater its capacity to retain biodiversity, maintain ecological function and resist disturbance factors and threatening processes. The minimum size for an area's viability varies greatly between different ecological communities and depends on the presence of threats and how well these can be controlled.

Minimum size also depends on the requirements of different species. Remnant areas as small as four hectares are important for retaining intact examples of reptile diversity and areas of one hectare can retain viable populations of many reptiles species if fire frequency and feral animal predation are controlled.^x



Management costs are much lower for larger and more viable areas. Small areas of remnant vegetation often require intensive management and can be costly, though they provide some habitat value and are worthy as ecological linkages providing connectivity between other larger areas.

3. Reserve Shape

Shape influences the impact that threats may have on the edges of a natural area, and their effects often extend into natural areas. The degree that edge effects extend into natural areas varies greatly and depends on the types of threats and how well they can be controlled. These include weed invasion, grazing and trampling, increased sun and wind exposure, pollutants, drift or runoff, air pollution, noise, artificial light at night, rubbish accumulation and dumping, exposure to feral animals and pests and diseases from surrounding land uses. In the metropolitan area of the Swan Coastal Plain edge effects typically extend at least 25 metres into natural areas.^{xi}

Compact areas such as circles, squares and squat rectangles are the most viable, as their core areas are the largest for their given size. Long thin shapes have the lowest viability as most of their area is impacted by edge effects (see Table 4).

Research indicates that native vegetation acting as a link between larger viable natural areas needs to be at least 25–50 metres wide for use by many bird species.^{xii} Birds are also more likely to use patches of native vegetation if they are within 500-1,000 metres of viable natural areas.^{xiii}

Shape	Viability
Circle, square or squat rectangle	Highest
Oval, squat oblong or symmetrical triangle	High
Irregular shape with few indentations	Medium
Irregular shape with many indentations	Medium to low
Long shape with large proportion of area greater than 50m wide	Lower
Long thin shape with large proportion of area less than 50m wide	Very Low

Table 4. Natural Area Shape Viability

4. Perimeter to area ratio

Perimeter to area ratio can be a useful indicator of viability and is determined by size and shape, by dividing the length of the perimeter by the area. The higher the score the lower the viability because the greater the perimeter the more likely the site is to be impacted by outside influences. This is more commonly known as edge effects.



5. Connectivity

The viability of any natural area depends on its proximity to other natural areas and the quality of an ecological linkage between them. These factors influence the movement of individual living organisms and the flow of genetic material between natural areas. This determines the long term survival of species, their genetic variation, their ability to adapt to changes in the environment and the maintenance of ecosystem processes. The viability of a given natural area will increase:

- 1 The closer it is to other protected natural areas
- 2 The greater the number of protected natural areas within close proximity to it, and
- 3 The better the condition of surrounding natural areas.

6. Visibility/Community Involvement

Prominent reserves are valued more highly by the community and have higher participation rates. Often there are higher expectations for management and maintenance costs are generally higher than less prominent reserves. Greater community involvement provides benefits as applications for funding from alternative sources such as grants are more likely to be successful. Consideration is given to proximity to residential areas, public perception and amenity and whether or not a reserve has an active community group that is involved in its maintenance.

Management Categories

The City's 92 natural areas are prioritised using the six criteria detailed above. Each of the criteria are given a rating out of five and totaled. The reserves are then prioritised into three management categories high, medium and low.

Table 5 compares ratings between 2012 and 2018. The differences are due to the change in the way reserves have been assessed for vegetation condition and re-evaluated based on updated information.

Score	Priority Rating	Hectares 2012	Hectares 2018
1 to 10	Low	7.42	1.05
11 to 20	Med	169.51	221.69
Above 20	High	719.41	473.02
Total		896	696

Table 5: Management Categories

High priority bushland reserves have the highest ecological viability and/or community involvement. Medium priority bushland reserves have lower ecological viability and/or community involvement than high priority reserves. Low priority bushland reserves have the lowest ecological viability and little or no community involvement. Generally, resources should first be allocated to

high priority reserves, followed by medium. Minimal resources should be directed towards low priority reserves until the higher priority reserves are in good or better condition.

Table 6 provides a summary of the reserve categories and considerations while Appendix A lists the reserves and their priority classification.

Management Category	Considerations
High Priority	Very high viability, Bush Forever Site, low community involvement
	High viability, Bush Forever Site, high community involvement
	High viability rating, Bush Forever Site, Low community involvement
Medium Priority	Medium viability, medium-low community involvement
	Low viability, medium-high community involvement
	Medium viability, low community involvement
	Low viability, high community involvement, Bush Forever Site, part of Regional Park
	Low viability, very high community involvement
Low Priority	Medium viability, low community involvement
	Medium viability, low-medium community involvement
	Low viability, medium to low community involvement

Table 6: Management Category Summary

In 2012, there were three Bushland Maintenance Teams made up of two full time employees, who were responsible for groundworks in the City's natural areas. This has since been consolidated into two teams of three, as recommended in the 2012 Strategy: Each team is responsible for particular reserves and undertakes on-ground works within a set number of hours. Maintenance hours are allocated based on reserve priority. The City also engages contractors for maintenance because the number of reserves is beyond the capacity of the current staff allocation for bushland maintenance. Contractors are currently responsible for maintaining 25 reserves. All actively managed reserves are regularly maintained and higher priority reserves are allocated the most hours.



5.2. Environmental Weeds

Objective 2: To control environmental weeds within the City's managed natural areas.

The Australia Biodiversity Conservation Strategy 2010-2020 states that "weeds are among the most serious threats to Australia's natural environment and primary production. They displace native species; contribute significantly to land degradation".^{xiv}

Environmental weeds can increase the frequency and intensity of fire in bushland areas, which in turn results in more weeds becoming established. This is called the fire-weed cycle and ultimately leads to a loss of biodiversity and an increase in the fire hazard of a bushland area.

Many of the City's natural areas are infested with weeds, which degrades their quality and affects the overall viability of the area.

The City's Weed Management Plan was developed to address weed control. It has been recently updated to coincide with the review of this document. One of the recommendations of the Plan is to undertake regular weed mapping throughout all of the City's natural areas. Weed mapping identifies the types of weeds in given reserves and enables on ground programs to be developed. The first round of weed mapping for the City's natural areas was completed in April 2010.

As part of the Weed Management Plan, a Priority Weed List was developed. Priority weeds are those considered to be highly invasive and which pose the most serious threat to native vegetation. Weeds are listed in order of threat, which indicates the order they should be targeted for control. The Priority Weed List is reviewed every five years in line with the reviews of this Strategy. The list was most recently reviewed in 2018.

The City measures the effectiveness and overall performance of each reserve's management program through weed mapping and vegetation condition mapping. Weed mapping is undertaken every four years in each reserve and allows programs to be modified if they are ineffective. Mapping provides a good indicator of the current status of the City's natural areas and enables management goals and targets to be set. The City has recently begun undertaking fauna surveys in selected reserves which provides an indication of how effective management actions are in improving habitat for native species.

Perennial Veldt Grass (PVG) is having the greatest impact on natural areas in the City. It is well established in many reserves, is the most widely spread and abundant environmental weed and is also considered a major fire hazard. There are many factors to consider when targeting PVG for control. Without a concerted revegetation program in degraded areas, other significant environmental weeds such as Geraldton Carnation weed, Gladiolus species and Wild Oats may replace the PVG and many of these are more difficult to control.

The City has begun to use fire to assist in weed control as areas identified as high fire risk are often areas with a high level of weed invasion. Controlled burns are used to reduce fuel loads from weeds such as PVG in conservation zones, and intensive weed control is then undertaken for two years to prevent weeds returning. This reduces long term fire risk and improves vegetation condition. Fire provides a perfect opportunity for increased weed invasion as without intensive weed control after a burn, the fuel load can become just as high within two to three years because of the return of invasive weeds. Funding must be available for a two year intensive weed control program after controlled burns.

Where practical the Bradley Method of Bush Regeneration is practiced (see section 5.11 for more details).



Image 3: Weed Identification at Denis de Young Reserve



5.3. Feral Animals

Objective 3: To control and, where possible, eradicate feral animals and minimise the impact of roaming cats within City managed natural areas.

A feral animal is defined as an introduced or domestic animal living in the wild. Roaming cats are domesticated cats that owners allow to roam outside their property boundary. Animals that cause the greatest impact on City's natural areas are rabbits, foxes, cats, bees and a number of birds such as the Eastern Rosella that are not endemic to Western Australia. Horses cause damage in reserves by spreading disease such as dieback, weeds via droppings, trampling vegetation, erosion and causing potential conflicts with other park users. The City does not permit horses in actively managed conservation areas.


Feral animals compete with native species for food and breeding sites. They prey on native animals and destroy native vegetation, particularly young seedlings. Roaming cats hunt in natural areas catching and killing native animals including insects, reptiles and frogs. Many reserves are fragmented and surrounded by residential, commercial or industrial areas and domesticated and feral animals move from these areas into local reserves to hunt.

Feral animal control

The City uses an integrated pest control program to manage this problem through fencing, baiting, trapping, virus release, fumigation, nest removal and hive destruction. Specialist contractors implement the programs, depending on tasks required. These include the release of Rabbit Haemorrhaging Disease Virus (RHDV) K5 for rabbit control, specific gun licenses to humanely destroy animals and site risk assessments undertaken before implementing control programs. The City does not control feral animals on private property but encourages rural landowners to do so via the Landowner Biodiversity Conservation Grant Program. The City does not condone cruelty to any animals and any trapped animals are humanely destroyed if required. No feral animal control programs occur where there is risk to pets, people or native wildlife.

Cats

Cats are caught in standard box traps that are set at dusk and removed or closed at dawn, which prevents ravens and other fauna being captured. Feral cats are euthanised and domestic cats are returned to their owners by Ranger Services if they can be identified, otherwise they are taken to a refuge. Under current legislation, cats do not need to be confined to their owner's properties and owners are issued with a cat control notice only. There is scope for this to be addressed in local laws through fines, as it will help to reduce the number of cats entering reserves. City staff are working on developing this as well as an intensive cat owner education program.



The City received funding in early 2018 to track both cats and foxes using radio collars, in conjunction with other local governments in the region. This program will highlight where domesticated cats roam and the information will be used to develop an education program for cat owners. The focus will be on ensuring cat's safety. Fox tracking will provide additional information about how these animals move across the urban environment, which will be used to develop more effective control programs.

Most of the City's high priority reserves have annual control programs. These include:

- Bibra Lake
- Yangebup Lake
- Denis De Young
- Little Rush Lake
- Coogee Beach
- Manning Lake, and
- Redemptora Reserve.

Smaller reserves have programs instigated as required.

Rabbits

A number of reserves have rabbit proof fencing. As at October 2017, Cocos and Denis De Young Reserves have had rabbit proof fencing installed. An intensive program of rabbit control has been undertaken in these reserves. Vegetation condition mapping indicates that fencing has been successful in reducing the impact of rabbits within these reserves.

Rabbit proof fencing needs to be carefully considered. In the event of fire, fencing can prevent native animals from escaping. To compensate, concrete pipes have been buried in some reserves to provide refuge for fauna during fire events. Barrier fences can reduce migration to and from areas and impact on genetic diversity. They can also impact on the makeup of resident populations by preventing the dispersal of offspring.

Nesting boxes for birds and bats are installed in trees within reserves to compensate for the hollows that have been taken over by pest species including feral bees.

Collaborative animal control

The City works with neighbouring Councils and other government agencies such as the Department of Biodiversity, Conservation and Attractions and Water Corporation to control feral animals. Coordinating controls and aligning times ensures that better results are achieved, which reduces the likelihood of feral animals taking up residence in areas where animals have been removed. The City also invests in programs that help improve its understanding of feral animals, which improves control measures. Table 7 illustrates how a typical program of feral animal control would be structured.

Reserve	Treatment type Spring	Treatment Type Spring/Summer	Treatment Type Summer
Manning Lake	CV, FW, FT, CT	FT, CT	PB, FT, CT
Denis De Young	MV, FW, FT, CT	FT ,CT	PB, FT, CT
Coogee Beach	CV, FW, FT, CT	FT, CT	PB, FT, CT
Bibra Lake	MV, FW, FT, CT	FT, CT	PB, FT, CT
Yangebup Lake	CV, FW, FT, CT	FT, CT	PB, FT, CT
CV- Calici Virus (or RHDV), MV- Mixamotosis, FW - Fumigation of Warrens, FT - Fox Trapping, CT - Feral Cat Trapping, PB - Pindone Baiting			

Table 7: Typical feral animal control program

The City undertakes a regular survey to determine community perceptions in the area of feral animal control. Figure 1 is an excerpt from the most recent community survey in June 2017, which indicates that community satisfaction in this service area is good.

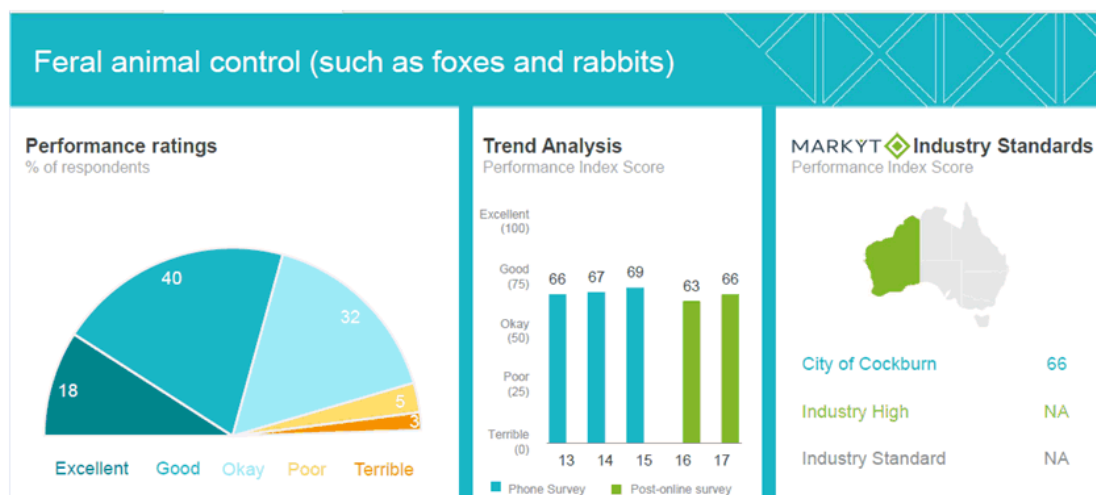


Figure 1: Community Satisfaction Survey Feral Animal Control

5.4. Illegal Access

Objective 4: To minimise the impacts to natural areas caused by unauthorised and uncontrolled access.

Bushland reserves are a valuable community asset and controlled pedestrian access is encouraged. However unauthorised access by off road vehicles, motor bikes and horses can contribute to environmental degradation. Impacts include vegetation loss by trampling and browsing, erosion, introduction of weeds (horses via feed and droppings) potential conflicts with other visitors and impacts on visitor experience. Anecdotal evidence suggests that reserves with uncontrolled access are also more prone to arson and graffiti.

Most of the City's bushland reserves have fencing to minimise uncontrolled and illegal access. Reserves surrounded by passive parkland are generally not fenced as this detracts from their amenity.

A number of different types of fences, gates and entry points are used to control access. The type of fence installed depends on their location and their objective. Consideration is given to access for authorised vehicles, wheelchairs, prams and gophers and as well as for firefighting purposes. Where practical, chicanes are installed at pedestrian access points to restrict motorbike and horse access while gates are installed to allow authorised vehicle access. Bollards are also used in some locations.

Although most of the City's reserves are fenced, illegal access still occurs. Fences are regularly cut, gates knocked over and motorbikes and horses enter reserves via pedestrian access points. The City repairs damage to fences within two working days of being notified.



Image 4 : Secure access and viewing for the community at Eco Park

5.5. Illegal dumping

Objective 5: To prevent illegal rubbish dumping in natural areas.

Illegal dumping refers to the dumping of rubbish and garden waste in public areas. The environmental impacts of illegal dumping are significant and include introduced weeds, contamination, vermin, reduced aesthetic value and amenity as well as increased bushfire risk. Water quality within wetlands can also be affected.

Illegal dumping can also pose serious health risks. Areas used for illegal dumping may be accessible to people who are vulnerable to the physical and chemical hazards posed by waste, particularly children.

Most reserves are fenced which helps to prevent illegal dumping. Where dumping still occurs the current strategy is to clean up any rubbish as soon as practical and dispose of it appropriately. Rubbish removal costs impact on the funding available for other maintenance and enhancement activities in City reserves. Perpetrators are identified where possible and fines are imposed.

In areas where illegal dumping regularly occurs, a community education and engagement program has been developed. Community groups are also encouraged to be involved in clean up programs such as Keep Australia Beautiful. The City uses surveillance cameras to help identify illegal dumping and will prosecute offenders. The City will continue to develop and implement education programs that assist in reducing the amount of waste being dumped by raising awareness of the issues associated with dumping.



Image 5: Illegal dumping at Buckingham Reserve

5.6. Fire Management

Objective 6: To protect the biodiversity values of the City of Cockburn's bushland reserves and limit the risk to people and property by reducing the frequency and intensity of unplanned fires.

Unplanned fires are a major cause of degradation of bushland areas. Many fires are deliberately lit. Frequent fires lead to the degradation of bushland by creating an environment ideally suited to weeds, particularly grasses because of a lack of canopy cover and additional nutrients post-fire.

Frequent fires also impact on plant diversity by destroying slower growing species before they can produce seed. This can lead to the loss of species and changes to vegetation communities. The control of environmental weeds, particularly PVG, is an effective way to reduce the fuel load of bushland areas. Reducing fuel loads minimises both the likelihood and intensity of fire.

Prescribed burning can also be an effective management tool. Undertaking slow burns in the cooler months can reduce fuel load within natural areas, but it is important that these burns are at intervals of between eight and 16 years.^{xv} It is also important that when prescribed burns are undertaken, there are available resources for weed control for at least two years after the burn. Without follow-up weed control, weeds can quickly reestablish in a natural area and any benefit in fuel load reduction is soon lost, sometimes within one to two years.



Image 6: Post-fire inspection at Jamy Reserve



Research has indicated that it is important to have a number of sites with varying fire histories to provide a range of habitats. This mix should include areas that are burnt more frequently at eight year intervals, up to areas that have not been subjected to burns in 30 years.^{xvi}

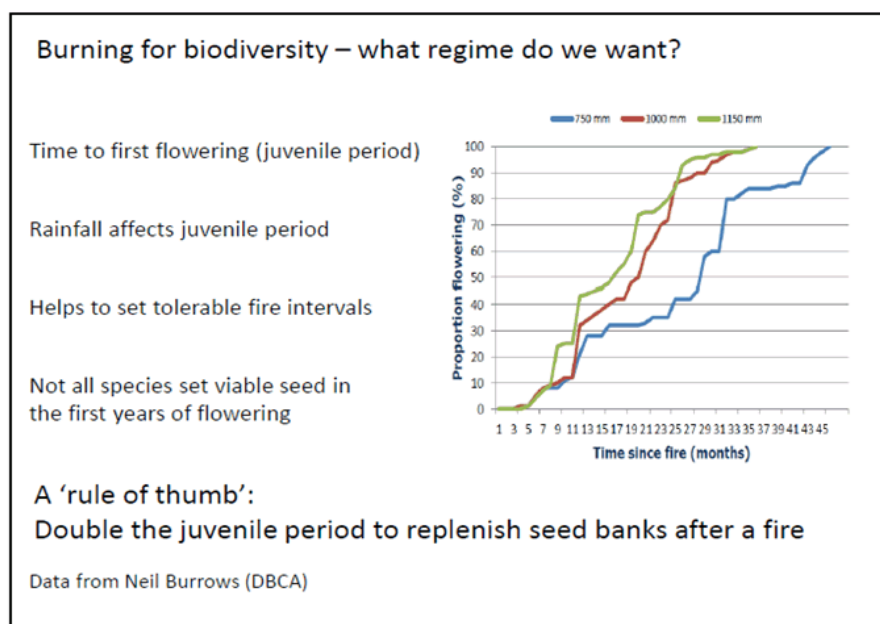


Figure 2: Biodiversity Burning Regimes

Firebreaks are an important consideration for fire management in bushland reserves. By law, reserves greater than two hectares require three metre wide firebreaks around their perimeter and in larger reserves, additional strategic firebreaks are also considered. The City has been placing crushed limestone on selected firebreaks to reduce maintenance costs, provide ease of access for firefighting and community use and reduce the spread of disease such as dieback.

Controlling illegal vehicle access into reserves can also reduce unplanned fires in natural areas. Weed control is undertaken on verges directly abutting reserves to reduce fuel loads and the likelihood of roadside fires spreading into reserves.

Fire response plans are prepared for all City reserves. Plans use current aerial photos to show designated firebreaks, past fire sites, access points, vegetation types, water points and constraints within the reserve. Plans are updated every three years. Fire response plans are issued to the Department of Fire and Emergency Services (DFES).



5.7. Diseases Affecting Bushland

Objective 7: To reduce the impact of plant disease in natural areas.

A number of diseases can impact on bushland quality, including Dieback and Armillaria root rot. The main disease affecting bushland areas is Dieback *Phytophthora cinnamomic*, although other strains of the disease are becoming more prevalent. Dieback has been identified in a number of bushland reserves, including Denis De Young, Little Rush Lake, Yangebup Lake, Holdsworth, Berrigan, Bosworth and Gil Chalwell.

Dieback can have catastrophic consequences for the biota of ecosystems, causing a decline in biodiversity and irreversible damage to plant communities. This reduces habitat and food supplies for native fauna and once Dieback is established in an area it is extremely difficult to eradicate.

Dieback prevention and identification

When entering reserves and undertaking works, staff and contractors are expected to follow correct hygiene procedures. Where Dieback is suspected, phytophthora dieback surveys are done by specialty consultants and other factors (fire, insects, flood, drought, nutrient deficiencies or toxicities and other plant diseases) are first discounted. If Dieback is positively identified in a reserve, the area is mapped for future reference. Dieback areas are highlighted on Fire Response Plans, reserves are re-mapped and follow up treatments occur every three years.

Dieback treatment

Phosphite is used to treat Dieback in selected areas, through either spray or by injecting the stems of susceptible plants. A combination of both treatments can also be employed. Where large areas have been infected, aerial helicopter treatment can be undertaken. This method has been used at Denis De Young Reserve.

Crushed limestone is placed on firebreaks in reserves to reduce the spread of Dieback and other diseases. Limestone makes an ideal material in constructing firebreaks as its high pH suppresses *Phytophthora* Dieback. Where possible, Dieback resistant plants are used to revegetate Dieback affected areas.



5.8. Stormwater Drainage

Objective 8: To enhance wetland water quality and reduce erosion in conservation areas.

The Beeliar Regional Park contains many of the City's wetlands. Some of the reserves in the East Ward also contain wetlands, including Bosworth, Emma Treeby, Mather and Denis de Young. Until recently, many wetlands were filled and development was allowed to occur very close to water bodies without adequate buffers. In the latter case stormwater was generally discharged directly into wetlands and as a result many suffered from water quality issues including excess nutrients, hydrocarbon and heavy metal contamination.

Today wetlands are valued and planning controls exist to prevent the direct discharge of stormwater into them. The Western Australian Planning Commissions Better Urban Water Management 2008 document and the Department of Water and Environmental Regulations Guidelines for Water Sensitive Urban Design have been developed to enhance water quality and use on the Swan Coastal Plain and help protect wetlands.

If stormwater is discharged near wetlands, it is generally done so in infiltration basins or vegetated swales, sometimes called nutrient stripping basins. These retain water for short periods and allow larger particles to settle and nutrients to be filtered or utilised by vegetation. Water within these basins is filtered as it percolates through the soil entering the groundwater which then recharges the wetlands.

In the City, basins and swales are generally required to contain one in five year storm events. In events greater than a one in five, stormwater is allowed to overflow directly into a wetland buffer and ultimately into a wetland. The theory behind this is that most of the contaminants have already been washed into infiltration basins in the early downpour and the quality of the water flowing into the wetland is reasonably good. Erosion control measures are included in the basin design to prevent erosion in the event of an overflow in bigger storm events. Gross pollutant traps are installed adjacent to wetland areas where development occurs, to capture larger material such as leaves and litter before they enter swales and basins.

Poor water quality can lead to problems associated with nuisance midge and mosquitoes. Seasonal midge swarms close to lakes and wetlands adversely impact the quality of life of nearby residents. The City receives numerous complaints from residents who live close to wetlands. Larger wetlands are generally treated with a larvaecide or pesticide when midge numbers become excessive and monitoring indicates ongoing problems. The City has prepared and implements an integrated Midge Control Strategy to limit the impact of nuisance midge.

In 2015 a solar powered nutrient stripping basin was constructed on the edge of Yangebup Lake, which was used to take water from the lake into a specially designed basin that was heavily vegetated with native plants. The plants used the nutrients and also supplied much needed habitat for local wildlife. The trial was a success and the basin is still functioning. There are plans to further enhance the design and to construct other similar basins.



Image 7: Yangebup Lake Nutrient Stripping basin 2016



5.9. Climate Change

Objective 9: To build the resilience of natural areas to allow them to adapt to climate change.

Australia's Biodiversity Conservation Strategy 2010-2030 indicates that natural environments need to be supported to retain their biodiversity values and critical ecological functions in the face of growing pressure, including those from climate change. Maintaining reserves and developing ecological linkages is the most effective and immediate strategy to build resilience in a changing climate and parks and reserves play a key role in buffering natural systems against climate change. Maintaining a comprehensive, adequate and representative reserve system is the best way to secure the habitats of vulnerable species.^{xvii}

Reduced rainfall, increased storm intensity, sea level rise and temperature change all have the potential to impact on natural areas. The most challenging aspect of climate change for natural areas is reduced rainfall, which can dramatically alter vegetation communities. Increasingly, wetlands are retaining less water for shorter periods and if rainfall continues to decrease, plants that depend on periodic inundation may suffer water stress which may impact on species diversity. Lower rainfall could eventually lead to a change in vegetation communities. Upland vegetation will progressively move into areas that were once the domain of wetland species. Although there is no certainty that rainfall will continue to reduce in the longer term, the current trend indicates that this will be the case.

Reduced rainfall may increase the likelihood of bushfire. Frequent fires also impact on plant diversity by destroying slower growing species before they can produce seed. This can lead to the loss of species and changes to vegetation communities.

Vegetation, ecological communities and natural areas are generally very resilient. If allowed to take their own course there will be a natural succession with plants that survive in dryer areas replacing wetland dependent species. The City's management approach to natural areas in the face of climate change is to allow nature to take the lead, to allow natural succession. In order for this to occur the City needs to make natural systems as resilient as possible to maintain ecological function. This involves reducing other threats that natural areas face so that ecosystems can adapt to climate change. In areas where it is evident that rainfall is decreasing over time, different species are planted. However, this approach needs to be considered carefully as rainfall has been slightly above average in 2016 and 2017 and inundation may still occur. Establishing and enhancing ecological corridors also promotes resilience by allowing species to migrate to and from natural areas.

5.10. Wetland Management

Objective 10: To enhance and rehabilitate natural wetland areas while increasing their resilience to withstand climate change impacts.

Many of the reserves managed for conservation also contain wetlands, and wetland dependent vegetation is managed in a similar manner to dry land vegetation. The procedures used for rehabilitation are also similar. Rehabilitation strategies also reflect changes to vegetation communities as a result of climate change.

As part of the Integrated Midge Control Program, wetland water quality is monitored in many of the larger wetland systems where there have been water quality issues in the past. In smaller wetlands water quality is sampled on an as needs basis.

Measures used to address poor water quality include:

- Revegetating riparian areas
- Removing invasive species such as *Typha orientalis* and replacing with less invasive native species
- Installing gross pollutant traps and nutrient stripping basins, and
- Converting drains into living streams.



Image 8: Midge monitoring at Yangebup Lake



5.11. Degraded Natural Areas

Objective 11: To enhance and rehabilitate degraded natural areas.

The City manages a number of reserves that have been impacted by past land use practices. Many of these are either degraded or completely degraded on the vegetation condition scale. Enhancing the condition of these areas has a number of benefits:

- Improves the habitat values of an area
- Reduces longer term management inputs
- Increases other values such as amenity and passive recreational use, and
- Assists in reducing the risk of fire by reducing the prevalence of weeds.

The City uses a number of approaches to enhance the condition of reserves:

Rehabilitation

This involves direct or indirect actions to reinstate a level of ecosystem functionality where ecological restoration is not sought, but rather renewed to enable ecosystem goods and services to be provided.^{xviii}

Natural regeneration

This involves germination, birth or other recruitment of biota including plants, animals and microbiota, whether arising from colonisation or in situ processes. A natural regeneration approach to restoration relies on increases without direct planting or seeding, after removal of causal factors alone, as distinct from assisted natural regeneration approach that depends on active intervention.^{xix}

Assisted regeneration

This is a particular approach to restoration that focuses on actively harnessing any natural regeneration capacity of biota remaining on site or nearby as distinct from reintroducing the biota to the site or leaving a site to regenerate naturally.^{xx} The major differences between methods of regeneration are the means of weed removal, germinating existing native plant propagules and whether or not revegetation will be undertaken.

Revegetation

Revegetation is planting or direct seeding of native species in areas that have been cleared or highly modified.^{xxi} The City utilises the basic principles of the Bradley method of regeneration. However this may be used in conjunction with revegetation of larger areas where weeds have been controlled or removed by chemical means. The Bradley method of Bush regeneration^{xxii} works on three general principles, which are to:

- Work outwards from good bush areas towards areas of weed
- Make minimal disturbance to the environment, and
- Let native plant regeneration dictate rate of weed removal.

Other important points include:

- Ensuring that any work on large weed infestations includes follow-up work, as removing parent plants may create light and space for hundreds of new weeds
- Ensuring three years or more of control, and
- Aiming for control, not eradication and tipping the balance in favour of the local native plants.

Bushland enhancement is a slow process which requires ongoing resources. Only local native species are used when rehabilitating and revegetating reserves in the City. Where possible, local plants are grown from seed that is sourced locally.

The City has an annual natural area management program with a strong emphasis on coordinated actions that assist natural bushland regeneration. The aim is to rehabilitate a minimum of two and a half hectares per annum. Resourcing and funding is based on this target.

The long-term approach for natural area enhancement is to integrate all regeneration and restoration works with ongoing weed control. Detailed site assessments are undertaken by staff experienced in natural area management before regeneration and restoration works. Planting plans are prepared for each site before works commence. Consideration is also given to bushfire risk minimisation when planning and undertaking regeneration and restoration works.



Image 9: Bibra Lake Reserve Revegetation



5.12. Ecological Corridors and Linkages

Objective 12: To maintain genetic diversity and genetic viability across natural areas.

Ecological corridors are contiguous natural or revegetated areas that directly connect larger areas, allowing organisms to move over time between these larger areas. Ecological linkages are non-contiguous natural areas that connect larger natural areas by forming stepping stones that also allow organisms to move over time between these areas.^{xxiii} Both corridors and linkages will be referred to as linkages herein.

Ecological linkages are integral to the health of natural areas because they provide habitat as development increases in the City as well as important and safe movement passages for fauna. These linkages help to preserve and protect biodiversity and complement the ecological value of natural areas in the City.

A number of small isolated pockets of vegetation are increasingly at risk of decline due to modification, loss and fragmentation of the City's natural bushland and wetlands. The species in these areas are at risk because there is limited potential to maintain their genetic diversity and their resilience because of their isolation. These pockets are at further risk due to climate change, because smaller populations with limited diversity will have difficulty adapting to changing environmental conditions and increased competition from weeds. However, the decline of these isolated areas can be improved by developing a network of linkages that will connect them and promote the movement and exchange of genetic material between these remnants.

WALGA's Perth Biodiversity Project has identified a network of possible future ecological linkages across the metropolitan area. Within the City these regional linkages are primarily north south and associated with regional parks including Beeliar, Woodman Point and Jandakot Regional Parks. Although dissected by roads, Beeliar and Woodman Point provide good connectivity through the western edge and centre of the City while Jandakot provides connectivity in the east in conjunction with rural properties and other reserves.

Although quite narrow, the Baldivis Tramway Trail was identified in the Strategic Plan for Perth Greenways as Greenways Link 78. It abuts portions of the Beeliar Regional Park through Kogalup and Thomson's Lakes and Harry Waring Marsupial Reserve and extends into and through Kwinana and Rockingham to Baldivis.

Currently there is limited connectivity between natural areas in the east and west of the City. Due to development, there is little scope to develop connected east west corridors. The best opportunities are currently offered by revegetating road reserves including medians and railway corridors and by encouraging the protection of vegetation in rural properties. Many of the east west roads pass through rural areas and dissect regional parks.



Possible roads that could be revegetated include:

1. Roe Highway Road Reserve (Stages eight and nine)
2. Beeliar Drive/Armadale Roads
3. Russell/Gibbs Roads
4. Wattleup and Rowley Road

The current WA Government stopped the Roe Highway extension and part of the Roe 8 alignment that was previously cleared is currently being revegetated. The local community supports the formal establishment of an ecological corridor and other community infrastructure along the entire Roe 8 and 9 road reserves, which would link Bibra Lake to Manning Park and Clontarf Hill in Fremantle. The Cockburn Community Wildlife Corridor Group was formed by residents to help promote the concept. The City remains opposed to any extension of the Roe Highway for a number of reasons, one of which is because construction will adversely impact on the ecological linkage currently provided by the road reserve.

Great opportunity exists to connect the western portion of the Beeliar Regional Park with the eastern portion of the Park via Landcorp Latitude 32 Industrial development area. No land has been set aside for the exclusive establishment of linkages but ecological links have been identified along road reserves and easements in the Latitude 32 Biodiversity Strategy.

Rail corridors

Railway corridors represent important potential ecological linkages. At some locations, rail corridors are adjacent to remnant vegetation. Rail reserves make a major contribution to ecological connectivity and provide key habitat for many species^{xxiv} in some landscapes. The revegetation of some or all of the rail reserves has the potential to link both large and isolated bushland areas throughout the City.

Transmission lines and oil pipelines

There are a number of power transmission line easements that cross the City. Although there are limitations for vegetation in terms of height restrictions, they have great potential to act as ecological linkages. Many of these easements also pass through reserves, rural areas and traverse other land already identified as possible ecological links including rail corridors.

Carparks have been constructed on the easement adjacent to the Aubin Grove Rail Station and Cockburn ARC. If designed and landscaped appropriately, carparks can still allow easements to function as ecological corridors.

The BP oil pipeline has an easement that runs north south through the City. The easement is only 20 metres wide and although not adjacent to any larger conservation areas, it does link to some smaller reserves and other road reserves, public open space and vacant lots. In many areas the pipeline offers a good opportunity to create connections to other identified



linkages such as the Roe 8 and 9 Highway road reserve and Stock Road. The opportunity to plant large trees is limited but the planting of smaller shrubs and vegetation is permitted.

Rural linkages

Much of the eastern region of Cockburn is zoned resource and contains predominantly private rural landholdings of approximately two hectares. The resource zoning provides protection for the Jandakot Groundwater Mound. Many of the lots still contain native vegetation. There are other smaller rural and rural living zones across the City. Generally these are considered transition areas and act as buffers between industry and higher density urban zones.

Both vegetated and pasture lots in the rural, rural living and resource zones currently provide ecological connectivity between conservation reserves and other remnant vegetation. Should rezoning occur in these areas it will be important to seek planning outcomes that retain ecological linkages where possible.

The City's Landowner Biodiversity Conservation Grant Program currently provides financial support and natural resource management training to landowners living in the rural, rural living and resource zones of the City who wish to conserve and enhance natural bushland and wetland areas on their property.

Residential Linkages

Residential areas in the urban environment offer some ecological linkage potential. Vegetated gardens and verges with local species will attract native fauna, help maintain genetic diversity and provide a series of ecological stepping stones across the City, particularly for birds and insects. Gardens and verges are particularly valuable where they are close to remnant native vegetation in conservation reserves, road reserves and easements.

The City has developed a number of initiatives to encourage local residents to plant local species in gardens and verges. These include:

- A Residential Plant Subsidy Scheme. Residents can purchase discounted local native plants for their gardens
- Local Plant Guide Brochures. These brochures list endemic species and nurseries that sell local plant species
- Bird Bath Rebate Program. This program offers subsidies to residents to install bird baths in their gardens
- Verge Policy. Supports residential landowners to replace lawn with native plants
- Waterwise Verge Grants. Provides funding to residents to vegetate their verges with native plants.

Other initiatives

The City is aware that there may be other opportunities that have been overlooked and supports studies that investigate the potential for urban gardens to promote ecological connectivity.



Image 10: Residential Verge, Beeliar

Future development

Where practical the City encourages developers to consider ecological linkages when submitting local structure plans. Through early integration in the planning process, good outcomes can be achieved as evident in the Meve Development in Beeliar and the Vevente development in Hammond Park.

Fauna Crossings

Fauna crossings allow animals to cross constructed barriers such as roads safely. They can vary in design and be large to cater for animals such as kangaroos or for smaller creatures such as frogs. Examples may include underpass tunnels and culverts and overpasses including structures such as rope bridges.

The City has installed a number of fauna underpasses to connect areas that would otherwise have been separated. Underpasses exist on North Lake Road to connect Bibra Lake and South Lake and Beeliar Drive in Yangebup. The drain at the eastern end of Osprey Drive in

Yangebup will be modified to allow wildlife to cross this busy road. Figure 3 shows all of the opportunities for ecological linkages and their proximity and connection to existing conservation areas.

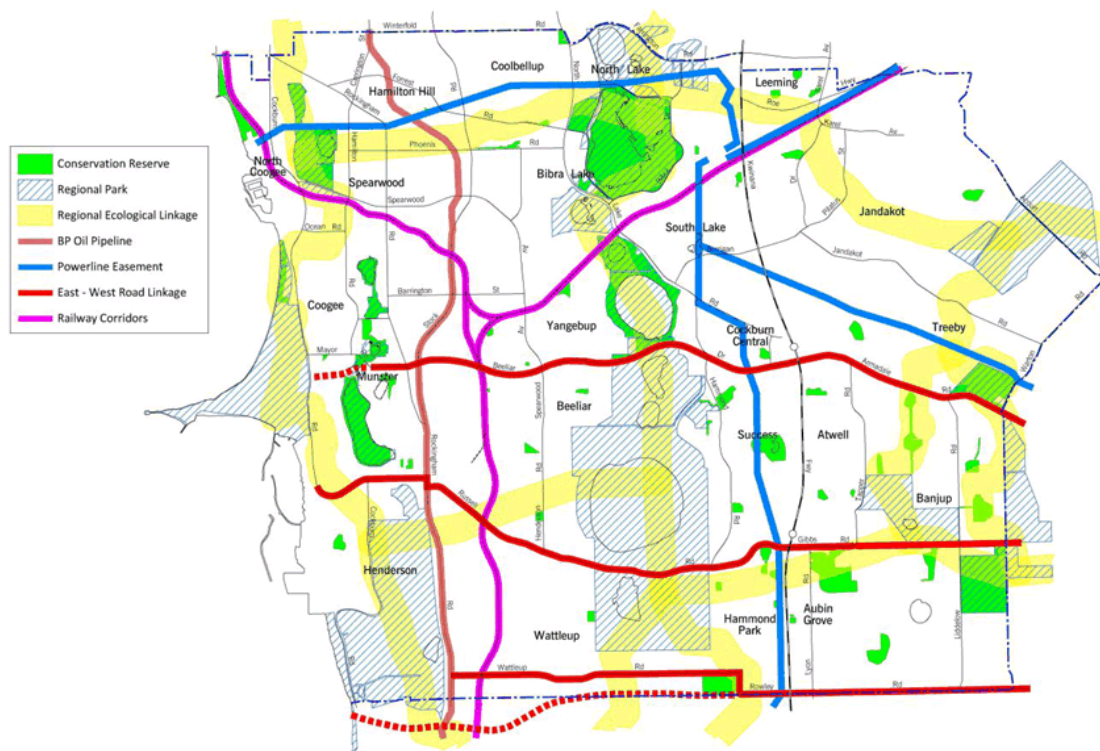


Figure 3: Suggested and Existing Ecological Corridors

6. Achievements

Progress against key performance indicators

1. Increase percentage of good quality vegetation (hectares)

Table 8 summarises bushland condition ratings in managed reserves in 2012 and 2018. It is difficult to make precise comparisons between 2012 and 2018 in terms of overall vegetation condition because the assessment methods have changed over the five year study period. Current mapping focuses only on existing bushland and does not include paths, firebreaks and revegetation.

Bushland Vegetation Condition	Hectares 2012	Hectares 2018	Percentage of Bushland 2012	Percentage of Bushland 2018
Pristine	0	0	0	0
Excellent	59	106	7	16
Very Good	317	169	35	26
Good	225	202	25	31
Degraded	113	140	13	21
Completely degraded	182	43	20	6
Bushland total	896*	660*	100	100
Revegetation	Included above	36	Included above	3
Other	Included above	377	Included above	35
Total Area (actively managed)	896	1,073	-	-

Table 8: Bushland condition comparison between 2012 and 2017

Comparisons between two individual reserves, Denis De Young and Bibra Lake, provides a better indication of the improvement in vegetation condition. The way in which these reserves were assessed for vegetation condition has not changed greatly as each has limited firebreaks and parkland areas. Table 9 shows a distinct improvement in vegetation condition in these two areas.



Reserve	Area (Ha)	Year	Pristine	Excellent	Very Good	Good	Degraded	Completely Degraded	Total %
Denis De Young Reserve	83	2018	0	24.79	55.9	18.23	0	1.08	100
Denis De Young Reserve	83	2012	0	0.87	86.96	1.83	0	10.34	100
Bibra Lake Reserve	263*	2018	0	6.16	19.15	39.59	26.91	8.19	100
Bibra Lake Reserve	257*	2013	0	0	24.96	25.84	12.82	36.38	100

Table 9: Bushland Condition Comparison in Denis De Young Reserve and Bibra Lake for 2012 and 2018 * Variations are due to more accurate mapping techniques

2. Reduce the number of high priority weeds within reserves


Improving overall vegetation condition across all reserves results in less priority weeds within reserves.

3. Reduce the number of reports of feral animals the noted presence of feral animals within reserves

The number of reports of feral animals within the City and reserves has increased. This is likely due to an increase in awareness of the impact of feral animals on the environment through extensive media reporting of feral animals such as cats, foxes, wild dogs and cane toads. The increase in the number of reports helps to identify problem areas that can be targeted for additional control.

4. Decrease the amount of rubbish being removed from reserves

Rubbish removal costs are allocated against each reserve and changes in costs measure progress towards this KPI. Even with consideration given to cost increases and wage growth, the cost to remove rubbish from within reserves and on verges has increased. This is reflected across the metropolitan area with the Department of Water and Environmental Regulation stepping up programs to address illegal dumping. Table 10 shows annual increases.



Rubbish removal costs per year	2013-14	2014-15	2015-16	2016-17
Staff Costs (\$)	60,213	91,818	132,755	149,562
Contractor Costs (\$)	13,741	29,273	26,158	41,150
Total	73,954	121,091	158,913	190,712

Table 10: Rubbish removal costs per year

5. Ensure best practice fire management in all reserves

All reserves have regulation firebreaks which include limestone breaks where deemed necessary. Fire Response Plans have been developed for all reserves and updated regularly to ensure compliance to the relevant Acts. Fuel load reduction are undertaken accordingly, including prescribed burning, in a number of reserves which have identified as high fire risk sites.

6. Reduce the number of hectares of bushland containing dieback

In 2012, 67 hectares of bushland were contaminated by Dieback. Recent mapping indicates the figure is slightly over 100 hectares, with a further 38 hectares suspected to be infected by Armillaria, a fungus that attacks the roots of plants.

7. Annually increase funding per hectares (above the CPI) for reserve management

The difference between actual required funding in 2012 was \$1,828 per hectare or a 55% shortfall. In 2018 the difference is \$1,605 per hectare or a 36% shortfall. There has been a slight overall increase in funding allocated for bushland maintenance which is having a positive effect on bushland condition.



7. Summary of Objectives, KPIs and Actions

Objective 1: Prioritising Reserves

To identify reserves of higher value to ensure that finances and resources are allocated in a manner that provides the best outcomes for both the community and the natural area

KPI	Action	
Increase percentage of good quality vegetation (hectares).	1.1	Continue to prioritise reserves based on vegetation condition, size, shape, perimeter to area ratio, connectivity, visibility and community involvement.
	1.2	Reassess reserve prioritisation every eight years.
Annually increase funding per hectares (above the CPI) for reserve management	1.3	Map priority weeds and vegetation condition in all bushland reserves on a rotational basis every four years.
	1.4	Support the objectives of the City's Bushland Conservation Policy.

Objective 2: Environmental Weeds

To control environmental weeds within the City's managed natural areas

KPI	Action	
Reduce the number of high priority weeds within reserves	2.1	Continue to review and implement the Weed Management Plan.
	2.2	Develop revegetation programs following weed control programs where required.
	2.3	Assist and encourage volunteers such as community "friends of" groups, Conservation Volunteers Australia and educational institutions to participate in bushland management activities in natural areas managed by the City.
	2.4	Ensure verges adjoining reserves are free from weeds.

Objective 3: Feral Animals And Roaming Cats

To control and, where possible, eradicate feral animals and minimise the impact of roaming cats within City managed natural areas

KPI	Action	
Reduce the number of reports of feral animals the noted presence of feral animals within reserves	3.1	Continue to implement feral animal control programs.
	3.2	Work with other local governments and government agencies to develop and implement a regional feral animal control program.

Objective 4: Minimise Illegal Access		
To minimise the impacts to natural areas caused by unauthorised and uncontrolled access		
KPI	Action	
Increase percentage of good quality vegetation (hectares)	4.1	Maintain appropriate fences around conservation reserves to prevent and control unauthorised access.
	4.2	Undertake fence repairs within two working days of notification of damage.
Objective 5: Illegal Dumping		
To prevent illegal rubbish dumping in natural areas		
KPI	Action	
Decreased amount of rubbish removed from reserves	5.1	Remove rubbish from conservation reserves as early as practical.
	5.2	Continue to develop community education programs that raise awareness of the issues associated with dumping rubbish.
Objective 6: Fire Management		
To protect the biodiversity values of the City of Cockburn's bushland reserves and limit the risk to people and property by reducing the frequency and intensity of unplanned fires		
KPI	Action	
Ensure best practice fire management in all reserves	6.1	Ensure all reserves have firebreaks that comply with the Bush Fires Act 1954.
	6.2	Install limestone firebreaks or use herbicides where practical rather than grading to keep firebreaks free from vegetation and loose sand.
	6.3	Prepare Bush Fire Response Plans for all conservation reserves and review every three years.
	6.4	Assess the suitability and appropriateness of prescribed burning to reduce high fuel loads and control weeds.



Objective 7: Diseases Management		
Objective: To reduce the impact of plant disease in natural areas		
KPI	Action	
Reduce the number of hectares of bushland containing dieback	7.1	Ensure staff and contractors practice appropriate Dieback hygiene procedures when working in reserves.
	7.2	Undertake Dieback assessment and mapping in reserves containing Dieback and in those suspected to contain the disease.
	7.3	Instigate Dieback control methods where practical such as phosphite treatment, limestone on firebreaks and revegetation using Dieback tolerant endemic species.
	7.4	Support the Dieback Working Group.
Objective 8: Stormwater Management		
To enhance wetland water quality and reduce erosion in conservation areas		
KPI	Action	
Increase percentage of good quality vegetation (hectares).	8.1	Ensure best practice Water Sensitive Urban Design is implemented throughout the planning process.
	8.2	Retrofit best practice Water Sensitive Urban Design measures into areas where water quality is being adversely affected by outdated practices.
Objective 9: Climate Change		
To build the resilience of natural areas to allow them to adapt to climate change		
KPI	Action	
Ensure best practice fire management in all reserves	9.1	Be prepared to alter management practices to adapt to a changing climate.
Objective 10: Wetland Management		
To enhance and rehabilitate natural wetland areas while increasing their resilience to withstand climate change impacts.		
KPI	Action	
Increase percentage of good quality vegetation (hectares)	10.1	Undertake regular wetland water quality and vegetation monitoring of wetland areas.

Objective 11: Rehabilitate Degraded Natural Areas		
To enhance and rehabilitate degraded natural areas.		
KPI	Action	
Increase percentage of good quality vegetation (hectares)	11.1	Identify sites and prepare planting plans before undertaking revegetation works.
	11.2	Provide adequate resources for the ongoing maintenance of natural areas.
Objective 12 :Ecological Corridors and Linkages		
To maintain genetic diversity and genetic viability across natural areas.		
KPI	Action	
Increase percentage of good quality vegetation (hectares)	12.1	Continue to offer incentives, training and information to landowners to encourage natural area management and the use of local species on private property.
	12.2	Develop a network of ecological corridors and linkages.
	12.3	Continue to support tertiary studies that investigate potential locations, designs and the effectiveness of ecological corridors.
	12.4	Where roads are being constructed, upgraded or widened through natural areas ensure that consideration is given to the construction of wildlife crossings.

Table 11: Summary of Objectives, KPIs and Actions

8. Community Consultation

As this document is a review of an earlier Strategy, extensive community consultation was not warranted. The original Strategy has been available on the City's website since 2012 and there have not been any public submissions received in relation to its content or the manner in which the City's conservation reserves are currently being managed.

The annual Community Perceptions Survey measures community satisfaction over a number of service areas in the City. The following figure illustrates the level of community satisfaction with conservation and environmental management and clearly shows an upward trend in performance in this area with June 2017 having the highest performance rating. The City is on par with the industry high.

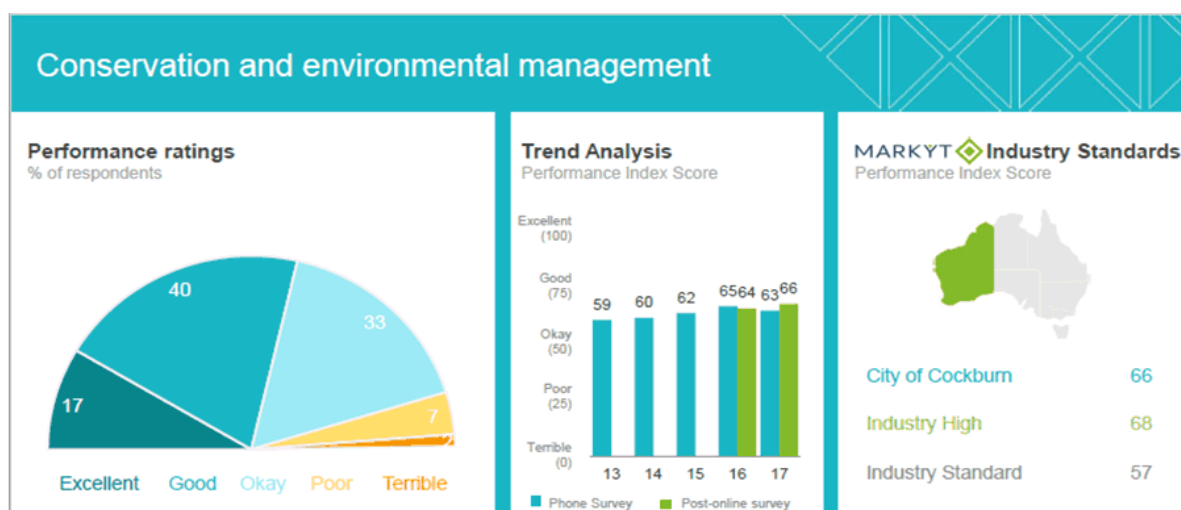


Figure 4. Community Satisfaction 2017 Survey Conservation and Environmental Management.

9. Operational Funding Requirements

Operational Costs

The costs to maintain, enhance and revegetate bushland will vary depending on condition and vegetation type. Degraded areas cost more to rehabilitate and maintain than areas in good or better condition. The estimated cost to maintain and enhance good quality bushland is approximately \$4,367 per hectare per year (see Appendix B). Based on this estimate it would cost the City \$3,039,430 per annum to maintain and enhance the 696 hectares of bushland presently managed.

In the 2017/18 financial year, \$1,991,099 was allocated toward bushland maintenance. This equates to \$2,860 per managed hectare (696 hectares) which is lower than \$4,367 required to maintain and improve bushland condition. However since 2012 the budget has increased by \$663,343 which includes funding for the maintenance of new reserves.

The difference between actual and required funding per hectare in 2012 was \$1,828 which equates to a 55% shortfall. In 2017/18 the difference per hectare is \$1,605 which equates to 36% shortfall. This increase in overall funding has had a positive effect on bushland condition and continued investment will provide further enhanced benefits.

Yearly Cost to Maintain 1 hectare of Good Quality Bushland					
2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
\$3,310	\$3,568	\$3,913	\$3,945	\$3,983	\$4,367

Table 12. Comparison of Yearly Bushland Maintenance Costs

Current Staffing 2018

There are nine and half full time equivalent employees within the Environment Service Unit who deliver natural area management. This is the same FTE count as 2012.

Position	FTE Allocation
Environment Manager	0.5
Environmental Natural Resource Officer	1
Environmental Supervisor	1
Environmental Officer	1
Bushland Maintenance Officers	6
Total	9.5

Table 13: Current Environmental Service Unit Staffing Levels

Since 2012 the number of actively managed reserves has risen from 48 to 67. Internal staff resources have been unable to meet demand which has meant that additional reserves have been allocated to contractors. Contractors now maintain 21 reserves with bushland maintenance teams managing the other 46. In the 2018-19 financial year, it is expected that a further three natural area reserves will be ceded to the City requiring active management. Additional resources or funding to engage contractors will need to be made available

Sources of funding and assistance

The majority of funding for maintenance, enhancement and revegetation of the City's natural areas comes from municipal funds. Other sources of funding include grants from State and Federal government funding programs and sponsorship and funding from developers as consideration for offset programs.

There are options for the City to be involved in government employment programs such as Green Corps, Work for the Dole and Repay WA, a Department of Corrective Services initiative. These initiatives are designed to give people within the community better long term employment prospects through access to training and work experience. The costs to local government are minimal and mainly associated with the purchase of equipment, while the benefits to both the participants and local government authority can be substantial. The City also uses the resources of Conservation Volunteers Australia however this additional assistance has a cost implication and volunteer numbers can vary in numbers from day to day.



Image 11: Revegetation, City of Cockburn



10. Measuring Achievement

This Strategy is supported by a long term vision which encourages planning, investment and evaluation over time. The original Strategy had a 10 year time frame with a full review of all actions and progress to be completed after five years. This document is the five year review. Comparisons between individual reserves between 2012 and 2017 indicate that management actions are working.

Long term evaluation of maintenance and enhancement activities is generally undertaken using the four yearly rotating weed and vegetation condition mapping. This gives a clear indication as to whether a particular reserve is deteriorating or improving and provides an historical record of management progress.

Direct comparisons between mapping from year to year clearly show where weeds have increased or where vegetation condition has changed. Vegetation condition mapping allows the various condition ratings to be shown as a percentage and provides an easy method of assessing maintenance and enhancement activities across the entire City. The City has recently begun to undertake fauna surveys in a select number of reserves in the same year as vegetation condition mapping. This provides another way to assess overall condition. An increase in fauna will point to improved habitat and thus improved reserve condition. When assessing vegetation condition, consideration is given to other factors that might be impacting vegetation such as reduced rainfall, longer heatwaves and disease.

Review Timeline

This strategy will be reviewed at the conclusion of its 10 year plan by the Environmental Service Unit. The next review is due in 2022.

Reporting format

The Key Performance Indicators associated with this strategy are reported upon in the annual State of Sustainability Report.





11. Glossary of terms

Armillaria - Armillaria root rot is a fungal root rot caused by several different members of the genus Armillaria.

Biodiversity - the degree of variation of life forms within a given ecosystem, biome or an entire planet.

Ecological function- means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

Ecological linkage – a series of contiguous or non-contiguous patches of vegetation which by virtue of their proximity to one another allow flora and fauna to use them as stepping stones of habitat to move across the landscape.

Flora - the plant life occurring in a particular region, generally the naturally occurring or indigenous plant life

Fauna - all of the animal life of any particular region.

Herbarium – a systematically arranged collection of dried plants

Sustainable - how biological systems remain diverse and productive over time

Rehabilitation - direct or indirect actions with the aim of reinstating a level of ecosystem functionality where ecological restoration is not sought, but rather renewed with ongoing provision of ecosystem goods and services. (McDonald et al 2016)

Natural Regeneration - defined as germination, birth or other recruitment of biota including plants, animals and microbiota, whether arising from colonisation or in situ processes. A natural regeneration approach to restoration relies on increases in individuals, without direct planting or seeding, after removal of causal factors alone, as distinct from assisted natural regeneration approach that depends on active intervention. (Prach & Hobbs 2008, Clewell & Mc Donald 2009).

Assisted Regeneration - defined as a particular approach to restoration that focuses on actively harnessing any natural regeneration capacity of biota remaining on site or nearby as distinct from reintroducing the biota to the site or leaving a site to regenerate naturally. (Clewell & McDonald 2009)

Appendix A - Actively Managed Reserve Classification

	Reserve Name	Priority	Area of Bushland (Ha) Oct 2017	Total Area (Ha) Oct 2017
1	Baler Reserve	Med	3.28	4.08
2	Banbar Reserve	Low	0.24	0.95
3	Bandicoot Reserve	Med	4.20	4.20
4	Banksia Eucalypt Woodland (North)	High	26.87	27.72
5	Banksia Eucalypt Woodland (South)	High	12.95	13.25
6	Barfield Reserve	Med	1.11	1.12
7	Beeliar Bushland	Med	1.32	1.32
8	Bibra Lake Reserve	High	150.08	263.20
9	Binjar Reserve	Med	4.08	8.25
10	Bloodwood Park	Med	1.45	4.16
11	Boorn Park	Med	0.00	3.27
12	Bosworth Reserve	Med	5.81	6.54
13	Brandwood Reserve	Med	2.05	3.21
14	Buckingham Reserve	Med	7.76	8.40
15	Bushland Park	Med	0.64	0.92
16	C. Y. O'Connor Reserve	Med	15.18	16.50
17	Christmas Tree Reserve	Med	1.77	3.10
18	Classon Reserve	Med	2.13	2.82
19	Cocos Park	High	1.77	2.04
20	Coogee Beach Reserve	High	9.19	13.13
21	Coojong Reserve	Med	0.86	1.06
22	Denis De Young Reserve	High	74.59	83.90
23	Djidi Djidi Reserve	Med	0.00	1.62
24	Doherty Reserve	Med	1.83	2.42
25	Eco Park	Med	1.05	1.96
26	Emma Treeby Reserve	High	5.81	7.00
27	Fancote Reserve	Med	2.26	2.26
28	Frankland Park	Med	23.89	24.30
29	Freshwater Reserve	Med	3.16	4.39
30	Gaebler Reserve	Med	0.15	0.15
31	Gil Chalwell Reserve	Med	12.15	12.53
32	Heatherlea Reserve	Med	1.12	1.69



	Reserve Name	Priority	Area of Bushland (Ha) Oct 2017	Total Area (Ha) Oct 2017
33	Holdsworth Reserve	Med	1.89	2.20
34	Ingrilli Reserve	Low	0.53	0.53
35	Jamy Park	Med	1.46	1.56
36	Jubilee Park	Med	0.00	6.59
37	Katsura Gardens	Med	0.30	0.35
38	Kraemer Reserve	Med	4.61	5.37
39	Kurrajong Reserve	Med	0.66	2.18
40	Lake Coogee Reserve	High	12.78	75.20
41	L'Aquila Reserve	Med	0.41	0.43
42	Levi Reserve	Med	2.86	3.05
43	Little Rush Lake	High	38.01	42.44
44	Lukin Swamp	Med	5.07	5.19
45	Macrozamia Park	Med	0.16	0.31
46	Manning Reserve	High	56.34	85.10
47	Market Garden Swamp 1	High	12.34	22.50
48	Market Garden Swamp 2	High	10.78	18.80
49	Marshwood Park	Med	0.91	1.15
50	Mather Reserve	Med	2.53	3.05
51	McGrath Reserve	Low	0.28	0.28
52	McNeil Field	Med	0.41	0.45
53	Mohan Reserve	Med	0.27	0.43
54	Monticola Gardens	Med	0.72	0.98
55	Nola Waters Reserve	Med	0.67	0.79
56	Redemptora Reserve	Med	3.67	3.94
57	Roper Reserve	Med	1.23	1.36
58	Rose Shanks Reserve	High	41.54	47.93
59	Sherbrooke Reserve	Med	2.40	2.40
60	Skaife Reserve	Med	2.00	2.00
61	Success Reserve	Med	16.00	27.47
62	Triandra Reserve	Med	10.00	10.70
63	Twin Bartram Swamps	High	0.00	20.21
64	Ulinda Park	Med	0.51	1.14
65	Verde Reserve	Med	4.91	5.24
66	Warthwyke Reserve	Low	1.87	2.48
67	Yangebup Lake	Med	47.48	141.89
Total			660*	1073

* Does not include 36 hectares of revegetation

Appendix B - Bushland Maintenance and Revegetation Costs

Estimated Bushland Maintenance Costs per Hec 2017			
Jarrah/Banksia Woodland in Good Condition			
	Hours	Numbers/description	Cost (\$)
Staff	10	2	2,600
Contractor		Grass Weed Control	800
Chemical Costs (Glyphosate) 2% solution		General	50
Chemical Costs (Metsulphuron and Pulse) 1% Solution		Bulbs	
Woody Weed		Cut & Paste	4
Weed Mapping			15
Dieback Mapping		Every 5 years	33
Rubbish Collection		Collect and remove	585
Fence Repair		Annual	150
Feral Control		Annual	57
Total Cost			4,367

Revegetation Costs per Hecatare (Jarrah/Banksia Woodland)					
Task	Year 1	Year 2	Year 3	Year 4	Year 5
Weed control - grass	\$800	\$600	\$500	\$300	\$300
Weed control - broad-leaved/bulbous	\$1,000	\$1,100	\$500	\$300	\$300
Woody weed removal	\$2,000	\$2,200	\$1,000	\$500	\$200
Revegetation tubestock (plant costs)	\$20,000	\$6,000	\$1,000	--	--
Revegetation - greenstock planting	\$27,500	\$15,000	\$3,000	--	--
Greenstock maintenance + watering	\$39,000	\$19,500	\$3,900	--	--
Total	\$90,300	\$44,400	\$8,900	\$1,100	\$800



Operational	\$	Revegetation	\$
Herbicide	22,115	Plants & Sedges	78,800
Mulch	18,000	Fertiliser	3,640
Limestone for tracks	0	Tree Stakes	7,700
Habitat boxes	34,00	Tree Guards	7,200
Contract Rubbish removal	28,250	Contract Planting	114,000
Contract Fence & Gate Repairs	53,000	Watering Greenstock	67,700
Contract Grass Weed Control	107,550	Greenstock Maintenance	25,600
Contract General Weed Control	94,200		
Firebreak Prevention	31,500		
Firebreak Weed Control	23,500		
Contract Hand Weeding	63,500		
Pruning	42,200		
Dieback Control	23,500		
Contract Reserve Patrols			
Earthworks (Boulders, Access)	12,500		
Path Maintenance	13,950		
Feral Animal Control	44,500		
On Ground Staff Labour Costs 95%	1,409,434	On Ground Staff Labour Costs 5%	74,180
Total	1,991,099		378,820

Appendix C - Keighery 1994 Vegetation Condition Scale

Pristine

- Vegetation structure intact.
- 0% weed cover

Excellent

- Disturbance affecting individual species and weeds are non-aggressive species.
- 1 - 5% weed cover

Very Good

- Vegetation structure altered, obvious signs of disturbance (e.g. disturbance to vegetation structure caused by repeated fires, the presence of some more aggressive weeds, dieback, logging and grazing).
- 6 – 25% weed cover

Good

- Vegetation structure significantly altered by obvious signs of multiple disturbances.
- Retains basic vegetation structure or ability to regenerate (e.g. disturbance to vegetation structure caused by very frequent fires, the presence of some very aggressive weeds at high density, partial clearing, dieback and grazing).
- 26 – 50% weed cover

Degraded

- Basic vegetation structure severely impacted by disturbance. Scope for regeneration but not to a state approaching good condition without intensive management (e.g. disturbance to vegetation structure caused by very frequent fires, the presence of very aggressive weeds, partial clearing, dieback and grazing).
- 51 – 75% weed cover

Completely Degraded

- The structure of the vegetation is no longer intact and the area is almost or completely without native species. These areas are often described as "parkland cleared" with the flora comprising weed or crop species with isolated native trees or shrubs.
- 76 – 100% weed cover

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alternative formats upon request



Paper from sustainable sources

DECLARATION OF INTEREST

The Presiding Member advised he had received a Declaration of Impartiality Interest – Pursuant to Regulation 11 Local Government (Rules of Conduct) Regulations 2007 from Cr Kirkwood in relation to Item 16.4. The nature of the interest being that she is a committee member of the Aubin Grove Community Association, which participated in the consultation process associated with this item.

16.4 (2018/MINUTE NO 0016) LYON ROAD AUBIN GROVE TRAFFIC MANAGEMENT

Author(s)	C Sullivan
Attachments	<ol style="list-style-type: none"> 1. Lyon Road Atwell Layout Plan ↓ 2. Lyon Road, Atwell traffic sign and pavement marking drawing ↓ 3. Consultation Analysis - Harvest Lakes Traffic Management 2018 ↓

RECOMMENDATION

That Council

- (1) adopt the installation of the proposed zebra crossing, installation of bus stops and removal of a number of parking bays to improve sight distance, congestion and safety on Lyon Road, between Gibbs Road and Flourish Loop as shown on the attached drawings;
- (2) reduce the sign posted speed on Lyon Road between Gibbs Road and Flourish Loop to 30 Kph subject to Main Roads WA approval;
- (3) install 30 minute parking limit signage to the on street bays on Lyon Road between Gibbs Road and Flourish Loop for the period 8.00 am to 6.00 pm Monday to Saturday; and
- (4) advise all stakeholders of the outcome.

COUNCIL DECISION

MOVED Cr P Eva SECONDED Cr C Terblanche

That the recommendation be adopted.

CARRIED 9/01

Background



The Harvest Lakes Residents Association raised with the City the issue of safety for pedestrians along the shopping strip.

By notice received on 8 June 2017, Deputy Mayor Lee-Ann Smith requested the following matter be noted for investigation:

“A report be prepared for an investigation into traffic movements and congestion on Lyon Road from the intersection with Gibbs Road to the intersection with Alliance Entrance”.

A report was considered by Council at the 10 May 2018 OCM at which Council resolved as follows:

“That Council defer the item to allow for further consultation with the submitters, to seek to achieve a mutually beneficial outcome with respect to the traffic management issues”.

Reason for Decision

I think what this does is adds clarity. The previous deferral motion didn't add any clarity for this to occur so that everyone can get together and the officers are clear on what information Council is expecting to come back to a future Council meeting.

This report is submitted following further consultation with the Public Transport Authority (PTA). Main Roads WA (MRWA) and the key stakeholders

Submission

A number of written submissions were made from various parties during the extensive consultation period and are either included or referred to in Attachment 3.

Report

The City is responding to community concerns about traffic management issues on Lyon Road north of Gibbs Road in Harvest Lakes, where buses, pedestrians, cyclists and motorists interact with local residents, shoppers, business owners and employees in the shopping centre precinct.

Since the roundabout at the intersection of Lyon Road and Gibbs Road was reconstructed as a signalised intersection, concerns were raised by local residents regarding pedestrian safety and traffic congestion. In particular, within the section of Lyon Road adjacent to the shopping precinct on the north side of Gibbs Road during peak traffic times. One of the primary causes of the traffic congestion was observed to be reverse parking into the parallel bays on either side of Lyon Road between Gibbs Road and Alliance Entrance.



To find the key issues and how they might be resolved, the City officers used a number of different approaches:

- In June 2017, the City's engineers and Community Engagement Officer attended meetings of the Community of Aubin Grove and the Harvest Lakes Residents Association to discuss the issue
- In July and August 2017, the City conducted a video survey in two locations on Lyon Road to monitor the traffic situation and pedestrian movements. The results of the video survey were used to apply for a formal zebra crossing based on Main Roads Western Australia warrants
- In July 2017, an online survey was published on Comment on Cockburn and emailed to resident groups. A total of 882 people visited the website. Overall, 74 people completed the survey by the closing date of 4 August, 2017.
- The City hosted a residents meeting on August 30, 2017 at the Harvest Lakes Community Centre to discuss the outcome of the consultation.
- The City's engineers met with the PTA and Main Roads WA to discuss possible traffic solutions.
- In January 2018, a City Engineer and Community Engagement officer door knocked businesses along Lyon Road to discuss a proposed traffic solution.
- In February 2018, City Engineers and the Community Engagement Officer met with Harvest Lakes Residents Association to discuss the proposed traffic solution.

The proposed solution, based on community feedback and discussions with Main Roads WA and the Public Transport Authority, includes:

- a zebra crossing (crosswalk).
- two bus stops
- Removal of some parking bays outside the shops.
- Installation of low level planting to improve the streetscape appearance.

The PTA wants to provide two bus stops in Lyon Road between Alliance Entrance and Gibbs Road. The Harvest Lakes Residents Association and City officers requested relocation of the bus stops from Lyon Road to either Alliance Entrance or Flourish Loop, but this is not supported by the PTA due to their operational requirements. A plan



showing the proposed signage and line marking is included as Attachment 2 for reference.

Video surveys have confirmed that the site satisfies the pedestrian and vehicle volume criteria needed for a zebra crossing, under the Main Roads WA warrants. The pedestrian criteria is a minimum of 60 pedestrians per hour for two separate hours on a weekday and the video survey confirmed that number was exceeded every hour between 9am and 3pm and more than double that from 3-7pm.

The installation of zebra crossing has been approved in principle by Main Roads WA with a condition of the removal of some of the embayed parking on this section of Lyon Road in order to meet the sightline requirements for the crossing. A plan showing the sight line requirements is included as Attachment 1 for reference. The sight line distance has been calculated based on the proposed 30 kph sign posted speed limit. A speed/volume count was carried out in July 2017 which resulted in an average speed of 19 kph. The average week day volume was 6080 vpd. The proportion of heavy vehicles was 3.7%.

Feedback on the proposed solution

- On 23 January 2018, the City's Community Engagement officer and Senior Traffic Engineer contacted business owners/tenants whose premises front Lyon Road plus the shopping centre management to show them a map of the proposed traffic arrangements and ask their feedback. An email or phone call was made to unavailable tenants, Woolworths and the shopping centre owner. A reminder email was sent to tenants, seeking any written comments by 2 February 2018. The feedback summary to the Council from businesses presented in the table below.

Total number of businesses	Support for zebra crossing	Opposed to bus stops	Opposed to removing car bays	No response
14	14	2	4	4

- One of the major tenants at the shopping centre, Woolworths, has advised that it supports the zebra crossing but not the introduction of bus stops nor the removal of any on-street car bays.
- The shopping centre owner has advised that it strongly objects to removing any car bays, objects to the proposed bus stop locations and generally supports the proposed zebra crossing. On 20 February 2018, the shopping centre owner supplied a petition from a majority of tenants asking for the parking bays to be retained.



One of the key requests from businesses and residents group was to provide two parking spaces for people accessing the medical practices. One on street bay on the west side of Lyon Road can be designated as a drop off bay as the side clearance areas to provide a disabled ACROD bay are not possible due to site constraints of the existing supports of the shop awnings. A copy of the report on the consultation results and analysis is included as Attachment 3 for reference.

The Harvest Lake Resident Association wished to discuss further with the Minister for Transport, Land and Heritage as well as the PTA the location of the proposed bus stops. The preference by the residents and the City was to locate the two bus stops in Flourish Loop rather than on Lyon Road which was not supported by the PTA. Representatives of the Harvest Lake Resident Association met with staff from the office of the Minister in late July 2018 with representation by the PTA present also. The outcome was that the PTA position on the bus stop location had not changed.

City officers subsequently convened a meeting of the key stakeholders at the City of Cockburn Administration Centre on 22 August 2018 to reassess the proposal. The outcome was to make application to the MRWA to reduce the sign posted speed along Lyon Road between Gibbs Road and Flourish Loop to 30 kph and also revisit the MRWA sight distance requirement as a result of the reduction in vehicle speed. The application was subsequently submitted to the MRWA and is being assessed. The first response from MRWA has not been positive and further discussions are ongoing.

Advice by the City officers was that the location of the bus stops will have to stay in Lyon Road as nominated by the PTA. This matter has been taken as far as it can reasonably be progressed. As a result, there has to be a clear zone at each bus stop to allow exit from the buses by the rear door which impacts on the available parking bays – refer to Attachment 1. The proposed location of the bus stops adjacent to the proposed zebra crossing minimises the loss of parking bays while not compromising safety. The four existing planter boxes at the proposed zebra crossing location would need to be removed which provides an opportunity for low level planting and additional paving.

The installation of the zebra crossing was revisited at the meeting of 22 August 2018 and City officers once again reinforced the need for such, with the support of the Harvest Lake Resident Association. Approval in principle has been granted by MRWA.

One of the complaints noted during the consultations was that vehicles park in the bays for extended periods during week day trading times which is detrimental to the traders. City officers propose to install 30 minute time limit signage for the marked bays during the period 8.00 am to 6.00 pm Monday to Saturday in response to the complaint. Sundays and public holidays will be exempt.



Strategic Plans/Policy ImplicationsCity Growth

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

Moving Around

Reduce traffic congestion, particularly around Cockburn Central and other activity centres.

Improve parking facilities, especially close to public transport links and the city centre.

Leading & Listening

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

Budget/Financial Implications

A preliminary cost estimate has been carried out which indicates \$70,000 for the proposed scope of works. Funds are currently not available in the 2018/19 budget so the proposed expenditure will need to be considered by Council at the mid financial year review in February 2019.

Legal Implications

N/A

Community Consultation

Further to Council's decision at the May 2018 OCM, further consultation was carried out with the key stakeholders, the PTA and MRWA. The Harvest Lakes Resident Association also carried out discussions with representatives of the Minster for Transport, Land and Heritage and the PTA on the location of the bus stops.

Risk Management Implications

The installation of the proposed zebra crossing, street lighting improvement, installation of bus stops, and removal of a number of parking bays will improve safety and congestion on Lyon Road north of Gibbs Road. Should Council not adopt the recommendation, the existing level of risk from congestion and pedestrian safety which has been assessed as High will remain.



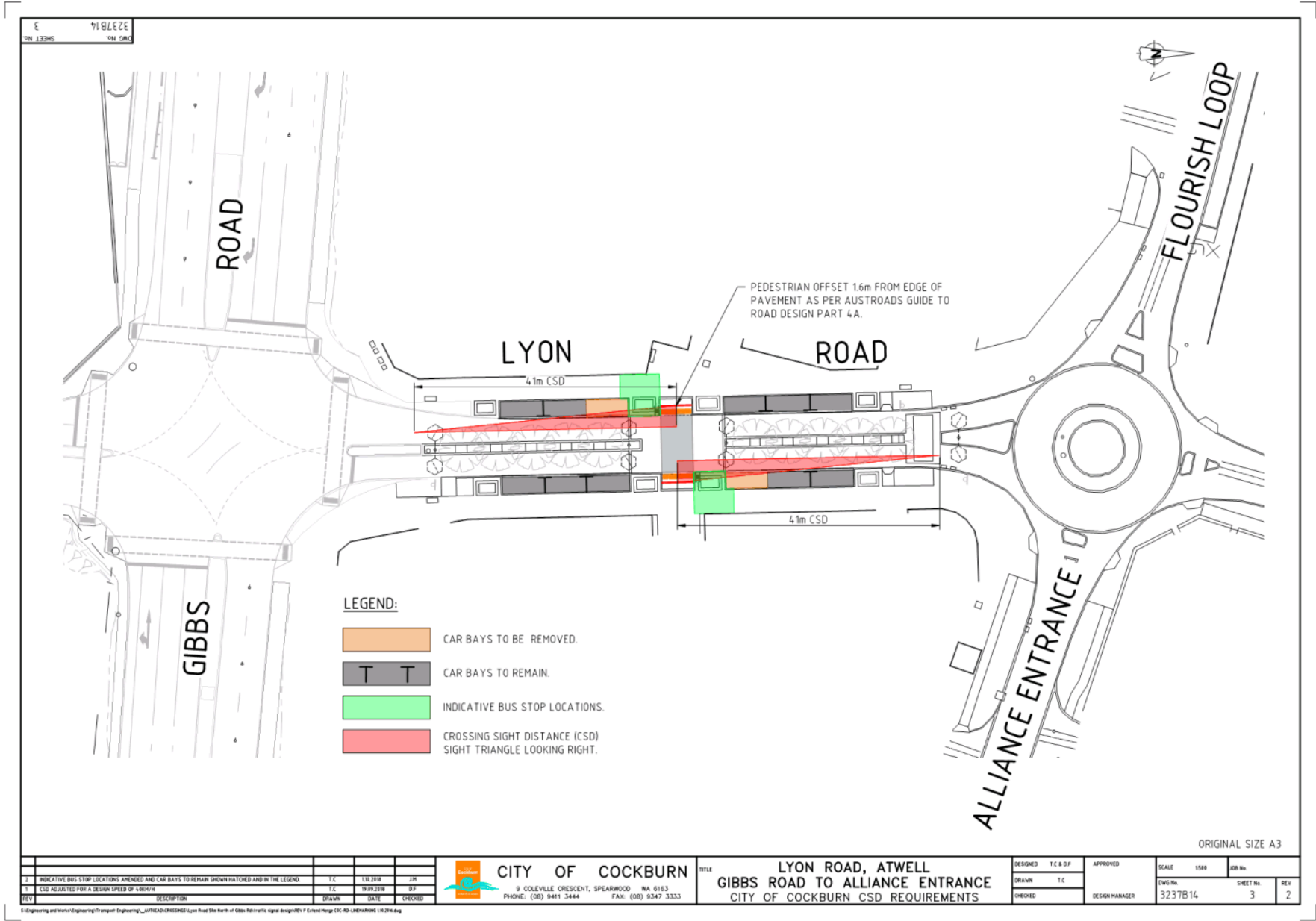
Advice to Proponent(s)/Submitters

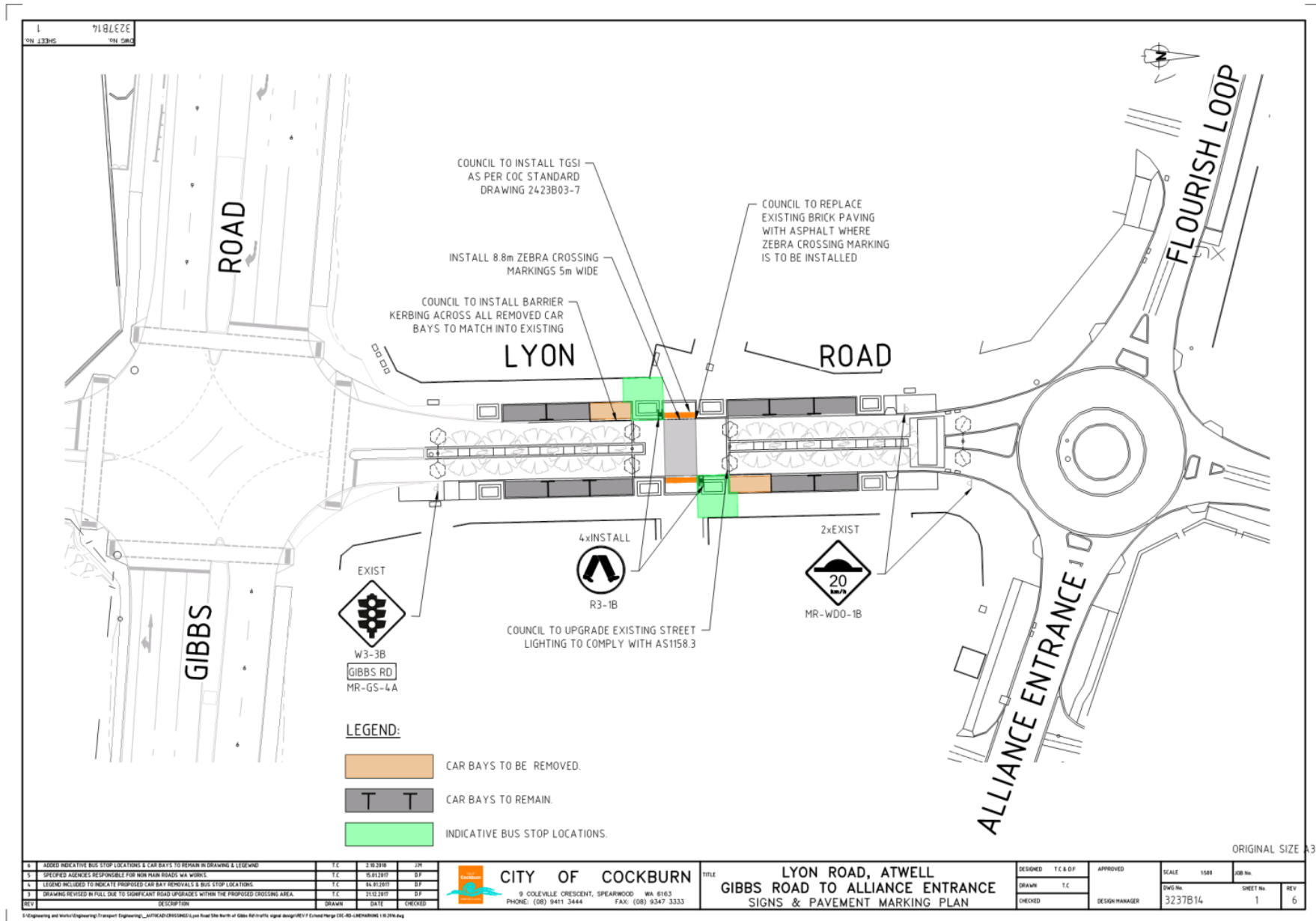
The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 October 2018 Ordinary Council Meeting.

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

Nil.







Harvest Lakes Traffic Management February 2018

Consultation Analysis



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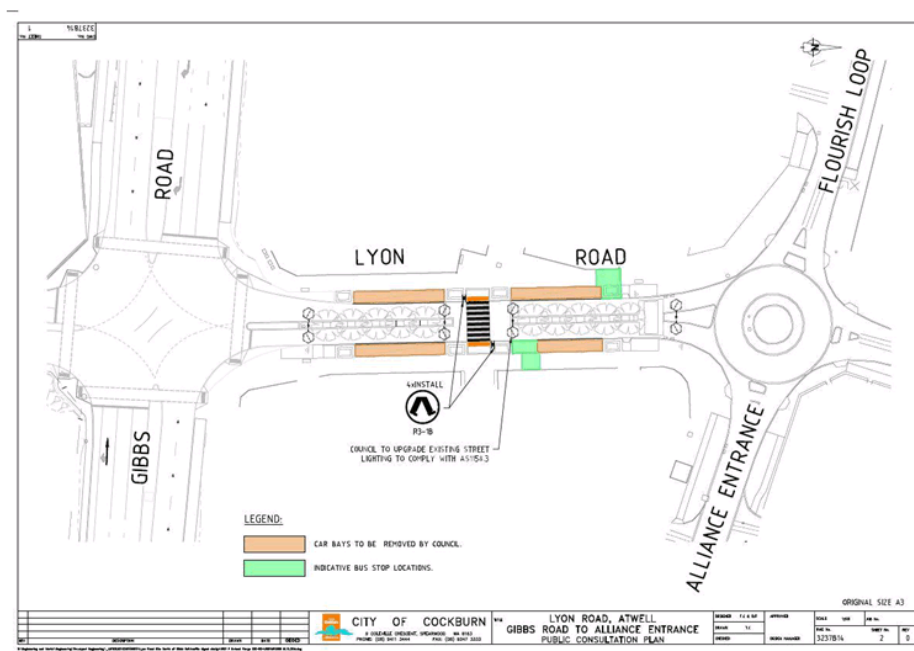
3.2 Appendix - Prior Consultation 201719



Executive Summary

As part of a long-running consultation about traffic management on Lyon Road, near the Gibbs Street intersection, the City has released a proposed traffic solution to businesses fronting Lyon Road. The solution is based on talks with Main Roads WA and the Public Transport Authority. This includes:

- A zebra crossing (crosswalk)
- Bus stops
- Removal of all parking bays outside the shops



1 Methodology

On 23 January 2018, the City's Community Engagement officer and Senior Traffic Engineer contacted business owners/tenants **whose premises front Lyon Road** plus the shopping centre management to show them a map of the proposed traffic arrangements and ask their feedback. An email or phone call was made to unavailable tenants, Woolworths and the shopping centre owner. A reminder email was sent to tenants, seeking any written comments by 2 February 2018.

2 Outcome

2.1 Street survey results

The feedback to Council from businesses is:

Total number of businesses	Support for zebra crossing	Opposed to bus stops	Opposed to removing car bays	No response
14	14	2	4	4

One of the major tenants at the shopping centre, Woolworths, has advised that it supports the zebra crossing but not the introduction of bus stops nor the removal of on-street car bays.

The shopping centre owner has advised that it strongly objects to removing any car bays, objects to the proposed bus stop locations and generally supports the proposed zebra crossing on Lyon Road, however requires further information.

Furthermore, the shopping centre has supplied a petition from a majority of tenants asking for the parking bays to be retained.

2.2 Diagram of stakeholders involved in the City's consultation

<i>parking</i>	Sorano Restaurant	<i>Lyon Road</i>	Harcourts real estate	<i>parking</i>
	Brumbys		Dancing Wok	
	walkway		Fish n Chips	
	Woolworths		Pizza Hut	
	Atwell Optometrists		Gelare	
	Aubin Grove Physio		Kumon tutoring	
			Happy Nails	
			Chemmart pharmacy	

Blue: Consulted in person

Green: No response

Black: Response supplied by email

2.2

Engagement summary**We asked**

Do you support the proposed traffic arrangements for Lyon Road near the shops?

You said

"Taking away the bays will destroy us."

"Zebra crossing is a must – we witness confusion every day. With the kids going to the tutoring shop over the road, there are lots of kids around here."

"These safety changes are common sense, so I support them."

Key points in favour

- Improved safety for children crossing the road
- Less queuing
- Ample other parking behind the shops

Key points against

- Prevent my customers from parking outside my shop
- Addition of ACROD bays please
- Challenge the line of sight

You participated

City officers personally visited the shops on Lyon Road to speak with tenants.

Unavailable tenants were emailed or phoned for responses.

Next steps

We are now reviewing all community input



3 Appendices

3.1 Appendix 1 – Business consultation January 2018

	Business name	Accepting of change	Comments
1		Yes	Not great to have less parking but won't be the end of the world. Concern for young staff who finish late and have to walk safely to their cars. They park behind the real estate office. Ok with crosswalk and bus stops. Ok to take car bays away outside physio and optometrist (to improve visibility). Busiest time for us is evenings and there is plenty of parking around here at that time.
2		No	<p>Thanks for your time and for visiting us last week. As we mentioned to you whilst you were at the shop, we agree that both the bus bays and the zebra crossing are a good idea and needed, however the removal of the parking bays would be detrimental, to the point that we would have to close our business.</p> <p>During early mornings in particular, those bays are popular with patrons who like to be able to park and quickly walk to our shop. Having consulted with a number of customers over the past few days in particular, the overwhelming response was that if the bays weren't there, they simply wouldn't shop with us, as the convenience of having those bays is the reason that they stop. The traffic congestion is only an issue between 4:30-5:30 weekdays, so maybe it might be better to look at a clearway during those times or something similar.</p> <p>Our biggest selling point is convenience, and to lose those bays would see us lose our competitive advantage, and had we known the council were even considering these changes, we wouldn't have bought our store</p>

3		<p>Opposed to bus stops</p> <p>Retain car bays</p>	<p>This is to advise that we continue to act on behalf of the Woolworths Group, which operates a supermarket at the Harvest Lakes 'main street' shopping precinct.</p> <p>It is understood that a new crosswalk central to Lyon Road is proposed, together with new bus stops on both sides of Lyon Road. It is understood that some bays are required to be removed to accommodate the crosswalk and the proposed bus stops.</p> <p>Woolworths welcomes the introduction of a centralised crosswalk on Lyon Road, which will assist in ensuring the on-going success of the pedestrian-scale main street shopping centre by encouraging the safe and prioritised movement of pedestrian traffic in and around the main street.</p> <p>The introduction of bus stops on both sides of Lyon Road is however not supported.</p> <p>The impact of buses stopping along this section of the main street would severely interrupt traffic flow and add an unacceptable level of traffic congestion in this location. Alternative locations for the bus stops around the periphery of the main street (such as Gibbs Avenue and Alliance Entrance) is a far more suitable solution and will ensure the outcome of this process results in improved traffic management in and around Harvest Lakes.</p> <p>The proposed removal of all of the on-street car bays on Lyon Road is considered unnecessary and not in the best interests of the future success of the main street. In this regard, therefore, we object to the removal of the on-street car bays on Lyon Road.</p> <p>In support of the retention of the on-street car bays, we remind the City of our earlier submission which referenced the <i>Liveable Neighbourhoods (WAPC, draft 2015)</i> definition of a 'main street' as being characterised by high volumes of slow moving traffic, on-street parking and high pedestrian amenity. In this regard, it is specifically stated at 'Element 3 – Activity Centres (Design Principle 4)' of <i>Liveable Neighbourhoods</i> that:</p> <p><i>'Pedestrian-scale retail main streets work best on streets that have traffic volumes in the range of 10,000 to 18,000 vpd, with only two (2) lanes of slow moving traffic (generally at or below 30 km/h) and on-street parking.'</i></p> <p>In order to ensure the ongoing success of the main street at Harvest Lakes in accordance with the fundamental objectives of <i>Liveable Neighbourhoods</i>, it is essential that Lyon Road remains accessible to vehicle traffic; retains the well utilised 12 on-street parking bays along the main street; and incorporates additional measures to enhance pedestrian amenity for the safety of the local residents who frequent the main street.</p> <p>Further, our comments contained in our earlier submission remain relevant being that the</p>
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			<p>provision of on-street parking bays promote a sense of urban scale and intensity along a main street. It is these particular characteristics together with the convenience of parking bays being provided directly in front of shops that provide an essential role in contributing to the ongoing economic success of a main street.</p> <p>The importance of this particular aspect of main street design is proven at Harvest Lakes with the 12 onstreet parking bays being regularly utilised and usually filled to capacity during peak hours. The retention of these bays is therefore considered an essential element of the overall main street function and its ongoing success.</p> <p>In summary, our response to the proposed traffic management modifications for Lyon Road as illustrated on the City's Public Consultation Plan are:</p> <ol style="list-style-type: none"> 1. The proposed crosswalk in the location as shown is supported. 2. The introduction of bus stops on both sides of Lyon Road is not supported. 3. The removal of all of the on-street car bays on Lyon Road is not supported. <p>We trust that the comments contained in this further submission is sufficient for staff's consideration of the proposal.</p>
4		Yes	Zebra crossing is a must – we witness confusion every day. With the kids going to the tutoring shop over the road, there are lots of kids around here. The traffic flow will be better. (I did see merit in a mall)
5		Add two ACROD bays	I would like 1 or 2 parking bays on the western side of the road to be retained rather than all being removed. We often treat disabled clientele and having a couple of ACROD bays added as well as the bus stops would be ideal. All other general parking bays could be removed.
6		Yes	Should be fine to remove parking. Merging on Gibbs Road remains a problem, going east.
7		Yes	Lots of young students here so like to see it safer. We tell parents to park behind the shop and walk their kids into the shop, but not all do it. Its not a drive through. These safety changes are common sense, so I support them.

8		Yes	Staff park out the back of the shop. Customers comment on the traffic banking up outside here. Very close to traffic lights. They see cars running the red light.
9		Yes	<p>Owner 1: I would like to show support the proposed changes to Lyon Road in Harvest Lakes. A zebra crossing would definitely improve pedestrian safety and encourage traffic to slow down. Increased public safety also encourages the local community to be able to walk or ride their bikes with confidence, especially in a busy area. Community safety is of utmost importance, which I'm sure the City of Cockburn is committed to achieving.</p> <p>Owner 2: I would like to 100% support the proposed changes to Lyon Road in Harvest Lakes. A zebra crossing would significantly improve pedestrian safety with little to no impact on current traffic flow. A number of times myself, my staff and my patients have had 'close calls' whilst crossing this road. The removal of the parking bays is also a wise decision in terms of both visibility and traffic flow.</p>
10	Shopping Centre Owner	See overleaf	<p>Strongly objects to removing any car bays.</p> <p>Objects to the proposed bus stop locations.</p> <p>Generally supports the proposed zebra crossing on Lyon Road, however requires further information.</p>

3.1 Appendix: Submission from Harvest Lakes Shopping Centre

Re: HARVEST LAKES SHOPPING CENTRE – COMMENTS ON LYON ROAD DEVELOPMENTS

RG Property Nine Pty Ltd (RG Property) as owner of the Harvest Lakes Shopping Centre has prepared the following submission in response to your email dated 22 January 2018 to Fred Porter, requesting commentary from business owners on the proposed changes to parking configuration, pedestrian crosswalk and bus stop locations along Lyon Road. The following is informed by professional advice from TPG+Place Match and Transcore.

Refer to Appendix A – Lyon Road, Atwell, Gibbs Road to Alliance Entrance – Public Consultation Plan

In summary, RG Property:

1. Strongly objects to the removal of any car bays on Lyons Rd.
2. Objects to the proposed bus stop locations on Lyon Rd between Gibbs Rd and Alliance Entrance.
3. Generally supports the proposed zebra crossing on Lyon Road, however requires further information.

Removal of Car Parking on Lyon Road

We understand that the City of Cockburn (the City) has over the past 12 months been working with the community and businesses to address concerns about traffic delays in Lyon Road. These traffic concerns have then been discussed with Mains Roads WA and the Public Transport Authority (PTA). The primary query posed by the City to RG Property is "how many parking bays should be retained outside the shops?". In direct response to this query, we recommend that all parking bays be retained outside the shops on Lyon Road.

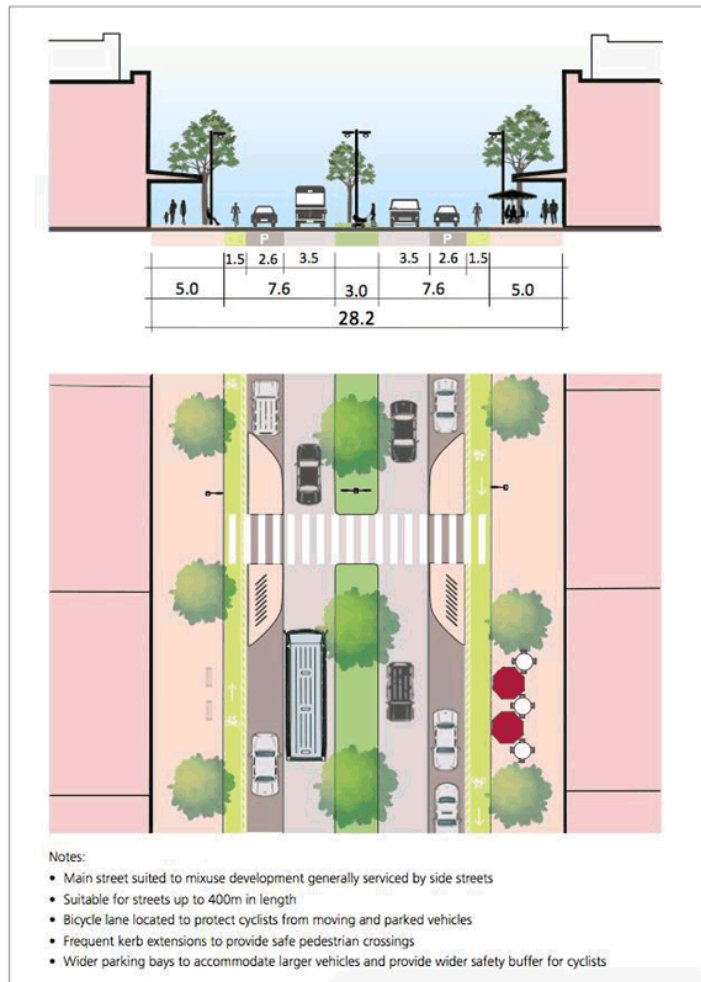
The car bays are integral to the financial success of the surrounding specialty shops through street activation and the creation of a main road, as required by the planning guidelines referred to below. The car parking bays allow convenient access of visitors to the shopping centre. The proposed removal of the car bays will not support traffic calming techniques, pedestrian safety or the activation of Lyon Road.



Lyon Road has been created and designed as an Integrator B 'main street' in accordance with the Harvest Lakes Village Centre Structure Plan and the Detailed Area Plan for Lots 2176, 2178-2181 Harvest Lakes, Atwell. Liveable Neighbourhoods (WAPC, Draft 2015) is the state-wide guiding document for the design and assessment of structure plans, and states that:

Integrator B arterials are more appropriate to service main street activity centres. The street pavement is significantly narrower to create a more pedestrian friendly environment particularly when flowing through centres. Figure 14 demonstrates the built form and street environment typical for integrator B arterial, including on-street parking.

Figure 14: Integrator B arterial - activity centre main street



As seen in the Integrator B description and Figure 14 above, on-street car parking is essential for the use, enjoyment and functionality of such a main street. The Traffic Impact Statement prepared by Transcore in July 2017, and made public by the City, found that at peak periods the 12 car parking bays on Lyon Road were at 100% utilisation, indicating their significance to the function of the centre and main street. For Lyon Road to uphold Liveable Neighbourhoods design principles and objectives for pedestrian safety, efficient movement, and integrated, effective road movement, the existing car parking bays must be retained.

Further, the City had due regard to the operation of the road network, public access and the amenity of the local residents (amongst other planning considerations) during:

- its assessment and endorsement of the Harvest Lakes Village Centre Structure Plan and the Detailed Area Plan; and
- its assessment and approval of the development application for the Harvest Lakes Shopping Centre.

There is no reason to now change the existing planning framework and the manner in which the development functions.]

Proposed bus stop location on Lyon Road.

We object to the bus stop locations between Gibbs Road and Alliance Entrance as this will negatively impact on the flow of traffic by creating additional delays. However, we support the provision of a bus service in close proximity to Harvest Lakes Shopping Centre.

The primary objectives of this ongoing consultation have been to improve traffic flow and pedestrian safety on Lyon Road and in the Harvest Lakes Shopping Centre locality. The proposed works indicate that the bus stops will not have an embayment, resulting in further traffic delays in both directions on Lyon Road every time the bus stops in the street. Any attempts to improve traffic delays will be pointless if the bus stops are installed on Lyon Road.

We understand that the City has discussed these matters with the PTA, however encourage the City to reiterate the objections from the perspective of both local residents and customers of the shopping centre.



Installation of a Pedestrian Crossing on Lyon Road

We support the proposed zebra crossing on Lyon Road between Gibbs Road and Alliance Entrance, subject to the provision of more information including proposed signage. The proposed crossing will contribute to traffic calming and enhancing footpath and road legibility, thereby improving the pedestrian and driver experience at Harvest Lakes Shopping Centre.

The City should also consider and further investigate installing traffic signals at the pedestrian crossing to ensure synchronisation with the lights at the intersection of Lyon Road and Gibbs Road.

From our understanding, the car parking bays are proposed to be removed for pedestrian sightline purposes in relation to the proposed zebra crossing. However, Transcore has prepared a sightline assessment for the area indicating that all parking bays can remain with no effect to pedestrian safety when using the zebra crossing. The sightline assessment states:

"According to the analysis undertaken the sight lines are satisfactory and the existing parking bays would not block the pedestrian vehicles and/or sight lines and are not required to be removed".

Refer to Attachment 1 – Transcore Sightline Assessment

Conclusion

As indicated above, the high-level state-wide design and planning document Liveable Neighbourhoods places great value on having on-street car parking as a method of traffic calming for pedestrian safety and amenity. Seconded by Transcore's sightline assessment, and justified from public and private viewpoints, it is irresponsible from design, safety, movement, function and economic sustainability perspectives to remove the car bays on Lyon Road.

For the above reasons, we respectfully request that the City reconsider and ensure that the parking bays on Lyon Road remain.

Regards



Charles Rundle
Asset Manager
RG Property





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Technical Note: No 2a

Date: 16/02/2018

Project No: t17.175

Project: Harvest Lakes Shopping Centre – Gibbs Rd & Lyon Rd, Atwell

Subject: Review of the Public Consultation Plan

Introduction

Based on the information provided to Transcore, it is our understanding that a Public Consultation Plan has been prepared by City of Cockburn to improve

the traffic flow and safety on Lyon Road between Gibbs Road and Flourish Loop/ Alliance Entrance. A copy of the proposed Public Consultation Plan is provided in **Appendix A**.

The proposed Public Consultation Plan proposes a zebra crossing at the existing raised crosswalk central to Lyon Road to provide priority for pedestrian movements at this location. The Public Consultation Plan also proposes two new bus stops on both sides of Lyon Road and the removal of all on-street bays on Lyon Road.

Review and Assessment

Provision of the zebra crossing at the existing raised pedestrian crossing on Lyon Road will provide priority and further visual clues for both pedestrian and vehicles at the existing crossing and should improve safety of pedestrians. This proposal is in line with the requirements for zebra crossings outlined in

“Planning and Designing for Pedestrian Guidelines” document by Department of Transport, Public Transport Authority, Department of Planning Land and Heritage as Lyon road include:

- no more than 1 lane of traffic in each direction;
- Adequate sight distance; and,
- A maximum posted speed of 50km/h.

Sight line assessment was undertaken by Transcore on Lyon Road for the pedestrian crossing facility to check if motorists can see a pedestrian move

from the footpath onto the crossing in sufficient time to stop and also pedestrians have adequate sight line to oncoming vehicles on Lyon Road.

Appendix B shows the result of the sight line assessment. It should be noted that Speed humps are in place on Lyon Road with advisory speed limit of 20km/h, however for the purpose of the sight line assessment, conservatively operation speed of 40 km/h was assumed. Accordingly Approach Sight Distance (ASD) of 30m and Crossing Sight Distance (CSD) of about 35-40m were used for the assessment. Also it is assumed that pedestrian would stay about 0.5m behind the edge of the road while crossing the road.

According to the analysis undertaken the sight lines are satisfactory and the existing parking bays would not block the pedestrian vehicles and/or sight lines and are not required to be removed.

The Public Consultation Plan shows two new bus stops on both sides of Lyon Road. The proposed bus stops on Lyon Road would disrupt the traffic flow on Lyon Road, impact on the movements of vehicles in and out of the on-street parking bays and may result in pedestrians crossing Lyon Road to get to the bus stops not at the designated crossing point. Therefore, the proposed bus stop will impact on traffic operation and will undermine safety, particularly for pedestrians. It is suggested that alternative locations for the bus stops on surrounding roads (i.e. Alliance Entrance) will be more appropriate and should be investigated.

Harvest Lakes

Tenant's petition objecting the removal of car bays on Lyon Road

As tenants or tenant's representatives of Harvest Lakes Shopping Centre, we strongly oppose any removal of car parking bays along Lyon Road. We believe any change to the number of car parks will negatively impact on the trading performance of the specialty shops at Harvest Lakes SC.

Petition submitted by shopping centre owners February 2018

ends

3.2 Appendix - Prior Consultation 2017

The City is responding to community concerns about traffic management issues around Lyon and Gibbs Roads in Harvest Lakes, where buses, pedestrians, cyclists and motorists interact as local residents, shoppers, business owners and employees.

Feedback:

"The heart of the problem is that there is now a very wide, heavily trafficked intersection, with traffic lights, adjacent to a small shopping precinct. There needs to be consideration for the pedestrians, drivers, shop keepers and nearby residents (particularly those along Alliance Entrance) who all have a vested interest in the outcome. However, we believe that the safety of pedestrians using the shopping precinct needs to be a priority, especially as pedestrian numbers will increase due to unit construction, and we are discussing human lives as opposed to inconvenience." Harvest Lakes Residents Association

"Woolworths objects on the strongest possible grounds to any such proposal to close Lyon Road to vehicle traffic. We recommend traffic calming measures (to improve) pedestrian access around the main street:

- Enforcing a low speed limit through additional signage.*
- Introducing strict time limits for the on-street parking bays.*
- Installing a pedestrian (zebra) crossing midway along the main street at the raised section of pavement, providing pedestrians and cyclists with a priority crossing location on Lyon Road during any time of the day, particularly during the peak hours.*

"RG Property is strongly opposed to any proposal by the City to close Lyon Road to vehicular traffic." Shopping centre owner

"The parking bays in front of the shops are a massive issue. The traffic banks back very quickly due to people either waiting for a parking spot, or trying to reverse park into the bays." Survey respondent

Methodology:

The City's Engineers and Community Engagement Officer attended meetings of the Community of Aubin Grove and the Harvest Lakes Residents Association in June 2017 to discuss the issue.

An online survey was published on Comment on Cockburn in July 2017 and emailed to residents groups. A total of 882 people visited the website. Overall, 74 people completed the survey by 4 August, 2017.

The City also received submissions from the Harvest Lakes Residents Group, Woolworths and the shopping centre owners. The shopping centre owners also submitted a traffic impact assessment report.

The City hosted a residents meeting on August 30 at the Harvest Lakes Community Centre to discuss the outcome of the consultation. See the notes in Appendix 6.

Previous consultation

- Earlier this year, the City was approached by the Public Transport Authority to provide two bus stops in Lyon Road, Atwell, between Alliance Entrance and Gibbs Road. In April 2017, the City liaised with the shopping centre management Colliers International and asked them to circulate letters to tenants seeking training. The PTA also wrote to nearby residents to seek their views. As a result, the City decided to provide two bus stops in Lyon Road. This is now on hold, pending the outcome of the current consultation.
- The City installed cameras in two locations in Lyon Road in July 2017 to monitor the traffic situation.

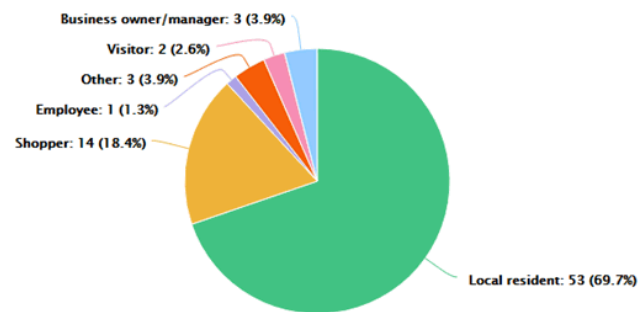
Key points raised:

- The need to protect pedestrian safety
- The need to keep Lyon Road open and not create a mall
- Request to change the merging situation on Gibbs Road
- Motorists face several rotations of traffic lights to get through the intersection
- Suggestions to reduce or modify the parking bays in Lyon Road

Survey outcome July 2017

Q1

1. I usually drive through this area as a:



2. Other:

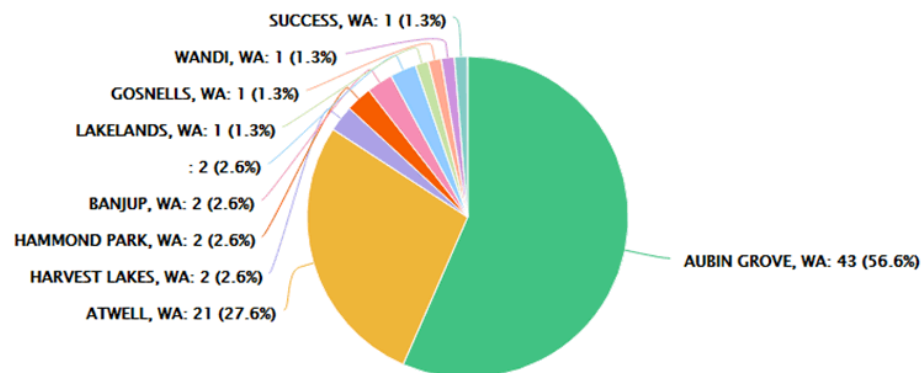
- I work for the City of Cockburn and visit the area for work purposes.
- As a shopper, to visit Kumon twice per week and visit Gelare as well as the doctors and pathology
- Harvest Lakes Restaurant

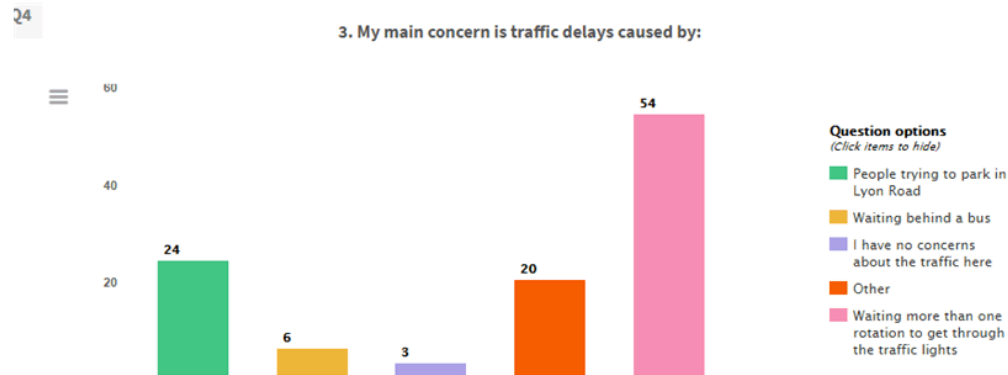
23



2. I live in the suburb of:

Optional question





5. Other:

- Reducing the speed to 30km would enable people to enjoy outdoor cafe seating plus ride on Lyon Road. A car would be a guest in the area and need to drive slowly behind bike riders or buses and stop at the pedestrian crossing.
- Dangerous merging situation coming from the Freeway down Gibbs Road, once past the lights there is the merge of two lanes into one. It can be hard to tell if vehicles in the left lane are indicating to merge or to turn into Alliance Entrance.
- Bus 527 route
- As a pedestrian turning vehicles are not waiting for pedestrians to cross.
- Cars waiting for pedestrians who ignore the signs that way that cars have priority
- Pedestrians crossing Lyon Rd over the brick paving- some cars stop thinking it is a crosswalk others continue. Very confusing for everyone.
- Teens using area outside Woolworths as a skate park
- Finding it hard to understand why they ever put lights there

- Area has become too congested at times. Difficult to get out of the suburb and even dangerous for pedestrians due to volume of traffic.
- People trying to park near the corner outside physio
- Banking up of cars to beyond the roundabout
- I rarely drive down this street in peak time but will walk across it. To me it seems the traffic lights don't accommodate traffic coming from south/north and then drivers will use Alliance Ent to get to Gibbs Road.
- Pedestrians using the intersection. I have concerns because of the primary school catchment area extending south of Gibbs Rd, and the potential for children to cross this intersection.
- Safety of people trying to cross the road between the shops.
- Pedestrian safety when visiting the shops. Although all of the above also concern me.
- Cars are ignoring the red arrow for pedestrian's to cross on the west side of the intersection. It is so dangerous.
- Find it hazardous trying to cross the road as a pedestrian. Would like to walk across without fear of being knocked over.
- People parking there all day; train commuters
- Waiting at the traffic lights when there are no cars around. The roundabout was much better for traffic flow. A give way even for those turning right off Lyon road onto Gibbs Road would be better.
- Heading north on Lyon Road is always an issue at Gibbs Rd intersection. If people are crossing the road then traffic builds up as the left turn is shorter. Heading out from Harvest Lake shops has a far too short TCL change.
- People crossing road



Question 4: Please provide any general comments here

PARKING BAYS	
1	I would like to remove car parking from Lyon Road and encourage parklets similar to areas like Victoria Park, Leederville and Fremantle. Better use of the existing car parking places would be to replace with bike parking, café seating, 5 min drop off and pick up only and a bus stop. I would also like to see a crosswalk on Lyon Road so cars slow down and stop for people walking or riding through the area. A bus stop in this area would also encourage people to visit the shops on their way home or to the train station and use the bus instead of driving to the shops or train station. This would enable more independent travel by families with one car or less per household, aging population and people with disability, to the local shopping area.
2	Parking in Lyon Road should not be allowed.
3	There is no need for street parking on Lyon rd there is ample parking at Woolworths or outside the doctors. Parking on Lyon rd is dangerous and causes congestion. Also signs clearly state that pedestrians need to give way to traffic but this never seems to be the case. As with the parking problem this is also dangerous. There is also a group of teens who treat the area like a skate park. The workers in brumbies have regularly call cosafe and nothing has been done about it
4	Waiting for cars to reverse park into the parking bays on Lyon road out the front of the shops and for people and drivers not obeying the 'pedestrian give way to traffic'. Vehicles stop to let pedestrians cross causing traffic to come to a halt or people walk across expecting traffic to give way to them. It's a hazard with the potential for a major incident.
5	The parking bays in front of the shops are a massive issue. The traffic banks back very quickly due to people either waiting for a parking spot, or trying to reverse park into the bays.
6	People trying to park on Lyon Rd by Shops cause bank up of traffic back to Gibbs Rd & sometimes across Gibbs Rd causing potential traffic hazard and confusion for all traffic, something must be done before some serious injury occurs
7	Parking on Lyon rd outside shops is creating a dangerous situation and the pedestrian crossing. Please make it a zebra crossing before an accident happens.
8	The traffic lights definitely need sorting out. Also, another solution would be to remove the 2-3 parks in front of the optometrist so people can get through the lights at least if turning left heading North onto Lyon Rd from the lights. They are just a bit too

	close to the traffic lights. The other parks along the road are ok.
9	I would like to see restricted parking on Lyon Road near the shops - ACROD only.
10	Close parking both sides of Lyon rd through shopping precinct allow 1 Acrod set down space outside physiotherapy unit. Make extra lane going into slip lane on eastern side of Lyon rd turning left onto Gibbs road. Allow for slip lane into woolies and station off Lyon Rd at roundabout. Make clear signage at crossing for pedestrians crossing Lyon Rd from Woolies to Gelare to give way to cars or cars to give way to pedestrians but must be clearly marked with proper signs for motorists and pedestrians so there is no confusion (current signage totally confusing for everyone and will result in a serious accident which need not occur if correct signage is used.
11	Put in timed parking, say 30 minutes. I would recommend the 4 lots of 3 car bays fronting the shops be modified as follows; two lots made bus bays and the other two large bays made for two cars only to negate reverse parking. Driving straight in and out will help traffic flow. Also place a speed bump on the south side to stop cars approach from m speeding. Unfortunately cars heading north are coming in at speed. Also need to bollard the paved path and verge area better so trucks don't oark on it. Main issue is the north side fronting Flourish Loop. We should not close it down as this will affect businesses fronting Lyon Rd that get much traffic from vehicles. Limited time parking will encourage longer time parking to the more appropriate large car parks at the back of each set of shops.
MAKE LYON ROAD INTO A MALL	
12	Would be good to turn Lyon Rd into pedestrian only area
13	I have seen several near miss accidents when vehicles are merging and/or turning into Alliance Entrance near the GP surgery. I also think that Lyon Road should be closed to traffic between the roundabout at Alliance Entrance and Gibbs Road. There are many pedestrians in this area and blockages of traffic at key times in the day coming to and from the shopping area. This would make it a much safer area for pedestrians and cyclists. However, upgrades would then be needed to the Alliance Entrance/Gibbs Road intersection to allow for the additional traffic.
14	I have seen several near miss accidents when vehicles are merging and/or turning into Alliance Entrance near the GP surgery. I also think that Lyon Road should be closed to traffic between the roundabout at Alliance Entrance and Gibbs Road. There are many pedestrians in this area and blockages of traffic at key times in the day coming to and from the shopping area. This would make it a much safer area for pedestrians and cyclists. However, upgrades would then be needed to the Alliance

	Entrance/Gibbs Road intersection to allow for the additional traffic.
15	Lyon road from Gibbs rd to flourish should be a mall- safer pedestrian use and less congestion at flourish loop roundabout
16	I believe it would be good for the community to close that section of road and create a mall, extra seating for cafes, maybe even mini markets occasionally. But at the very least limit public parking along that strip to ACROD people, maybe put a 527 bus stop there.
17	Having shops either side of Lyon Rd has caused an increase in foot traffic and is an accident waiting to happen for a pedestrian. I believe cars should have right of way (no pedestrian crossing); however so many cars stop for foot traffic or pedestrians simply cross in front of a car, that it then causes a backlog turning into Lyon Road from Gibbs. This backlog also occurs due to the parallel parking option. I believe this section of Lyon Road should be closed to traffic and be an alfresco area for diners and shoppers.
18	The traffic should be reconfigured so that the shopping precinct is a pedestrian only zone. An added benefit of this would be that the area could be opened up for small market stalls and street dining.
KEEP LYON ROAD OPEN	
19	I've seen discussions about closing the part of Lyon Rd in front of the shops to pedestrian access only. I do not believe this is necessary, especially now that traffic lights have been installed.
20	As a business owner in the Harvest lakes shopping centre I do not believe closing the road will be a solution to the traffic problem. It will only move the problem to the next intersection. I am pro buses coming through lyon rd. Even stopping on their way through. I am worried closing the road will defer customers coming in the centre from the Aubin Grove side, possibly damaging surrounding businesses. If however evidence can show the contrary, I am open to that also.
21	Closing the road would have a devastating effect on the businesses in the area and in turn the local community
CLOSE LYON ROAD TO LEFT TURNING TRAFFIC	
22	Left hand traffic onto Lyon Road off Gibbs should be closed at the traffic lights and redirected to Alliance Entrance. Too much foot traffic interrupting traffic flow Left hand traffic into car park at Woolworths should be closed and redirected upto the round-a-bout at the train station.



TRAFFIC LIGHT TIMING	
23	The traffic light timing needs serious investigation.
24	The traffic flow through this precinct in my opinion has improved since the initial switching on of the traffic lights. Original wait times exiting Lyon Road Atwell onto Russell Road were extremely long, however they seem to be better timed now and generally flow better. Still room for improvement though at different times from different directions.
25	The main concern is the traffic leaving the shopping area. There is only 1 lane and at busy times u can wait for three cycles to happen before u get though.
26	If when leaving the woolworths car park area, I approach the roundabout and see the traffic built up from the Lyon Rd/Gibbs Rd lights back to the roundabout, I continue on straight through the roundabout and come out (right) onto Gibbs Road near the medical centre, and then turn left at Lyon Rd to head home. It's much quicker than waiting in that strip between the shops. BUT, if more traffic was to be diverted this way, I think it won't be a safe option, due to the curve in the road, and lack of visibility (around the Buggles area). I'm not sure how to fix the traffic issues, other than allowing more cars through the lights heading into Aubin Grove.
27	The timing for lights out of Harvest Lakes into Aubin seriously need to be looked at
28	Up until recently, the light sequence has not recognised whether or not there are 2 cars or 12 cars waiting on Lyon Rd waiting to cross Gibbs Rd, heading south. Sometimes, I'd experienced a traffic standstill which flowed through the roundabout, heading north along Lyon Rd (therefore blocking the roundabout completely). I understand that MRWA is now monitoring the light sequences following multiple complaints raised on the residents Facebook page. I suggested to these residents that they should get onto the MRWA internet site and advise them of the problem - which I understand many have. Right now, it looks like it's improving. However, with the increasing traffic flow, which is inevitable in the future, MRWA needs to monitor this regularly. Thank you for allowing residents to voice their concerns on this survey.
29	I pass through these traffic lights daily and often have to wait for more than 1 rotation.
30	The timing on the lights to turn right or to drive straight over is too short more than 2 cars need to make it through.
31	Yes the lights could be green longer, but mostly I think people just need to be more patient. Put a red light camera in there, I



	have seen so many impatient people running red lights, see how many people become more patient if they are threatened with a fine/red light camera.
32	The issue is heading south on Lyon road, in front of the shops. Difficult to get out of the shopping centre and back to aubin Grove. Often 2-3 light changes, including buses.
33	I go through these lights at least 4 times per day. I am usually heading south down Lyon road and turning right into Gibbs Road. It is very frustrating as only 2 cars at a time can usually get through the lights. I do find it worse now than when we had the roundabout
34	Coming out of the shopping centre, the traffic light rotation is far too short.
35	The lights existing Lyon Rd onto Russell Rd from Woollies never stays on long enough. Lucky to get 2 cars through.
36	Timing of the lights should be changed to allow more time for cars to depart from the shopping centre. Also if the side parking was taking away and 2 lane access was made it more have a better flow.
37	You can be sitting at the lights coming away from the shops at the intersection of Lyon and Gibbs Roads for a good 5 mins during busy periods. You are lucky to get a few cars through the green light before it changes. Really needs to be addressed.
38	Only 3 cars can get through one rotation coming out of Lyon Road (The pharmacy side) it's frustrating during peak hour with traffic banking up Flourish Loop and sometimes into Woolworths car park!
39	Traffic lights need longer when turning from lyon rd heading south, otherwise there is little issue.
40	I see far too many people running amber and red lights because the cycle time does not allow enough time for more than 3 cars to pass through heading south. I am also concerned by people heading north on Lyon rd turning left on a red arrow towards the freeway putting pedestrians at risk
41	The traffic lights controlling traffic exiting from the harvest lakes shops need improvement. There isn't enough time to get enough cars through the lights to avoid congestion at the roundabout. That said, it's really only a big problem in the afternoons when people are shopping

42	My main concern is other people's impatience waiting at the light change and taking unnecessary risk.
43	Heading north on Lyon Road is always an issue at Gibbs Rd intersection. If people are crossing the road then traffic builds up as the left turn is shorter and vehicles build up blocking the right turn also. Heading out from Harvest Lake shops has a far too short TCL change and only allows a handful of cars through at any time.
BUSES	
44	This service needs its route realigned and times improved. At the moment it's not worth getting it to Aubin Grove Stn.
45	I think it's dangerous how the bus route has changed so buses go through Lyon Road shops it's a small space as it is.
PEDESTRIAN SAFETY	
46	Stopped at intersection of Lyon/Gibbs facing north, waiting to turn left onto Gibbs Rd. If someone has pressed the pedestrian crossing button during peak times, the queue waiting to turn left is waiting, waiting, waiting and by the time it's clear to turn left, only a few cars have had the opportunity to get across. The queue then continues grow down Lyon Road, eventually blocking anyone else from wanting to turn right at the top of the intersection
47	Also the pedestrian crossing timer is much too quick- the green man turns red when you are only half way across and cars often have to wait for pedestrians crossing even though the lights have turned green. I am a fast walker, and I cannot make it across in time. I would hate to see an elderly person having to cross the road in time on a green person light!
48	Pedestrian crossing needs altering in some way to prevent pedestrian hold up of traffic also, leading to same problem. After school traffic causes similar problem at Lyon rd /Flourish loop roundabout combined with train station traffic.
49	I think we need an official zebra crossing for pedestrians in between the lights and the roundabout (heading north on Lyon).
50	Can the crossing which isn't an official pedestrian crossing please be made into a permanent crosswalk. Most drivers are already stopping at the crossing if they see someone waiting to cross. There is some danger to this if a pedestrian goes to cross the road and if a driver from the other direction does not stop.
51	The only issue with pedestrians crossing is that it is not compulsory for cars to stop and give right of way to pedestrians

52	This area is very unsafe for pedestrians. A serious accident will happen soon.
53	Footpaths, roads and drainage I am writing as a concerned resident regarding pedestrian traffic in the Harvest Lakes shopping precinct. The ambiguous nature of area used by pedestrians to cross Lyon road adjacent to the Pizza Hut can only be described as hazardous. Motorists and pedestrians consistently demonstrate confused behaviour that can result in the occurrence a 'near-miss' scenario. The main issue appears to be that the area looks for all intent like a pedestrian crossing, but is in fact not. The ambiguity results in pedestrians proceeding across as if they have right of way (despite the signage). To make it clear to all users, may I suggest the crossing be simply converted to a pedestrian crossing so then all parties know what their responsibilities are? I appreciate in order to make it standards compliant, some modification may be needed to the adjacent parking bays however I believe this would be a far better result than waiting for what I see as an inevitable incident.
54	'Bumps' in road need to be removed to prevent people thinking these are crossing points.
55	The main pedestrian walkway across Lyon Road is hazardous as pedestrian visibility is poor when vehicles are waiting for the traffic lights. If travelling north it is not always easy to see people crossing from east to west
GIBBS ROAD	
56	Lyon Rd is not the only problem, although it is a big one. Gibbs Rd, where two lanes merge into one, immediately before an intersection is incredibly dangerous. I have nearly had two cars run into the rear of mine as I indicated to merge left then slowed to turn left at Alliance Entrance. The merge is not clearly signposted which makes it even more dangerous.
57	I think that the merge point on Gibbs Rd, immediately before Alliance Entrance, east-bound, needs to be relocated further to be after Alliance Entrance. Vehicles are slowing to an almost-stop to cater for other vehicles that turn into Alliance Entrance - a commonly used road. Also potentially have a dedicated left-hand lane entry into Alliance Entrance, before the merge point. The island in the middle of Gibbs Rd could potentially be modified to accommodate this change.
58	The three sets of lights to go along Gibbs Road over the freeway do not align for timing. Sometimes you get stuck at all three intersections which is very frustrating. Furthermore, the timing for the lights to go green is long, especially waiting to go north onto the freeway. Due to the current traffic congestion on the freeway, we have noticed that many cars are using Gibbs Road to short cut onto Armadale. This is causing a lot of traffic on Gibbs and they are not doing the 50/60 Km/Hr speed limit. We reside in a pocket of housing off Gibbs Road at the back of Atwell and my young children are finding it very difficult to cross the road to Harmony Primary School at peak hour times. We require a slow point on Gibbs Road before Sanctity Link. The

	police have been using a handheld radar in this spot and have pulled over a lot of people. It is not safe and the median strip in the middle of the road is not protecting the children crossing.
OTHER	
59	One annoyance is when turning left from Lyon Road onto Gibbs road, and there are pedestrians crossing gibbs road at the lights... They use the push to walk button which is correct and improves safety I know.... however this creates a red arrow for banked up traffic in the mornings... usually for the sake of a single pedestrian... and in most cases a pedestrian who doesn't even wait for the green man... again I have no problem with this, except.. due to the time waiting for the pedestrians, when traffic is able to flow again (with a green arrow) it only allows enough time for a few cars to go through... and in the morning peak hour, when loads of people are turning left out of Lyon road onto gibbs , it's very frustrating...
60	the roundabout was far better and cheaper than these traffic lights
61	The new train station has increased the traffic and causing congestion.
62	Lyon road has become dangerous for all users, cars and pedestrians. Also Alliance turnoff into Harvest Lakes Boulevard is now dangerous for cars and pedestrians. I now always walk to the roundabout for safely crossing this part of Alliance road.
63	Traffic is generally good
64	Surely by removing the trees in the centre of the road and redesigning the car parks along Lyon rd in front of the businesses to angled parking and reducing the width of the footpaths we could get more vehicles parked. The parking behind the shops and retailers is so limited and often takes multiple trips around and waiting for leaving cars before a park is found. There needs to be an arrow to turn left from Russel Rd at the lights to enter Lyon rd heading north. The buses cause delays and its turned into a nightmare since the lights have gone in. the roundabout was a better solution that the current situation.
65	Thanks to your stupid council decision on fencing for houses on Gibbs road. As traffic and trucks increase it's getting noisier and the must have picket fence doesn't stop the noise
66	Cars are ignoring the red arrow while they are waiting to turn left from Lyon onto Gibbs when pedestrians have the green man to cross on the west side of the intersection. It is so dangerous. I don't know about other parts of the intersection. Also, it is really dangerous for cars heading south along Lyon turning into Twilight Mews after the lights - cars come flying around the corners from Gibbs and don't see cars indicating. Maybe Twilight Mews is too close to the intersection and should be closed, with traffic being diverted up to the next street on the right (Yale Way?) to access Twilight Mews that way?.


Comment on Cockburn discussion

Traffic management

about 1 month ago

CLOSED: This discussion has concluded.

How can we improve traffic management around Lyon Road and the traffic lights? Tell us your experience driving, cycling or walking here, and your ideas about how it can be improved.

 Like [Jillian Woolmer likes this.](#)

38 comments

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Adrian, 28 days ago

I find that the turning lane (going into Lyon from Gibbs from the freeway) isn't long enough. Cars then block the lane going straight into Atwell. The right green arrow also isn't long enough, needs to be green for much longer. The green light for the traffic coming from Woolworths is far too short as well, sometimes you have to wait for 3 to 4 light cycles before you get your chance to use the intersection. I like the idea of removing the parallel parking spaces and making two lanes from it. The crossing there should be turned into an official pedestrian crossing because cars simply floor it from the roundabout to the traffic lights when they see a green light. I also like the idea that cars should be able to turn left from Lyon onto Gibbs quicker by having the pedestrian light (red man) turn off faster. It's true that pedestrians or cyclists presses the button only for them to jaywalk and therefore cars get a red arrow when there is no one there anymore. It should be like the city perhaps a flashing yellow light for cars turning. Also that turning lane is quite short during morning peak hour as well.

iamluke, 27 days ago

Yep, I think we need to remove pedestrians from the road, if possible. Possibly a sunken walkway/pedestrian/cycle crossing. It seems extreme, but the traffic there is not going to ease, and it is a major pivot-point for high-end traffic.

Sweetad19, 3 days ago

Flashing orange would be good. Then it's our responsibility to check for pedestrians before turning.

Popprincess, 10 days ago

Make the pedestrian crossing across Lyon near the Woolworths an official crosswalk. So many times one car will pause to let someone across, whilst the car going the other way does not. This makes the pedestrian nervous and hesitant, and the process of crossing the road takes twice as long as it should, frustrating all.

[Hide reply \(1\) ▼](#)

Sweetad19, 3 days ago

There is a sign at either end of the walkway saying Pedestrians give way to vehicles so if all cars continued through and didn't wait for people to cross, there would be less congestion. I am a pedestrian there sometimes and I am more than happy to wait for the cars to pass. It makes more sense to me.

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[Hide reply \(1\) ▾](#)

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AmandaJH, 4 days ago

I think a red light camera needs to be installed to stop people turning on the red light. I've seen soo many people from Lyon road turning left to the freeway go through the red light.Maybe a big give way to pedestrian sign?

Bella101, about 1 month ago

Remove the street parking bays on either side of the road on the cafe strip. Make it double lane instead, especially when exiting Woolworths with a dedicated lane to turn right onto Gibbs rd, heading towards train station.

[Hide Replies \(3\) ▾](#)

iamluke, 27 days ago

Priority/emergency/ACROD parking only, for these bays? As an alternative to removing them?

MrsD, 11 days ago

Or even make the street one way only.

Jess1807, 4 days ago

A bit of congestion slows the traffic in the area, having two lanes in both directions will make it harder to cross/more dangerous for pedestrians and reduce the neighbourhood shop feel to the area. There is alternate options to access the area by car which do not take much longer.

MrsD, 11 days ago

Drivers are ignoring the red arrow while they are waiting to turn left from Lyon onto Gibbs (to travel towards the freeway) when pedestrians have the green man to cross on the west side of the intersection. It is so dangerous. I don't know about other parts of the intersection. Also, it is really dangerous for cars heading south along Lyon turning into Twilight Mews after the lights - cars come flying around the corners from Gibbs and don't see cars indicating. Maybe Twilight Mews is too close to the intersection and should be closed, with traffic being diverted up to the next street on the right (Yale Way?) to access Twilight Mews that way?.....

ChezShave, 30 days ago

Having a very wide intersection right next to the shops makes it dangerous for pedestrians trying to cross Lyon Rd. Cars are stopped for so long waiting for the lights to change that they speed up to get through on the orange. I thought I was safe to cross at the Woolies crossing and was nearly hit by a car that must have been doing 70kph. This area was meant to be pedestrian-friendly. It makes me anxious to cross the road now. Also, as a driver, I find it more difficult to come down through the shops to the lights - having to look out for the lights, cars stopped in front of it, pedestrians from the left, pedestrians that cars might have stopped for on the other side of the road.

[Hide Replies \(6\)](#) ▼

Bronwyn, 29 days ago

I agree with this. I find the area very dangerous as a pedestrian and Lyon Road in particular is difficult to cross. I'm often walking with a pram and with the cars banked up at the lights it's impossible to cross at the two spots outside Woolworths that have ramps. I often have to wait for several light changes just to cross the road. I suggest installing a crosswalk so that there is somewhere safe for pedestrians to cross.

Rose Peters, 29 days ago

Yes I agree. Pedestrians must be protected.

[Hide Replies \(3\) ▼](#)

iamluke, 27 days ago

Agreed. Possibly a sunken walkway/pedestrian/cycle crossing. Something to remove pedestrians from this intersection. The local primary school's catchment area goes south of Gibbs Rd, so there can be (and probably are) primary school-aged children crossing this road. And given the way the intersection is now, this highlights pedestrian safety concerns.

[Hide Replies \(2\) ▼](#)

iamluke, 27 days ago

Or, the parents of kids at the primary school may be choosing to drive their cars to side-step any safety concern on crossing that intersection. Which just adds to the traffic.

Jo1982, 15 days ago

We are in the pocket of housing off Gibbs Road surrounded by the bush and although we are considered Aubin Grove, we fall into the Harmony PS catchment area in Atwell. Trying to cross Gibbs Road with the large amount of traffic that is definitely not doing the speed limit is very difficult. We end up stuck in the median strip with two young children with cars zooming past. Once people get through the three frustrating sets of traffic lights, they speed up and use the road as a race way to avoid the freeway and short cut through to Armadale. Very dangerous for Pedestrians.

MrsD, 11 days ago

I agree. Drivers are ignoring the red arrow while they are waiting to turn left from Lyon onto Gibbs (to travel towards the freeway) when pedestrians have the green man to cross on the west side of the intersection. It is so dangerous. I don't know about other parts of the intersection.

Betty, 12 days ago

It's dangerous when you drive pass the traffic light 2 lane merge to 1. Especially when people try to turn left to alliance entrance. I think it's better have 2 lanes on the road. And for the lyon road outside the woolies, it's better demolish the side parking change to 2 lanes. Otherwise it's always stuck from traffic light to the round about.

Nathan Calleja, 26 days ago

This is poor traffic management by the City of Cockburn. They have known for years about the intersection upgrade, but they did not plan for the traffic increase. Street parking along Lyon Rd should have a time limit. There also needs to be turn in lanes and the traffic light turn arrow needs to stay green for longer.

iamluke, 27 days ago

I think that the merge point on Gibbs Rd, immediately before Alliance Entrance, east-bound, needs to be relocated further to be after Alliance Entrance. Vehicles are slowing to an almost-stop to cater for other vehicles that turn into Alliance Entrance - a commonly used road. Also potentially have a dedicated left-hand lane entry into Alliance Entrance, before the merge point. The island in the middle of Gibbs Rd could potentially be modified to accommodate this change.

Cargle, about 1 month ago

The parking bays on Lyon road between gibbs and alliance loop (at the shops), also need to be given some thought... the amount of cars waiting and parallel parking, just increases the congestion at peak times.. maybe they could be limited for parking out of peak hours only?There needs to be another viable exit/entry into Woolworths...

[Hide reply \(1\) ▼](#)

iamluke, 27 days ago

I like the idea of limited/parking-within-time-periods. Possibly also emergency/priority/ACROD only bays? If they could swing another exit/entry somehow, possibly winding onto Gibbs closer to the freeway bridge, that would be fantastic. But, \$\$\$.

JenQ, about 1 month ago

The merge point and left turn into Buggles / Drs heading east down Gibbs Rd is dangerous. A merge point at a very busy intersection where hundred of children are being dropped off is ludicrous. Also the traffic lights have congested this are. It worked better with a roundabout

[Hide reply \(1\) ▼](#)

iamluke, 27 days ago

I agree, the merge point needs to be re-located to be east of Alliance Entrance, possibly with a dedicated left-hand-lane entry into Alliance Entrance. Cars are floating into this merge point, with vehicles using late indication into Alliance Entrance, increasing the risk of using this part of the road.

Marchelle, 28 days ago

I would like to remind everybody that back in 1990 this whole area was a baron horse paddock with nothing on it except the one farm house on the hill. From Armadale Rd heading south there was nothing, not even the freeway. How did our planners make a mess of a blank canvas, we now have congestion everywhere as Aubin Grovers travel through Atwell to reach Armadale Rd and everybody drives their car to the shop. Its a bit late to ask how to improve it when we have this situation from a blank canvas. My only suggestion would be to block Lyon road between the shops and make this pedestrian, people are not going to stop driving to the shop so we cannot improve the situation with the footprint that has been developed. Crazy ideas would be a 2/3/4 storey carpark, if not then a bridge for Lyon Rd so we can clear traffic quicker rather than sitting at the lights, make it 15 minute parking, add a bus station so people can use this instead of cars, charge single car occupants but car poolers park free, remove the park land and make more car parks who needs parkland, just sayin.

[Hide reply \(1\) ▾](#)

iamluke, 27 days ago

Possibly restrict to one-way (north-bound) traffic, instead of blocking the Lyon Road shopping-area traffic? Nice ideas, though.

Rom, 28 days ago

Need to at least remove the parallel parking on the street. As they hold up traffic while people are trying to park. And increase time for turning right off Lyon to the overpass. Sometimes only 3 cars get to go through the green arrow. It was better when the roundabout was there. !!!!!

[Hide reply \(1\) ▾](#)

iamluke, 27 days ago

Potentially making them priority/ACROD parking? Emergency parking may be needed at some point? Perhaps with bigger bays - 3 becomes 2? Potentially making them slightly deeper (curb edge to be further from roadside)?

Jeffery, 28 days ago

The green traffic signals favour Gibbs Road too much, even when no vehicles are approaching the intersection. This extended green time is causing vehicles to bank up on Lyon Road on both the shops and south approaches. Their relatively short green period is not long enough to clear the waiting queue.

Rom, 28 days ago

There is a sign either side of the road, one by the bakery and one by the icecream shop that informs pedestrians to give way to vehicles. That message is confusing because when you learn to drive is to give way to pedestrians ???? At times people don't know what to do, walk across or give way to vehicles. Better to place a proper cross walk so cars give way to pedestrians

Steve Summerell, 30 days ago

Build Roe 8 to get the traffic congestion off the freeway!

Pemberc, about 1 month ago

Make the turning left from Lyon Rd into Gibbs rd a dedicated lane without lights and no merging (there is 3 lanes already for this to happen) and a crosswalk for pedestrians which would mean making the left lane heading from gibbs rd towards the freeway a dedicated turning left lane so that it can't go forward towards freeway in this lane but only go into Lyon rd this lane will be as per light signals.

Caz156, about 1 month ago

The lights leaving the shopping centre need to be green longer, especially during peak hours. Most issues are during peak hours Monday thru Friday . Also its frustrating during peak hours that traffic is at a stand still because pedestrians push the button and then cross but not on a light change or green man, but because there is a break in the traffic, then when the lights change traffic is stopped because they previously pushed the button. Happens all the time, not sure if a foot bridge is possible or not, but would stop this happening.

[Hide Replies \(2\) ▾](#)

Cargle, about 1 month ago

I agree its very frustrating when turning left from Lyon Road onto Gibbs road, and there are pedestrians crossing gibbs road at the lights... They use the push to walk button which is correct and improves safety I know.... however this creates a red arrow for banked up traffic in the mornings... usually for the sake of a single pedestrian... and in most cases a pedestrian who doesn't even wait for the green man... .. due to the time waiting for the pedestrians, when traffic is able to flow again (with a green arrow) it only allows enough time for a few cars to go through... and in the morning peak hour, when loads of people are turning left out of Lyon road onto gibbs , its very frustrating...

cainy82, about 1 month ago

Yes, yes, yes!! Just make it like most lights in very busy areas such as the city, Green man for a few seconds, then green light to cars (cars giving way to pedestrians). This works fine in the city, and south perth.

Christopher, about 1 month ago

Drivers should be more aware of turn left rules also look at lights from Lyon Rd into Gibbs , I have seen numerous vehicles turn against the red light. Also right turn from Lyon [Woolworths] onto Gibbs Rd ,needs altering to prevent drivers trying to beat the traffic lights, there have already been several incidents at these areas , wont be long before a serious accident occurs .

Kira2190, about 1 month ago

Since the traffic lights have been installed, almost every red light causes the traffic to back up past the shops down Lyons Road and interferes with the flow of traffic through the roundabout. Green lights should be more frequent, at least in peak traffic.

APPENDIX 3

Peter d webb and associates
Consultants in town planning and urban design
04 August 2017 Our Ref: C2249-01
Chief Executive Officer
City of Cockburn
PO Box 1215
BIBRA LAKE DC 6965

Dear Sir/Madam

Re: Harvest Lakes - Traffic Management Submission on behalf of Woolworths Group

This is to advise that we act on behalf of the Woolworths Group (Woolworths), which operates a supermarket at the Harvest Lakes 'main street' shopping precinct.

On behalf of Woolworths, we lodge this submission in response to the City's recent consultation process wherein the local community was invited to submit any concerns it may have in relation to traffic management in and around the main street at Harvest Lakes.

It is understood that the City has undertaken this consultation process in response to a meeting held in June 2017 between the City's Engineers and the local resident groups of the Community of Aubin Grove and Harvest Lakes Residents Association, wherein particular issues were raised regarding traffic management around this main street at Harvest Lakes.

The City would be aware that the Woolworths supermarket forms an integral part of this carefully planned pedestrian-scale main street. In this regard, the supermarket is strategically positioned to act as the main 'anchor' store for the main street, with the primary pedestrian access to the supermarket being central to Lyon Road, midway between the intersections of Gibbs Road and



Alliance Entrance/Flourish Loop. An anchor store provides the support for the smaller speciality stores by encouraging pedestrian flow in and around the shopping area.

As the main 'anchor' store for Harvest Lakes, Woolworths holds a strong interest in ensuring that the local residents frequenting this shopping precinct are provided with a high amenity pedestrian environment within which to shop and recreate, as well as ensuring the established vehicle access network to the main street is equally maintained for user convenience.

From reviewing the comments submitted on the *comment on Cockburn* website in regard to this consultation process, it is apparent that the primary concern of residents shopping at Harvest Lakes surrounds difficulties with being able to safely cross the main street in order to access shops on the opposite side of the street.

The feedback on the City's website suggests that this is particularly a problem during peak traffic hours (Monday through to Friday) due to increased traffic volumes and excessive vehicle speeds on Lyon Road. There has also been a suggestion that traffic issues along the main street have intensified following the introduction of two (2) bus stops.

In addition to these community concerns, Woolworths has been advised that the City may have received a suggestion that Lyon Road should be closed to traffic between the intersections of Gibbs Road and Alliance Entrance/Flourish Loop as a means of addressing traffic concerns.

We take this opportunity to formally advise the City that Woolworths (and this office) **object on the strongest possible grounds to any such proposal to close Lyon Road to vehicle traffic, which would result in little more than reduced accessibility and permeability in and around the main street.**

Our planning justification in support of this position together with some more appropriate recommendations for possible improvements to ensure safer pedestrian movement around the main street are provided below.

In the first instance, the City would be aware that any proposal to close Lyon Road to address traffic management issues would be in direct contradiction to the fundamental Planning principles behind the creation of a successful main street format activity centre, as defined in *Liveable Neighbourhoods (WAPC, Draft 2015)* and *State Planning Policy 4.2 (SPP 4.2) – Activity Centres for Perth and Peel (WAPC, 2010)*.

Lyon Road between the intersections of Gibbs Road and Alliance Entrance/Flourish Loop has been carefully designed through a comprehensive multifaceted Planning approval process, as a pedestrianscale **main street** shopping centre. A 'main street' is

defined in *Liveable Neighbourhoods* (WAPC, draft 2015) as being characterised by **high volumes** of **slow moving traffic**, **on-street parking** and **high pedestrian amenity**. In this regard, it is specifically stated at 'Element 3 – Activity Centres (Design Principle 4)' of *Liveable Neighbourhoods* that:

'Pedestrian-scale retail main streets work best on streets that have traffic volumes in the range of 10,000 to 18,000 vpd, with only two (2) lanes of slow moving traffic (generally at or below 30 km/h) and on-street parking.'

In order to ensure the ongoing success of the main street at Harvest Lakes in accordance with the fundamental objectives of Liveable Neighbourhoods, it is essential that Lyon Road remains accessible to vehicle traffic; retains the well utilised 12 on-street parking bays along the main street; and incorporates additional measures to enhance pedestrian amenity for the safety of the local residents who frequent the main street.



1. VEHICLE TRAFFIC

It is understood that the majority of **vehicle traffic** travelling along this section of Lyon Road is directly accessing the shopping facilities of the main street. The closure of Lyon Road would have a direct and adverse impact on traffic attempting to enter and exit the shopping area, thereby reducing the existing high level of accessibility and permeability offered via the established road network. It is therefore considered that the closure of Lyon Road would have a significant and undesirable impact on the ongoing successful operation of this main street.

The closure of Lyon Road would also undoubtedly have significant impacts on the ability for the surrounding road network to continue to function as intended, with additional traffic loading on the surrounding streets (such as Alliance Entrance) reducing the currently acceptable level of service of these streets, particularly during the peak traffic hours.

The closure of the main street to vehicle traffic would also require the current bus service to transfer its service to the surrounding street network which would reduce accessibility to the shopping area, which is unacceptable from a planning point of view. At present, vehicle traffic along the main street is currently managed with traffic calming devices, including raised pavement crossings and speed humps which effectively reduces the speed limit of vehicles to 20km/h. In noting the concerns raised by the community on the City's website, it is apparent that (rather than closing Lyon Street to traffic) additional measures should be introduced to ensure slow moving traffic is maintained in order to encourage and improve pedestrian movement in and around the main street of Lyon Road.

2. ON-STREET PARKING BAYS

On-street parking bays promote a sense of urban scale and intensity along a main street whilst providing minimum distribution to the continuity of the urban form. It is these particular characteristics together with the convenience of parking bays being provided directly in front of shops that provide an essential role in contributing to the ongoing economic success of a main street. The importance of this particular aspect of main street design is proven at Harvest Lakes with the 12 on-street parking bays being regularly utilised and usually filled to capacity during peak hours. The retention of these bays is therefore considered an essential element of the overall main street function and its ongoing success.

3. PEDESTRIAN AMENITY

Greater priority to pedestrians (including cyclists and public transport) over vehicles is necessary to ensure a high pedestrian amenity is achieved at Harvest Lakes. Improving pedestrian amenity will encourage further activation of the main street by encouraging pedestrian flow past the speciality shops.

It is typical for the anchor store (i.e. Woolworths) to act as the main store which encourages this movement past the speciality shops. It is therefore considered that the best location to provide a safe crossing for pedestrians on Lyon Road is the raised pavement at the centre of the main street, with the main entrance to Woolworths being directly accessible at this point.

On behalf of Woolworths, we firstly reiterate our strong objection to any proposal to close Lyon Road to address traffic management concerns in and around the main street at Harvest Lakes.

In order to address the traffic concerns of users of this main street, we recommend that the City further consider the following traffic calming measures which will assist in improving pedestrian access around the main street:

1. Enforcing a low speed limit through additional signage.
2. Introducing strict time limits for the on-street parking bays.
3. Installing a pedestrian (zebra) crossing midway along the main street at the raised section of pavement, providing pedestrians and cyclists with a priority crossing location on Lyon Road during any time of the day, particularly during the peak hours.

We take this opportunity to thank the City for taking a proactive approach in seeking comments from the community prior to undertaking any detailed work on a formal proposal to address traffic management concerns in this location.

We trust that the information contained in this submission is sufficient for staff's further consideration of this matter. However, should staff have any further queries, the writer is available at their convenience.

Yours faithfully

CLARE McLEAN

Senior Planning Consultant



cc: Senior Property Manager (WA), Woolworths Group

APPENDIX 4

August 2017

By email: dcarbon@cockburn.wa.gov.au

Deanie Carbon

Community Engagement Officer Family and Community Development Services

City of Cockburn

Po Box 1215, Bibra Lake DC Western Australia, 6965

Dear Ms Carbon

Submission on traffic management: Lyon Road, Atwell

RG Property Nine Pty Ltd (**RG Property**) are the owners of the Harvest Lakes Shopping Centre.

A portion of Lyon Road abuts the Harvest Lakes Shopping Centre between Gibbs Road and Alliance Entrance.

We understand that the community has raised concerns with officers at the City of Cockburn (**City**) about pedestrian safety and traffic congestion along Lyon Road. To gain a better understanding of these concerns, the City has sought comments from the public on their experience driving, cycling or walking in the area and how traffic management around Lyon Road may be improved.

Separately, the City has advised RG Property that the City is considering a proposal to close Lyon Road between Gibbs Road and Alliance Entrance.

As the owners of the Harvest Lakes Shopping Centre, we are strongly opposed to any proposal to close Lyon Road to vehicular traffic. To support our submission, RG Property instructed TPG Planners and Place Match (**TPG**) to engage Transcore to assess the impacts that closure of Lyon Road would have on local traffic. Please see attached a copy of the traffic report prepared by

Transcore dated 1 August 2017 (**Traffic Report**). The Traffic Report concludes that closure of Lyon Road is not possible, as it would have a detrimental impact on the operation of traffic in the locality.

RG Property is opposed to the closure of Lyon Road to vehicular traffic for three main reasons that are outlined in this letter, being:

- the detrimental impact on the road network;
- the detrimental impact on the safety and amenity of the local community; and
- the detrimental impact on the accessibility and financial viability of the Harvest Lakes Shopping Centre.

Detrimental impact on the road network

The Traffic Report concludes that the closure of Lyon Road would have a detrimental impact on the operation of traffic in the locality for the following reasons:

- the intersection of Gibbs Road and Alliance Entrance would fail during the weekday PM peak hour, and would entail long delays and queues during the Saturday midday peak hour; and
- an additional 500 vehicles would use Alliance Entrance during peak periods, and the existing standard of Alliance Entrance would not be able to accommodate the increase in traffic.

It is evident from the Traffic Report that the road network cannot support the closure of Lyon Road to vehicular traffic and that an important intersection would fail during peak periods. Consequently, the closure of Lyon Road is not possible from a traffic analysis perspective without having a negative effect on traffic flow in the locality.

Detrimental impact on the safety and amenity of the local community

The Traffic Report states that the closure of Lyon Road to vehicular traffic would divert traffic movements onto Alliance Entrance, which would not be able to accommodate the additional volume of traffic and would result in significant traffic congestion.

This would create an unsafe and hazardous environment for pedestrians using Alliance Entrance, particularly parents and children accessing the Buggles Childcare Centre and Kumon Education, and patients accessing the Harvest Lakes Medical Centre.

The increase in traffic on the surrounding road network would also have an adverse impact on the amenity of the residents in the locality.

Detrimental impact on public use of thoroughfare and accessibility to the shopping centre

The Traffic Report indicates that more than 70% of vehicles use Lyon Road to access the Harvest Lakes Shopping Centre. Members of the public currently benefit from:

- 12 convenient on-street parking bays immediately in front of the retail and commercial businesses between Gibbs Road and Alliance Entrance, which the Traffic Report states are very popular with 100% utilisation during peak periods; and
- direct vehicle access through Lyon Road from Gibbs Road to the car park of the Harvest Lakes Shopping Centre.

If Lyon Road is closed, customers would be denied on-street parking and forced to take a more circuitous and longer route to reach the car park of the Harvest Lakes Shopping Centre. Businesses along Lyon Road would suffer, as they would no longer be visible to passing vehicular traffic which would lead to a reduction of customer turnover and profits.

The closure of Lyon Road would have a detrimental impact on the accessibility and financial viability of the Harvest Lakes Shopping Centre.

It is critical for the economic sustainability of the Harvest Lakes Shopping Centre that Lyon Road remains open to vehicular traffic.

Lyon Road designed in accordance with planning framework to provide a pedestrian-friendly environment

Lyon Road has been created and designed in accordance with the Harvest Lakes Village Centre Structure Plan and the Detailed Area Plan for Lots 2176, 2178-2181 Harvest Lakes, Atwell. These are statutory instruments that have been adopted by the City and form part of the existing planning framework for the locality.



The City had due regard to the operation of the road network, public access and the amenity of the local residents (amongst other planning considerations) during:

- its assessment and endorsement of the Harvest Lakes Village Centre Structure Plan and the Detailed Area Plan; and
- its assessment and approval of the development application for the Harvest Lakes Shopping Centre.

There is no reason to now change the existing planning framework and the manner in which the development functions.

A key component of the Harvest Lakes Village Centre was the requirement for Lyon Road to function as a main street. This is an urban design outcome that has become entrenched in shopping centre developments with the aim of delivering an active and vibrant pedestrian-friendly area. The main street design of Lyon Road incorporates active street frontages with the entrance to all of the businesses being accessed from the street, rather than the car parking areas.

Significantly, the main street was designed as a low-speed vehicle environment through the use of elements such as a wider median strip, a 'kink' in Lyon Road, on-street parking, wider footpaths and parking areas sleeved behind buildings. Through these elements, Lyon Road provides a comfortable, convenient and safe place for pedestrians to enjoy.

The Traffic Report concludes that appropriate traffic calming measures are in place along Lyon Road to create a pedestrian-friendly environment, including speed humps with warning signs specifying a recommended speed limit of 20 km/h.

Conclusion

For the reasons we have given in this letter, **RG Property is strongly opposed to any proposal by the City to close Lyon Road to vehicular traffic.**

The closure of Lyon Road would have an adverse impact on the surrounding road network, the safety and amenity of the local community, and the accessibility and economic sustainability of the Harvest Lakes Shopping Centre. Given these adverse consequences, in our view, closure of Lyon Road is not a viable option available to the City.



To assist with evaluating recent community concerns, the City may wish to undertake a traffic study to identify and assess any issues surrounding the use of Lyon Road by members of the public and develop an effective solution to address those issues.

Yours faithfully

Rhett Williams

Chief Executive Officer
RG Property Nine Pty Ltd





Appendix 5

28 July 2017

Charles Sullivan
Director of Engineering & Works
City of Cockburn

Dear Charles

Re: Harvest Lakes Traffic Issues

Thank you for attending the HLRA meeting of 28 June 2017. Since then, the HLRA has encouraged our members to contribute their ideas to the Comment on Cockburn page and to either email us or attend another meeting on 26 July to air their thoughts and suggestions.

This letter includes various ideas and suggestions to make our local shopping precinct and the adjacent areas function better and to improve the safety of local residents, whether driving or walking.

At the outset, HLRA members acknowledge that it is a difficult issue and that there is no solution that does not have negative aspects as well as positive ones. However, there is also widespread feeling that the situation cannot continue as at present. Several people have already been nearly run over by cars and we wish to prevent a tragedy occurring.



The heart of the problem is that there is now a very wide, heavily trafficked intersection, with traffic lights, adjacent to a small shopping precinct which has a large number of pedestrians. There needs to be consideration for the pedestrians, drivers, shop keepers and nearby residents (particularly those along Alliance Entrance) who all have a vested interest in the outcome. However, we believe that the safety of pedestrians using the shopping precinct needs to be a priority, especially as pedestrian numbers will increase due to unit construction, and we are discussing human lives as opposed to inconvenience.

Pedestrians

The main issues for pedestrians are the speed of the traffic through the shopping area and the confusion regarding the current primary crossing area, near Woolworths.

The speed hump has been removed near the Lyon/Gibbs Rd traffic lights. This means that cars no longer need to slow down when approaching the shops. Several residents have spoken of being nearly hit by a car while crossing or seeing someone in danger of being hit. This crossing has become dangerous for mobile people, let alone those with mobility issues such as difficulty in walking, pushing a pram, or being accompanied by a child or dog.

The preferred solution, voiced by many of our members, is to close the shopping precinct to traffic thereby making it safe for pedestrians to move from one side of the road to the other, and providing the opportunity for al fresco dining in the precinct etc. This is in keeping with the original outline of the estate plan proposed by LandCorp.

The difficulties this might create include:

- access to shops eg the Physiotherapist for people with disabilities
- increased road usage along Alliance Entrance.

Solutions:

- It might be possible to provide slow-vehicle access to the pedestrian precinct, with an ACROD parking area near the Physio/Optometrlist.
- A new roundabout at the junction of Gibbs Rd/Alliance Entrance would ease the traffic out onto that street and hopefully reduce traffic build up. Much of the traffic turns South onto Lyon Rd and so would not enter this roundabout.

If this is not possible, other suggestions include:

- Making Alliance Entrance and the Lyon Rd shopping precinct one way. While this will make it easier for pedestrians to cross the street, there is still the issue of excessive speed.
- Reduce the speed on Lyon Rd south of the traffic lights (presently 70km/hr), so cars are slower when approaching the shopping area (50 km/hr), and have a lower speed limit within the shopping precinct (20km/hr).
- Introduce a formal pedestrian crossing to help enable pedestrians to cross safely – either a zebra crossing with large yellow signage or lights that flash orange so that cars are not held up unnecessarily.

Two further issues that were raised are the confusion regarding the public walkway between the station and the shopping complex. Several members spoke of a lack of an easy footpath to use and the lack of signage when people exit from the station, so that they can tell where the shopping centre is.

Residents have pointed out how difficult it is to walk across Alliance Entrance between the Child Care Centre and Harvest Lakes Blvd. There is a blind corner and cars tend to speed around it. One resident has to walk up to the roundabout and back down the other side of the road in order to feel safe. With the Council encouraging its residents to be more active, it is ironic that this situation is encouraging parents to drive their children to the centre because it is safer.

Drivers

Drivers are finding the Lyon/Gibbs Rd traffic lights incredibly frustrating. Even though the phasing has been adjusted to allow more cars through, there are still considerable delays during peak hour. The frustration is exacerbated by the lack of phasing with the two sets of traffic lights that need to be negotiated to turn right onto the freeway. Often drivers are caught at all three sets, getting a green light just in time to see the next one turn red. One driver advised that only three cars could get through on the right arrow. Two cars came through behind him on the red. It would greatly assist if the lights were sensitive to traffic so cars are not sitting for a significant length of time with no other traffic using the intersection. An alternative suggestion is to give the cars a green light to turn across oncoming traffic after the arrow turns red and after a suitable length of time to allow the oncoming traffic to be clear of the intersection.

At present the traffic travelling south through the Lyon St shops during peak periods often banks back to the roundabout on Alliance Entrance, creating chaos, especially with traffic entering and exiting the Woolworths carpark. It would be useful to discover what impact the train station traffic has on the situation.

Suggestions to help improve traffic flow – if the Lyon St shopping precinct does not become pedestrian only – include:

- Reducing the number of parking bays from three to two, so that drivers can enter forwards rather than reversing and holding up the traffic.
- Taking away the parking bays on the Eastern side of Lyon Rd and turning it into a designated Left Turn only lane.
- Restricting parking to out of peak times.
- Only allowing ACROD parking in the street, which would likely be used outside of peak times.

In further support of the suggestion to close the shopping precinct to traffic, is that it is very distracting driving through the shopping centre towards the lights. It is very difficult to keep an eye on cars in front and whether they have stopped; whether a car has stopped to allow a pedestrian cross from the other side, whether a pedestrian has stepped out from the left and what the lights are doing. It is also difficult to refrain from increasing speed to catch those green lights.

Further issues include:

Heading East on Gibbs Rd, the two lanes merge into one immediately before an intersection that is becoming increasingly busy. There is little notice to following traffic that indicating to merge left is distinct for the indication to turn left into Alliance Entrance.

Clearer notice of the lane merge might help, along with keeping two distinct lanes until after the intersection. However, there is a laneway shortly on the left, so drivers entering this are also anxious about getting shunted from behind. Possibly a roundabout on the intersection would help, but this would impact on the residents living nearby.

Alliance Entrance is attracting more traffic as drivers avoid Lyon Rd. There is a blind bend in the road, where Harvest Lakes Blvde runs off it. Cars swing out when coming from Gibbs Rd and cut the corner when travelling from Lyon Rd. An easy and cheap solution would be to extend the line marking on Alliance Entrance from Gibbs Rd definitely around the corner and possibly until it meets the Lyon Rd roundabout. Making it a solid line would create greater impetus for drivers to keep to their side of the road and help prevent potential accidents. Further to this would be the implementation of a 'No Standing' zone to prevent commercial vehicles from parking near the bend and blocking the road.

Driving West on Gibbs Rd, one member sitting at a red light saw a driver sail straight through it. He caught up with the driver at the next set of lights and asked if they realised they had driven through a red light, to which they replied they had seen the green light further up the hill and had taken that as their directive. It is hard to suggest how to overcome this but that driver was very lucky not to have collected someone on their way through the Lyon Rd lights.

The Shopkeepers

HLRA has not yet had to opportunity to revisit the shopkeepers to find out their current thoughts. We are planning to undertake this before the public meeting. When they were initially approached, they indicated that they were interested in having the shopping centre become a pedestrian precinct. However, their thoughts may have altered in the meantime.

Some issues are that the shops, especially on the eastern side of Lyon Rd are being subject to car fumes, especially in the peak traffic periods. There might well be health issues due to excessive carbon monoxide and diesel fumes etc.

There is also the negative impact for the eateries along the road, which have tables outside for patrons to use. It is not pleasant to sit and eat with a car running its engine a matter of metres away. We will be asking the owners if this is impacting their businesses.

However, businesses such as the Physiotherapist will require people who are disabled to have access to their premises and other businesses may wish patrons to have short and quick access to theirs (eg selling takeaway coffee).

The Residents on Alliance Entrance

Whether the shopping precinct is closed to traffic or whether Lyon Rd & Alliance Entrance are made one way, those residents on Alliance Entrance and nearby will be affected by increased traffic flow. We will encourage them to come along and contribute to the Public Meeting.

In summary, HLRA is looking to a solution that will improve the safety of Harvest Lakes residents and visitors while also improving the traffic flow and reducing the ongoing frustration of the drivers. We look forward to further consultation at the Public Meeting.

Yours sincerely

Bob Kellar
President
Harvest Lakes Residents Association Inc.

Appendix 6

Meeting notes

Meeting hosted by the City with business representatives, Elected Members, residents and residents association members at the Harvest Lakes Community Centre at 7pm, August 30, 2017.

Meeting opened by Bob Kellar, president of Harvest Lakes Residents Association

Speakers: Charles Sullivan, Director of Works and Engineering
Deanie Carbon, Community Engagement Officer
David Fu, Senior Technical Officer, Roads and Traffic Planning

Traffic count for April 2017

5000 vehicles a day, 215 vehicles per hour heading south



Recommendations from meeting:

- Improve Lyon Road as a pedestrian friendly area, with the addition of a zebra crossing. The City and residents groups to write to Main Roads seeking a zebra crossing.
- Keep Lyon Road open (should not become a mall) with a lower speed limit
- Community of Aubin Grove recommends that road remain open, parking be closed and more space allocated to “people activity”

Topic	Details
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1	Pedestrian safety	A traffic survey on Friday 25 August and Saturday 26 August counted 200 pedestrians crossing Lyon Road on Friday between 4pm and 5pm, and 180 from 5pm to 6pm. This exceeds two of the three Main Roads Department criteria for a zebra crossing. The other criteria is 600 cars per hour (currently 550 cars) Friday is usually the busiest traffic day in the City of Cockburn The current mock crossings do not give pedestrians certainty A permanent zebra crossing would give priority to pedestrians and remove uncertainty in the minds of drivers Sign needed near traffic lights to alert vehicles to give way to pedestrians Speed limit is too high and should be lowered
2	Lyon Road remain open	Strong support in public consultation for road to remain open. Some residents want it closed to improve safety. Closure would put pressure on Alliance
3	Parking bays in Lyon Road	Modify the parking bays/Remove them/Allow al fresco dining 1 Acrod bay for set down already Close parking bays in peak hours, with a chain across? How would we enforce this? Make it a clearway Have a slipway off Gibbs Road to the Woolworths carpark? This would clash with the loading dock. People get held up on Lyon Road so they use Alliance Rd as an alternative
4	Gibbs Road merging	Cars heading east from the traffic lights near Lyon Road drive too fast – like the start of the Formula One car race. Traffic queues were worse before the traffic lights were installed 71% of people using the traffic lights are travelling east to west
5	Buses	As a condition of installing the train station, the PTA must do a traffic study within six months of opening the station. Can we include Flourish Loop in this study? Engineer advises that PTA is open to discussion about changing bus routes and bus stops Many drivers drop off people at the train station
6	Other	Residents group to lobby Main Roads for better line marking on Alliance Loop near the child care centre. Main Roads has responsibility for line marking and signage.

Next steps

- City to write up notes from meeting and post on Comment on Cockburn
- City to conduct consultation with traders, State Government agencies and residents groups about possible locations for zebra crossing and bus stops/routes
- Prepare report to Council



DECLARATION OF INTEREST

The Presiding Member advised he had received a Declaration of Impartiality Interest – Pursuant to Regulation 11 Local Government (Rules of Conduct) Regulations 2007 from Cr Kirkwood in relation to Item 16.5. The nature of the interest being that she is a committee member of the Aubin Grove Community Association which may be involved in the consultation process associated with this item.

16.5 (2018/MINUTE NO 0017) GAEBLER ROAD AND LYON ROAD TRAFFIC

Author(s) J Mcdonald

Attachments

1. Gaebler Road photographs [↓](#)
2. Gaebler Road traffic calming assessment [↓](#)
3. Lyon Road photographs [↓](#)

RECOMMENDATION

That Council

- (1) consider including funding on the City's 2019/2020 budget for the installation of an entry statement/traffic calming treatment on Gaebler Road, east of Belmore Bend;
- (2) support the installation of a centre line by Main Roads WA on the currently unmarked portion of Lyon Road; and
- (3) support the installation of a right-turn/pedestrian refuge treatment on Lyon Road, at Twilight Mews.

COUNCIL DECISION

MOVED Cr P Eva SECONDED Cr C Sands

That the recommendation be adopted.

CARRIED 9/0

Background

At the Ordinary Council Meeting held on 10 May 2018 Cr Kirkwood requested the following matter to be noted for investigation:

“A report to investigate traffic along Lyon Road and Gaebler Road in Aubin Grove to include number of vehicles and speed along both of these two roads for the purpose of identifying potential traffic management solutions.”

City officers organised speed/volume counts along both roads and this report advises Council of the results and responds to the above request.

Submission

N/A

Report

1. Gaebler Road

The section of Gaebler Road in Aubin Grove is 1.09 kilometres long and is defined as an Access Road in the City road hierarchy that provides access to residential homes and local businesses. It starts at Monticola Gardens in the west and ends in Aubin Grove approximately 40 metres east of Belmore Bend. The road continues a further 0.8 kilometres into rural Banjup to end at Beenyup Road. Photographs of Gaebler Road are included as Attachment 1 for reference.

Gaebler Road is divided into a number of short lengths no longer than 350 metres by roundabouts at Lyon Road, Cape Le Grand Avenue/Giverny Gardens and Brindabella Avenue/Camden Boulevard.

A 50km/h Reminder sign has been installed by the City just east of Lyon Road, facing eastbound traffic, and there are two 50km/h speed limit signs approximately 100 metres east of Belmore Bend facing westbound traffic entering Aubin Grove from rural Banjup.

West of Lyon Road, a shared path has been provided along the north side of the road for pedestrians and east of Lyon Road paths have provided on both sides of the road.

A number of traffic surveys were completed in August 2018 to measure current traffic volumes and speeds and are summarised in Table 1.

Table 1: Gaebler Road traffic

	Date	Average Weekday Traffic (vehicles)	Average speed (km/h)	85 th percentile speed (km/h)	Heavy vehicles (%)
140m west of Lyon Road	Aug 2018	496	46	54	7
200m east of Lyon Road	Aug 2018	2,104	54	61	4.8
50m east of Belmore Bend	Aug 2018	1,457	65	74	7.9



The above results for the two surveys east of Lyon Road are consistent with traffic surveys at the same locations in 2016 indicating that traffic conditions on this road are stable. The traffic volumes are within the range considered acceptable for an access road function (i.e. less than 3,000 vehicles per day).

In the 5-year period from 1/1/2013 to 31/12/2017 a total of eight crashes were reported at various locations along the subject section of Gaebler Road. This indicates a random nature to the crashes on this road and no evidence of any specific hazardous location warranting further investigation or treatment.

Most of these crashes had a minor severity as they were property damage crashes but two crashes resulted in injury to road users. One crash west of Lyon Road resulted in a pedestrian on the road being hit by a vehicle and hospitalised and a side-swipe crash resulted in a road user needing medical attention.

The operating speed of the road east of Lyon Road exceeds the 50km/h built-up area speed limit that applies to the road but this is not uncommon for the longer or busier access roads in Cockburn. The road was assessed for traffic calming in 2016 using the warrant system in Council policy SEW3 Traffic Management Investigation and found to be a low priority for traffic calming. A copy of that assessment is included as Attachment 2 for reference.

The highest operating speed on Gaebler Road was recorded in the vicinity of where the land use changes from residential housing to rural land and the sign posted speed limit changes from 50km/h to 70 km/h. To encourage motorists entering the residential area to slow down it is recommended that an entry statement incorporating traffic calming such as a slow point is constructed just east of the residential homes as a traffic project during the 2019/2020 financial year.

During the next few months City officers are planning to investigate the purchase of illuminated speed display signs for temporary short-term use on roads where speeding is a concern. If it is considered that those signs will provide a road safety benefit and are purchased for use across the City, then Gaebler Road east of Lyon Road would be included as a deployment site.

2. Lyon Road

The section of Lyon Road in Aubin Grove is 2.6 kilometres long and defined as a District Distributor road in the City road hierarchy that services residential Aubin Grove by connecting Gibbs Road, a District Distributor road, in the north to Rowley Road, a Regional Distributor road, in the south. The road has a north-south alignment parallel to the nearby Kwinana Freeway and continues north into Atwell for a further 0.84 kilometres and south into Wandi in the City of Kwinana to Anketell



Road for a further 3.23 kilometres. Photographs of Lyon Road are included as Attachment 3 for reference.

Like Gaebler Road, Lyon Road has a number of roundabouts that break the road into shorter lengths, with the longest being 740 metres. Those roundabouts are at the Vienna Link/Cape Le Grand Avenue intersection; Gaebler Road intersection; Radiata Promenade/Camden Boulevard intersection; and Arista Parade intersection.

The road has a 60km/h speed limit and a 40km/h School Zone applies adjacent to the Aubin Grove Primary School. A painted centre line has been installed along approximately two-thirds of Lyon Road to delineate the traffic lanes and City officers will organise for Main Roads WA to install a centre line along the remaining third of the road.

A number of traffic surveys were completed in August 2018 to measure current traffic volumes and speeds and are summarised in Table 2.

Table 2: Lyon Road traffic

	Date	Average Weekday Traffic (vehicles)	Average speed (km/h)	85 th percentile speed (km/h)	Heavy vehicles (%)
280m south of Gibbs Road	Aug 2018	10,351	59	65	5.3%
200m south of Cape Le Grand Avenue	Aug 2018	8,103	55	61	5.9%
200m north of Radiata Promenade	Aug 2018	5,671	54	61	6.7%
200m south of Camden Boulevard	Aug 2018	4,940	52	61	5.3
220m north of Rowley Road	Aug 2018	5,045	57	66	6.9

The above traffic volumes are highest towards the northern section of this road because the origin/destination of most of the vehicle trips along the road is north of Aubin Grove. The volume of traffic using the road is appropriate for the road's function as a District Distributor road and the operating speed of the road is mostly close to the speed limit.

In the 5-year period from 1/1/2013 to 31/12/2017 a total of seventeen crashes were reported at various locations along the subject section of Lyon Road. Fifteen of those crashes had a low severity resulting in



property damage only, whilst two crashes required road users to have medical treatment.

Two rear-end crashes have occurred on Lyon Road where vehicles turning right into Twilight Mews were hit by other southbound vehicles. Although that is not a significant number of crashes, safety for motorists turning right there can be relatively easily improved by utilising some of the wide pavement for a painted right-turn lane. That will allow continuing traffic to be guided past turning vehicles.

As part of that treatment, a pedestrian refuge island can be provided on the south side of the intersection to provide a safe crossing point for pedestrians crossing to/from the bus stop to the south and/or the path network that traverses the adjacent Banksia Eucalypt Woodland Park, which has been requested by a resident.

3. Lyon Road/Gibbs Road intersection

The Lyon Road/Gibbs Road intersection was upgraded from a single lane roundabout to traffic signals that commenced operation on 25 March 2017. The intersection was upgraded as part of the road improvements required to ensure that safe and efficient access is available to the nearby Aubin Grove Train Station, which opened in April 2017. The road improvements have substantially increased the capacity of the Kwinana Freeway/Gibbs Road Russell Road interchange which has significantly improved the performance of the Lyon Road/Gibbs Road intersection, particularly by addressing traffic congestion issues that used to be experienced during the AM and PM peak hours.

The intersection upgrade has also provided safety benefits as the annual number of crashes at the intersection has dropped to 4 from a peak of 10 crashes in 2016. A total of 22 crashes have been reported at the intersection in the 5-year period from 1/1/2013 to 31/12/2017.

4. Lyon Road/Rowley Road intersection

A budget item was approved on the City's current budget for modification of this intersection which will involve installing pre-deflection on at least the eastbound approach to the roundabout to reduce the speed of vehicles entering the roundabout. This will improve safety across the north-west corner of the intersection where sight distance is limited.

There have been 24 crashes reported at this intersection in the 5-year period from 1/1/2013 to 31/12/2017 with the annual number of crashes increasing in 2016 and 2017. Twenty-one of the reported crashes had a low severity of property damage only and three crashes required medical treatment to road users.



Strategic Plans/Policy Implications

Moving Around

Reduce traffic congestion, particularly around Cockburn Central and other activity centres.

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

The design of an entry statement/traffic calming treatment for Gaebler Road, east of Belmore Bend will need to be prepared and costed but it is estimated that it would cost in the order of \$40,000. This project can be considered for funding in the City's 2019/2020 budget. The possible short-term use of illuminated speed display signs on roads where speeding is a concern needs to be investigated but because of the cost of each individual sign is in the order of \$6,500-8,000 each it is anticipated this project will need specific funding to be considered in the City's 2019/2020 budget also

The installation of a painted centre line along the remaining third of Lyon Road will require City officers to prepare a drawing and submit to Main Roads WA for approval and installation, the latter at their cost.

The installation of a painted right-turn treatment and pedestrian refuge facility with path connections on Lyon Road at Twilight Mews will also need to be designed. It is estimated this treatment could cost in the order of \$30,000 and could be funded from the City's current financial year Traffic Management budget CW 2375.

Legal Implications

N/A

Community Consultation

Consultations with adjacent or impacted property owners will be carried out by letter drops as is normal practice should Council approve the expenditure items in the report.

Risk Management Implications

The proposed treatments will improve road user safety on Gaebler Road and Lyon Road by encouraging greater compliance with the speed limit and providing a safer crossing point for pedestrians. If the



recommendations are not adopted, the existing level of risk to vehicles and pedestrians will remain, potentially resulting in further crashes and injuries.

Advice to Proponent(s)/Submitters

N/A

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

Nil



Gaebler Road, Aubin Grove

Photo 1: Looking east along Gaebler Rd from the car park at Monticola Gardens



Photo 2: Looking east along Gaebler Road



Note vehicles parking on the verge outside the Aged Care Facility obstructing the path

Photo 3: Detail of footpath damage



Photo 4: Looking east along Gaebler Road from Lyon Road



Note the yellow 50km/h reminder sign

Photo 5: Looking east along Gaebler Rd at Cape Le Grande Ave



Photo 6: Looking east along Gaebler Road at Camden Blvd



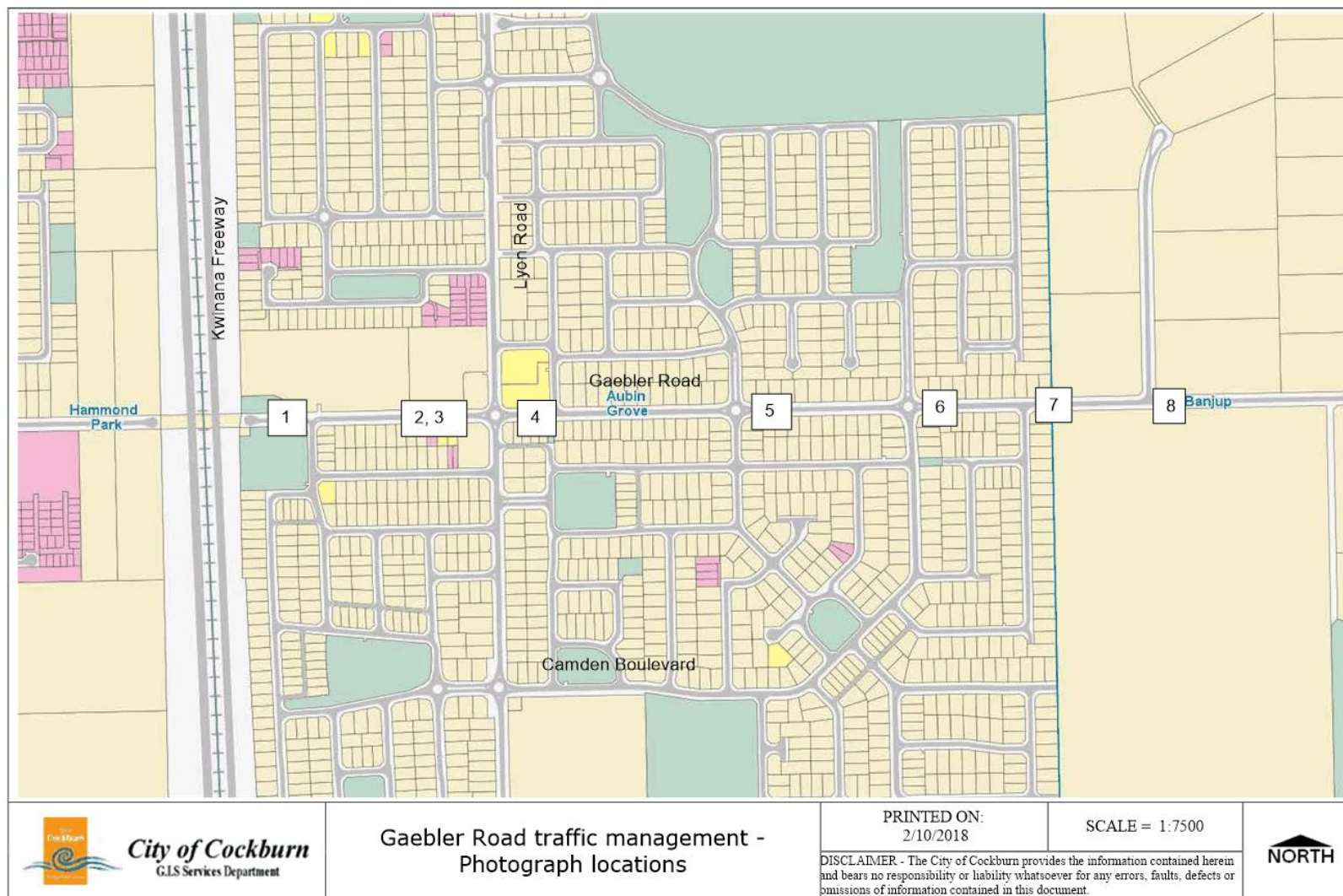
Photo 7: Looking east along Gaebler Road east of Belmore Bend



Photo 8: Looking west along Gaebler Road from near Hausen Ct



Note the 50km/h speed limit signs facing westbound traffic



City of Cockburn Traffic Management Warrant System

Road name: **Gaebler Road (Road No. 1030055)**
 Suburb: **Aubin Grove**
 Location detail: **Between Lyon Rd and Giverny Gdns (SLK 1.81 - 2.12)**
 Road classification: **Local Distributor**
 Reason for analysis: **Concern about speeding vehicles**

Analysis officer: J McDonald Date: 19/12/2016

Table 1 – Warrant criteria and weightings

Note: Maximum road length for each analysis = 500 metres

<u>PARAMETER</u>		<u>VALUE</u>	<u>SCORE</u>
Traffic speed		61	10
Traffic volume		1,967	0
Reported crash data (5-year period)	Fatalities	0	0
	Injuries	0	0
	Non-injuries	0	0
Road design and topography	Restricted sight crest curve	No	0
	Restricted sight horizontal curve	No	0
	Bends with unrestricted sight	No	0
	Steep hill	No	0
Vulnerable road users	Major bicycle or ped. crossing point	No	0
	Important bicycle route	No	0
Activity generators	College	No	0
	School	No	0
	Retail	Yes	8
Amenity factors	Heavy vehicles	2.8%	4
	Peak hour volume	9.9%	0
Total:			22

Table 2: Intervention warrant

A site with low safety and amenity concerns - no further action required.

Notes:

Traffic survey completed in May 2016

5-year reported crash history from 2011-2015 inclusive

Table 1: Warrant criteria and weightings

Traffic parameter	Range / Item	Traffic parameter score	
		Access road	Local Distributor
1. Traffic speed (85th percentile speed relative to speed limit)	< speed limit	0	0
	+1 to 3km/h	2	2
	+4 to 7km/h	5	5
	+8 to 11km/h	10	10
	+12 to 15km/h	15	15
	+16 to 18km/h	25	25
	+19 to 22km/h	40	40
	+23 to 26km/h	65	65
2. Traffic volume (Average Weekday Traffic Flow)	1000 – 1499	4	0
	1500 – 1999	7	0
	2000 – 2499	10	0
	2500 – 2999	14	0
	3000 – 3999	18	4
	4000 – 4999	24	7
	5000 – 5999	30	12
	≥ 6000	39+ 9 per 1000	18+ 7 per 1000
3.1 Crash data ¹ (5 years - Fatal crashes)	1	4	4
	2	20	20
	3	45	45
	≥ 4	45 + 25 per crash	45 + 25 per crash
3.2 Crash data ¹ (5 years - Injury crashes)	1	3	3
	2	12	12
	3	27	27
	≥ 4	27 + 15 per crash	27 + 15 per crash
3.3 Crash data ¹ (5 years - non-injury crashes)	1	2	2
	2	6	6
	3	11	11
	≥ 4	11 + 5 per crash	11 + 5 per crash
4.1 Road design and topography Restrict sight crest curve	< speed limit	2	2
	50-60 km/h	6	6
	> 60 km/h	18	18
4.2 Road design and topography Restricted sight horizontal curve	< speed limit	2	2
	50-60 km/h	6	6
	> 60 km/h	18	18
4.3 Road design and topography Bends with unrestricted sight	< speed limit	0	0
	50-60 km/h	2	2
	> 60 km/h	6	6
4.4 Road design and topography Steep hill	< speed limit	1	1
	50-60 km/h	4	4
	> 60 km/h	10	10
5.1 Vulnerable road users Major bicycle or pedestrian crossing point	< 1,000 vehicles	1	1
	1,000 - 2,000 vehs	2	2
	2,000 - 3,000 vehs	4	4
	3,000 - 4,000 vehs	6	6
	4,000 - 5,000 vehs	8	8
	> 5,000 vehs	10	10
5.2 Vulnerable road users Important bicycle route	< 1,000 vehicles	0	0
	1,000 - 2,000 vehs	1	1
	2,000 - 3,000 vehs	2	2
	3,000 - 4,000 vehs	3	3
	4,000 - 5,000 vehs	4	4
	> 5,000 vehs	5	5

Table 1 (continued): Warrant criteria and weightings

Traffic parameter	Range / Item	Traffic parameter score	
		Access road	Local Distributor
6.1 Activity generators College	< 30 km/h	0	0
	30 - 40 km/h	0	0
	40 - 50 km/h	4	4
	50 - 60 km/h	10	10
	> 60 km/h	12	12
6.2 Activity generators School	< 30 km/h	0	0
	30 - 40 km/h	2	2
	40 - 50 km/h	4	4
	50 - 60 km/h	8	8
	> 60 km/h	10	10
6.3 Activity generators Retail	< 30 km/h	0	0
	30 - 40 km/h	0	0
	40 - 50 km/h	2	2
	50 - 60 km/h	4	4
	> 60 km/h	8	8
7.1 Amenity factors Trucks (≥ Austroads Vehicle Class 3)	< 1%	0	0
	1 - 2%	2	2
	2 - 3%	4	4
	3 - 4%	7	7
	4 - 5 %	10	10
7.2 Amenity factors Peak hour traffic	> 5%	12	12
	< 10%	0	0
	10 - 20%	5	3
	20 - 40%	15	10
	> 40%	20	15

1. Crash reduction factor to account for higher traffic volumes

0 - 999	1
1000 - 1999	0.9
2000 - 2999	0.8
3000 - 3999	0.7
4000 - 4999	0.6
over 5000	0.5

Table 2: Intervention warrants

Total point score	Decision	Action response
Less than 30 points	Considered to be a site with low safety and amenity concerns.	No further action required
30 to 50 points	Considered to be a minor technical problem site.	Consider low cost non-capital works solutions (e.g. traffic signs and pavement markings), if appropriate. Review again after 2 years.
More than 50	Considered to be a technical problem site	Considered to be a site that has problems. Identify suitable solutions for consideration for funding and implementation.

Lyon Road, Aubin Grove

Photo 1: Looking south along Lyon Road from near Twilight Mews



Photo 2: Looking north along Lyon Road towards Gibbs Road



Photo 3: Looking south along Lyon Road towards the roundabout at Vienna Link/Cape Le Grand Avenue



Photo 4: Detail of a typical service road provide access to residential properties



Photo 5: Looking south along Lyon Road towards the roundabout at Camden Blvd



Photo 6: Looking south along Lyon Road adjacent to the Aubin Grove Primary School



Photo 7: Looking north along Lyon Road near the south end of the Aubin Grove Primary School



Photo 8: Looking south along Lyon Road to the roundabout at Aristata Parade



Photo 9: Looking south along Lyon Road towards Rowley Road

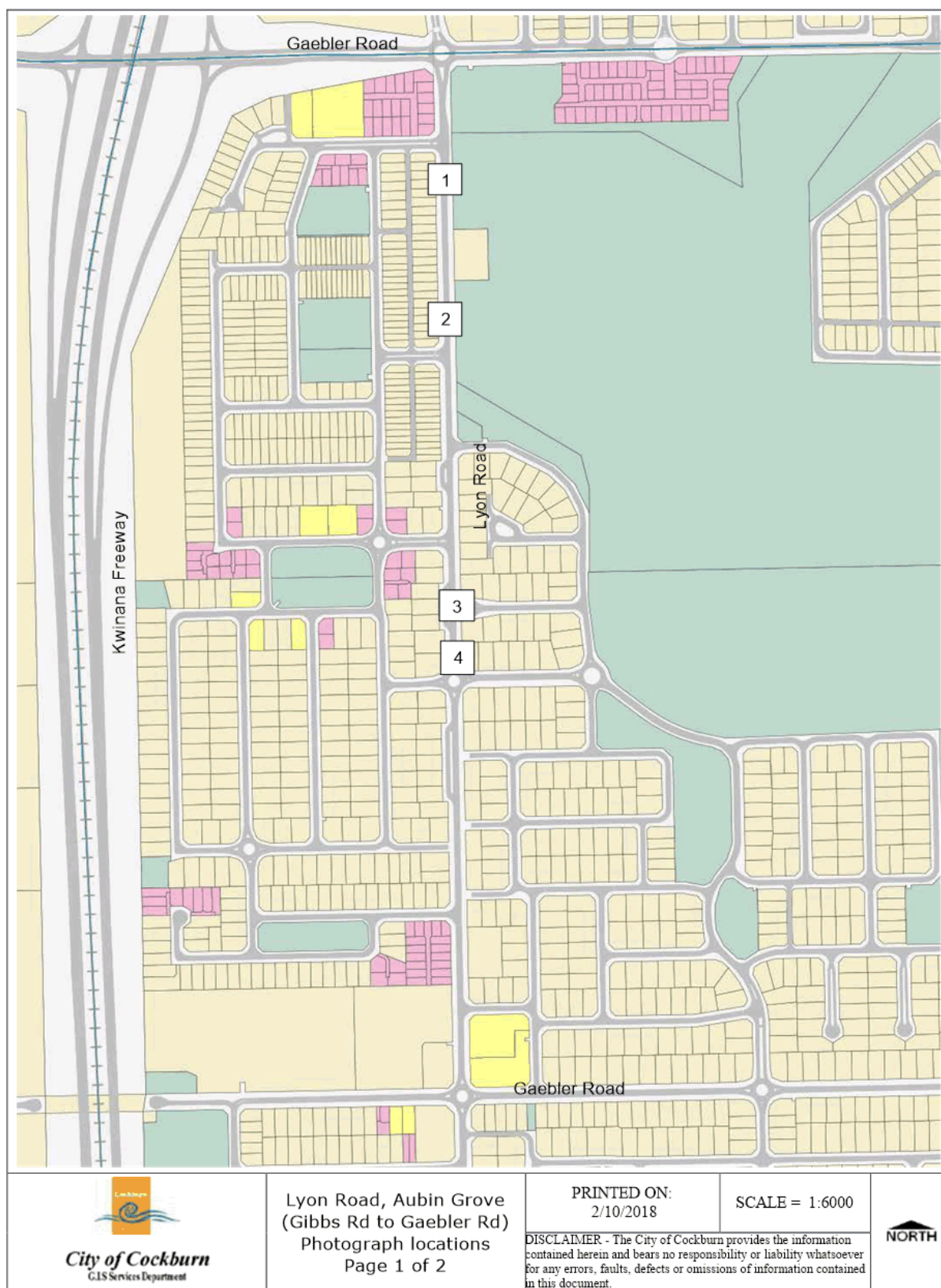


Photo 10: Looking north along Lyon Road from close to Rowley Road



Photo 11: Roundabout at the Lyon Road/Rowley Road intersection







17. COMMUNITY SERVICES DIVISION ISSUES

17.1 (2018/MINUTE NO 0018) FINAL WESTERN SUBURBS SPORTING PRECINCT STUDY - PUBLIC COMMENT

Author(s) T Moore

- Attachments**
1. Summary of feedback received - public comment
 2. [↓](#) Final Western Suburbs Sporting Precinct Study [↓](#)

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr P Eva
That Council:

- (1) notes the feedback received on the Draft Western Suburbs Sporting Precinct Study, as contained in *Attachment 1*;
- (2) adopts the Final Western Suburbs Sporting Precinct Study as contained in *Attachment 2*;
- (3) endorses Option 1 for the Dixon Park/Wally Hagan Recreation Centre (6 courts) as the preferred development, with Option 3 as second preference;
- (4) authorises staff to progress negotiations with Land Corp to develop a lease agreement for the Cockburn Coast Oval site to allow the development of the Oval to be brought forward;
- (5) receives a future Business Case proposal on the development of Dixon Park/Wally Hagan Recreation Centre inclusive of the outcome of the negotiations to obtain access to the Main Roads (Roe Highway Stage 9) road reservation; and
- (6) notes that prioritisation of the projects contained within the Western Suburbs Sporting Precinct Study will be considered as part of the Final Community Sport and Recreation Facilities Plan due to be presented for Council consideration in December 2018.

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr P Eva
That the recommendation be adopted subject to :

1. deleting the current sub – recommendation (4) and substituting the following:
- (4) 1. progress negotiations with Land Corp to;
 - (a) establish a lease agreement for the Cockburn Coast Oval site to allow the development of the Oval to be brought



- forward, and
- (b) explore opportunities to include additional recreation spaces within Lot 2108 Bennett Avenue.
2. progress negotiations with the Western Australian Planning Commission (WAPC) to include additional recreation spaces within Lot 802 Robb Road;
 2. adding a new sub recommendation (6), as follows:
 - (6) ensures that full consultation and engagement is undertaken with locally affected residents and stakeholders regarding concerns raised in relation to social, cultural and environmental components of the Dixon Park proposals, in advance of any associated development being undertaken, and
 3. renumber the current sub – recommendation (6) to (7)

CARRIED 9/01

Reason for Decision

By seeking to have sites owned by Land Corp and WAPC in the Cockburn Coast Development Area investigated for potential recreational purposes included in the Council's resolution strengthens the intention of Council to provide further recreation spaces within the North Coogee locality.

Further engagement needs to be undertaken to address concerns raised by residents surrounding Dixon Park prior to any development occurring at that location.

Background

At the June 2018 OCM, Council resolved the following:

That Council:

- (1) *receive the Draft Western Suburbs Sporting Precinct Study for the purpose of a public comment period and stakeholder consultation;*
- (2) *extend the public consultation period to Friday 24 August 2018;*
- (3) *request the next draft of the Western Suburbs Sporting Precinct Study, including community and stakeholder feedback received during the public comment period to be presented to Council at a future 2018 Council meeting; and*

- (4) *seek co-funding opportunities which could provide optimum outcomes for the delivery of the facilities identified in the Draft Study.*

Reason for Decision

Extending the community consultation phase to Friday 24 August 2018 provides the opportunity for the community to review the study outcomes and to have meaningful consultation with key stakeholders.

Since that time, the public comment process has been completed, feedback collated and analysed and the Draft Western Suburbs Sporting Precinct Study amended to reflect the feedback received.

A briefing session on the outcomes of the public comment period and recommended final concept designs was provided to Council at a briefing session Thursday, 20 September 2018.

As such, Council is now presented with a summary of the feedback received (*Attachment 1*), together with the Final Western Suburbs Sporting Precinct Study (*Attachment 2*) for consideration.

Submission

N/A

Report

The Draft Western Suburbs Sporting Precinct Study (WSSPS) is intended to take a coordinated approach in determining the needs for future facility and reserve provision within the City's western ward suburbs.

The process undertaken in the development of the WSSPS has involved an extensive period of research, strategic analysis and planning, with the key stages of work undertaken, in particular:

- Document Review
- Demographics and Community Profiling
- Community Engagement and Needs Assessment
- Audit of existing facilities and reserves
- Demand Gap Analysis
- Development of Concept Master plans
- Drafting the Final WSSPS
- Public Comment

As part of a comprehensive public consultation process, local residents and key stakeholders were invited through email, newspaper advertisements, social media and the City's website to go to Cockburn



Comment and respond to a series of questions in relation to the Draft Western Suburbs Sporting Precinct Study.

In total, 456 comments were received during the public comment period.

The survey asked a number of questions to gauge the overall level of support from the community for the outcomes of the Study.

In particular, the survey asked “Do you support the upgrade and development for each of the sites as per the draft WSSPS?”

Cockburn Coastal Oval

- Support/Strongly support - 149
- Oppose/Strongly oppose – 12

Beale Park

- Support/Strongly support - 159
- Oppose/Strongly oppose – 14

Watsons/Edwardes Reserves

- Support/Strongly support - 111
- Oppose/Strongly oppose – 5

Dalmatinac and Lucius Park

- Support/Strongly support - 138
- Oppose/Strongly oppose – 8

Davilak Park

- Support/Strongly support - 185
- Oppose/Strongly oppose – 18

Santich Park

- Support/Strongly support - 131
- Oppose/Strongly oppose – 14

Dixon Park and Wally Hagan Stadium

- *Option 1 – Incorporating Main roads land*
 - Support/Strongly support - 231
 - Oppose/Strongly oppose – 62
- *Option 2 – New build Wally Hagan Stadium*
 - Support/Strongly support - 65



- Oppose/Strongly oppose – 208
- *Option 3 – Upgrade of Existing Stadium*
 - Support/Strongly support - 203
 - Oppose/Strongly oppose – 69

Overall, there was a considerable level of community support for all proposals presented in the draft study, except Option 2 (new build of Wally Hagan Stadium)

A summary of the key responses received together with comments from staff is outlined in *Attachment 1*. This document will also form part of the community commitment register for the overall project and guide the inclusion of various elements during the later stages of design for each location.

Overall, whilst acknowledging the competing views, the draft proposals have largely been met with support, with a number of amendments having been made to the concept designs in response to the feedback received.

Dixon Park Development

The site which has been the most contentious throughout the process has been Dixon Park/Wally Hagan Recreation Centre. This is largely due to the number of complexities and competing interests at the site, including:

- It being a former waste (landfill) site
- Environmental considerations
- Drainage issues
- The need to expand the Wally Hagan Recreation Centre
- The need for additional active open space and limited opportunities elsewhere in the western suburbs of the City for this to occur.
- Potential opportunity to gain access to Main Roads adjacent land previously allocated for the now redundant Roe Highway (Stage 9).
- Aboriginal heritage

In response to these issues and the community feedback received, some of the key amendments made to the Dixon Park concept designs are as follows:

- Additional Tree Planting
- Relocation of potential skate park and pump track away from Land Corp owned land.



- Increased paths/connectivity outlined on Option 1 concept design.
- Inclusion of landscaped drain/rainwater garden concept.
- Site to remain a gazetted dogs off lead area.

The feedback received throughout the public comment process suggests that Option 1 (Incorporating Main Roads land) and Option 3 (Redevelopment of existing Wally Hagan Stadium) are the preferred developments.

As such, it is recommended that Option 1 continue to be pursued through discussions with relevant stakeholders and key landowners. However, should the opportunity to obtain access to Main Roads land not be realised, then Option 3 is to be progressed as the preferred option, with development retained to the existing Dixon Park site.

It should also be noted that this is very much the first step in the development process for each of the sites identified, with a significant amount of consultation still to occur through the design process for each of the proposed developments.

In terms of the number of courts to be included as part of the Wally Hagan Stadium redevelopment, the Draft Study includes an analysis of current participation numbers, the Cockburn Basketball Association current membership numbers and population growth rates. The analysis concludes that a 6 court development would be likely to service the needs of the Association and the broader community for the next 20 years and beyond.

As such, subject to the outcome of a business case being provided prior to the development, it is recommended that Council provides in principle support for the development of a 6 court facility.

Active Public Open Space (POS) requirements

There are a number of various metrics and formulas which may be used to determine the amount of POS required for an area based on population levels. Whilst these metrics don't take into consideration the specific seasonal nature of the sports, when combined with existing usage levels they provide a solid indication of the requirements for a community.

An analysis of the current usage of the reserves within the Western Suburbs indicates that across the sites they are approximately 30 hours over the recommended weekly carrying capacity.

Under Parks and Leisure Australia's Community Facility Guidelines, the Western Suburbs is currently 3 AFL oval size spaces under minimum requirements of provision. This deficit will undoubtedly only be further highlighted as the population of the area grows.



In addition, Curtin University, on behalf of the Department of Sport and Recreation, recently undertook a study on Active POS provision in residential areas which identified a current deficit of 7.43% in Hamilton Hill and 6.28% in Coogee. Only Munster and Spearwood had Active POS provision above the minimum standard of 6.5m² to 7m² per resident. The study indicates that whilst current POS levels just meets minimum standards, the large forecast population growth within the area will necessitate an increase, as under current levels of provision the Western Suburbs will eventually fall below minimum standards.

In summary, whilst there are a variety of measures, studies and metrics available to measure the amount of Active POS required, all options investigated as part of this Study indicate that current levels of provision are either under minimum standards or just meeting minimum standards. With a high level of forecast population growth over the next 10-15 years, the need for additional POS in the Western Suburbs will only be exacerbated should the City not plan to address this issue now.

North Coogee

One of the key issues which the Study has aimed to address is a shortfall in Active POS in North Coogee.

In attempting to consider the various options, the Study has considered options such as:

- Purchase of land
- Leasing of land
- Creation of additional recreation spaces
- Expansion of existing parks and reserves (within a 2km catchment)

Purchase of Land

The Study considered 3 potential options for the purchase of land in North Coogee, with the only realistic option identified being (Lots 30, 31, 32 Cockburn Rd). However, the cost to purchase land, developer contribution implications and development costs are estimated at \$20.35M. As this would only achieve a 1 AFL oval size reserve, this option is not considered feasible.

Leasing of Land

An opportunity has been identified to bring the Cockburn Coast Oval forward by entering into a Lease Agreement with Land Corp to allow the City access to the land now, rather than waiting for the Developer Contributions Scheme to reach the level required for purchasing the land.



Preliminary discussions with Land Corp suggest that this option could be feasible and it is recommended that this be further progressed.



Creation of Additional Recreation Spaces

Through the engagement process the South Beach Community Group put forward suggestions for the development of additional recreation spaces. In particular, Lot 802 Robb Rd, Lot 803 Robb Rd, Lot 2108 Bennett Avenue.

- Lot 802 Robb Rd – This site is land owned by the Western Australian Planning Commission and is a contaminated site. There may be an opportunity to negotiate an agreement with the Commission to provide the City with the land and hardstand recreation spaces such as netball and tennis courts could be developed.

However this option will be dependent on the amount of remediation required to resolve the contamination issues at the site. The Study recommends pursuing discussions with the WAPC with the view to coming to an agreement on the remediation and management orders for the site.

- Lot 803 Robb Rd – Is a conservation reserve and contains high value flora and fauna and is recommended to remain for this purpose.
- Lot 2018 Bennett Ave – Is land owned by Land Corp and is also a contaminated site which has a landscape master plan developed.

There may be opportunities to include additional recreation spaces within the site and as such the report recommends further exploring this opportunity with Land Corp.

Expansion of existing parks and reserves within a 2km catchment area

Within the 2km catchment area for North Coogee there is currently Beale Park, Davilak Reserve, Dixon Park and Lucius Park. Across these 4 sites there is an opportunity to develop an additional 4.92ha of active open space, should Dixon Park option 1 be realised. This roughly equates to two AFL oval size spaces.

Should the above options be supported and realised, it is suggested that this would adequately provide a suitable level of provision for the North Coogee Community.

Next Steps

Following adoption of the WSSPS the facility proposals will be incorporated into the overall Community Sport and Recreation Facilities Plan (CSRFP). This document, originally considered by Council at its August 2017 Ordinary Council Meeting, has a 15 year horizon and



considers the sport and cultural facilities needs of the whole of the Cockburn community. At that time the draft CSRFP had a proposed spend of \$171m, but this did not include all of the WSSPS requirements. Including these latest estimates a total spend of over \$200m is now forecast.

The prioritisation of the WSSPS projects will be considered as part of this larger CSRFP plan. This document is expected to be presented to Council in December 2018. Modelling is being undertaken to ensure the recommended expenditure can be incorporated into the City's Long-Term Financial Plan.

In the interim, the City is continuing to progress the development of facilities contained within the Draft CSRFP. The Frankland Park, Lakelands and Treeby sports and community facilities are all in progress. As well, Council resolved to support a grant fund application for the Malabar Park BMX Centre at its September 2018 Ordinary Council Meeting.

Strategic Plans/Policy Implications

City Growth

Ensure growing high density living is balanced with the provision of open space and social spaces.

Community, Lifestyle & Security

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

Budget/Financial Implications

The overall costs to implement the outcomes of the WSSPS is estimated between \$56.12M and \$67.12M depending on which development option for Dixon Park/Wally Hagan Stadium is chosen.

A cost breakdown for each site is outlined below:

- Beale Park - \$9.65M
- Dixon Park/Wally Hagan Stadium \$25.51M - \$36.51M (Dependent on which option is ultimately chosen)
- Dalmatonic Park \$3.15M
- Davilak Reserve \$7.39M
- Cockburn Coast Oval \$4.24M (In addition, purchase of Land \$9.89M)
- Santich Park \$2.30M
- Watsons/Edwardes Reserve \$3.84M

Total \$56.12M - \$67.12M



Income	Amount
Developer Contributions	\$8.45M
Other External Grants <ul style="list-style-type: none"> Community Sport & Recreation Facilities Fund - \$3M 	\$3M
Total Income \$11.45M	
Expenditure	
WSSPS Projects	\$56.12M - \$67.12M
Total Expenditure \$56.12M - \$67.12M	
Council Municipal Funding \$44.67M - \$55.67M	

Note: the Developer Contribution Plan 13 is currently under review and the overall DCP contribution may increase for some projects following these revised costings.

Should Council be supportive of the projects outlined within the Draft Western Suburbs Sporting Study these projects will be considered as part of the long term financial planning process.

The City is also jointly advocating with other local governments from the Growth Areas Perth and Peel alliance to seek the establishment of a fund for regional and district sporting facilities, such as the proposed upgraded Wally Hagan Stadium. This campaign will continue through until the next Federal election.

Legal Implications

N/A

Community Consultation

As part of the overall planning process in the development of the WSSPS, a comprehensive community engagement process was conducted by Dave Lanfear Consulting in conjunction with the City.

The engagement process included:

Stage One (April/May 2017)

- An online survey through Comment on Cockburn – 46 responses received.
- Internal staff workshops – 3 workshops.
- Meetings with existing user groups and sporting clubs – 25 meetings.
- One-on-one meetings, as requested.
- Phone calls.



In summary, there were over 214 visits to the Comment on Cockburn engagement site, with 46 people participating in the survey.

A number of workshops and one-on-one meetings were also held with the existing user groups and sporting clubs, together with a workshop held with residents within Hamilton Hill.

Stage Two (June – August 2018, Public Comment Period)

- An online survey through Comment on Cockburn – 456 responses received.
- Stakeholder and user group workshops – 44 people attended (26 difference Groups/Clubs).
- One-on-one meetings.
- Phone calls.

The key themes identified as part of the community engagement process are as follows:

- Need to upgrade existing ageing infrastructure
- Need to consider adequate parking provisions
- Support for Cockburn Coast Oval Development and bringing this development forward.
- Conservation of mature trees.
- Need for additional active open space as Clubs and communities grow in number.
- Improve and increase supporting infrastructure.
- Strong need for the upgrade and redevelopment of Wally Hagan Recreation Centre and a number of competing interests at Dixon Park.

In addition to the above processes, the Dixon Park Friends facilitated a workshop with various community groups and stakeholders

The table below is a list of the outcomes from the workshop which the attendees agreed were required to be included as part of any development at Dixon Park

Needed	Included
Off lead dog exercise	✓ Yes
Maintain horse exercise track was essential and allow for curtilage between stables and sporting facilities	✓ Yes
Ensure wildlife corridor and green connectivity is in plan, more trees and	✓ Yes, to be further developed as

shade options	part of a landscape masterplan
Heritage: - Aboriginal heritage investigated and acknowledged - European heritage investigated and acknowledged	✓ Yes, Report recommends further investigation be undertaken prior to development
Raingarden, re-establish pre-existing wetland, man-made lakes	✓ Yes, Amended concepts recommend the development of a landscaped drainage solution or rain water garden
Linkage: Walking trails, cycle paths	✓ Yes, this has been included in option 1
Community sporting area not just for organised sports/team sports but also a running track and croquet.	✓ The type of sports are yet to be determined, however the spaces proposed could accommodate a wide variety of different sports
Connectivity: Public transport	✓ Whilst outside the scope of this study, the final report has identified it as an issue that requires further investigation
6 court basketball with option to expand to 8 courts	✓ The analysis suggests that 6 courts would be sufficient to cater for the needs of the Association beyond the next 20 years
Junior size oval	X No, Senior sized ovals and rectangular fields are recommended to allow the greatest amount of flexibility in the usage of the space
Sporting grounds sufficient setback from houses	✓ The proposed playing fields on the Main Roads reservation have been moved further away from the Land Corp boundary. Proposed Pump Track and Skate Park also relocated away from Land Corp boundary.



As can be seen from the table above, 10 out of the 11 requests have been accommodated within the revised concept designs and final report. The only request which hasn't been accommodated is the one for a junior size oval. This is not recommended as it significantly limits potential usage by Clubs and the overall flexibility of sports which may be able to be provided (i.e. two rectangular fields cannot fit within a junior size oval.)

Risk Management Implications

Should Council decide to not support the Draft WSSPS, there is a reputational risk that if the projects outlined within the Study continue to be delayed, the identified community needs in terms of sport and recreation facilities and reserves may not be able to be catered for. This risk will only become greater as the population in this area grows.

Advice to Proponent(s)/Submitters

Those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 October 2018 Ordinary Council Meeting.

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

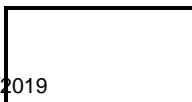
Nil.



Draft Western Suburbs Sports Study

August 2018

Consultation Analysis



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2. Executive Summary

This report focuses on stage two of consultation about improving sports facilities in the City of Cockburn's western suburbs. The draft Western Suburbs Sporting Precinct Study identifies opportunities for the development of new active open space, together with potential for significant redevelopment of existing facilities and reserves including:

- Beale Park \$9.11 million
- Wally Hagan/Dixon Park \$17.23M - \$36.17M (depending on which option is chosen)
- Dalmatinac Park and Lucius Park \$3.02M
- Davilak Reserve \$7.66M
- Santich Park \$1.48M
- Watsons/Edwardes Reserve \$3.22M
- Cockburn Coast Oval \$3.99M (future)

3. Background

Following earlier consultation with clubs in 2017, a draft report was written and released for feedback on 15 June 2018. The closing date for comment was 24 August 2018.

4. Methodology

Consultation on the draft report included:

- City officers and the consultant met different community and sporting club representatives at various sports venues for discussions.
- A mailout to residents around the various parks, inviting them to complete an online survey on Comment on Cockburn.
- An email newsletter inviting the general population to comment on the plans to upgrade sporting facilities

Highlights

TOTAL VISITS	MAX VISITORS PER DAY	NEW REGISTRATIONS
2.7 k	144	436
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
456	1.4 k	2 k

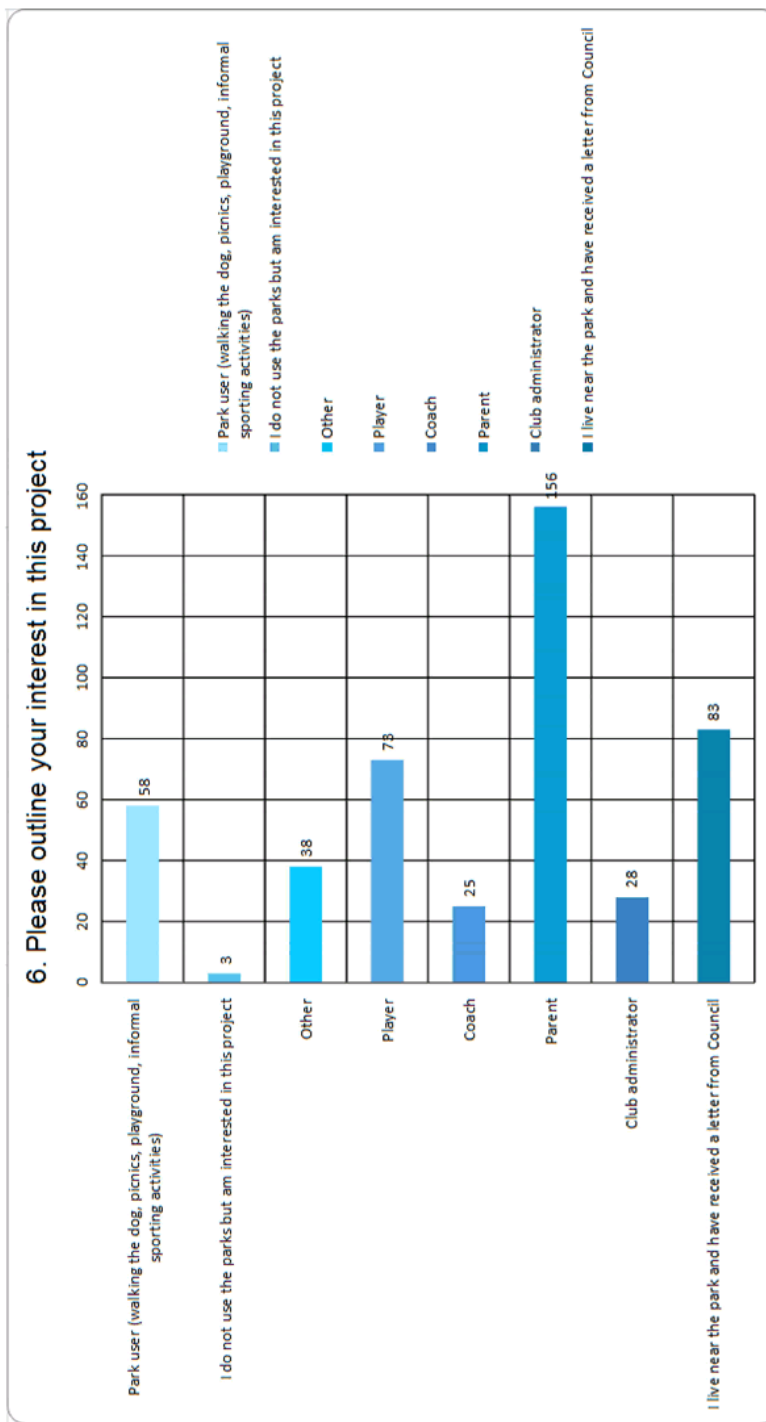
5. Outcome

We asked: Do you support the proposal to upgrade sporting facilities as per the draft plan	Support/ Strongly support 334	Oppose/ Strongly oppose 51
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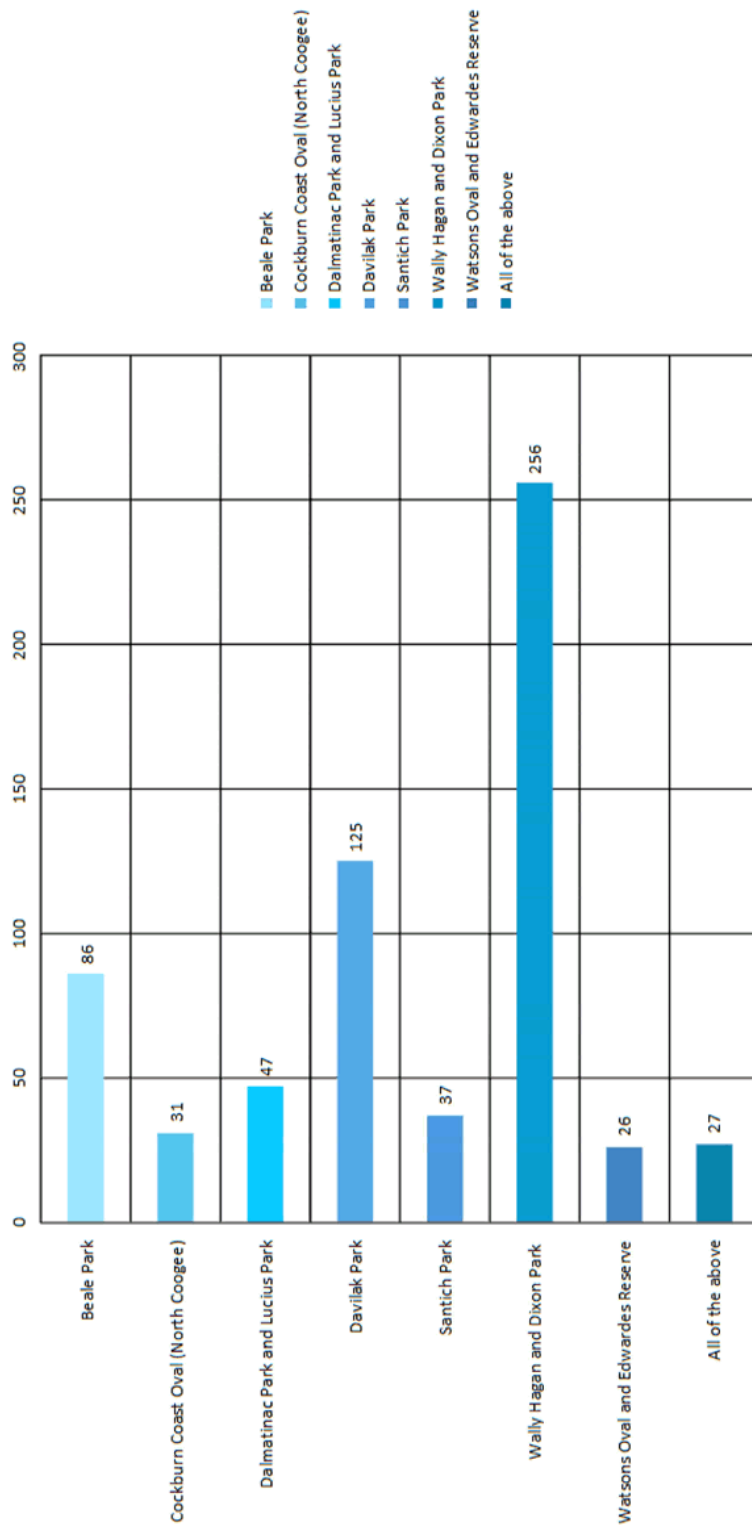
6. Engagement Strategy

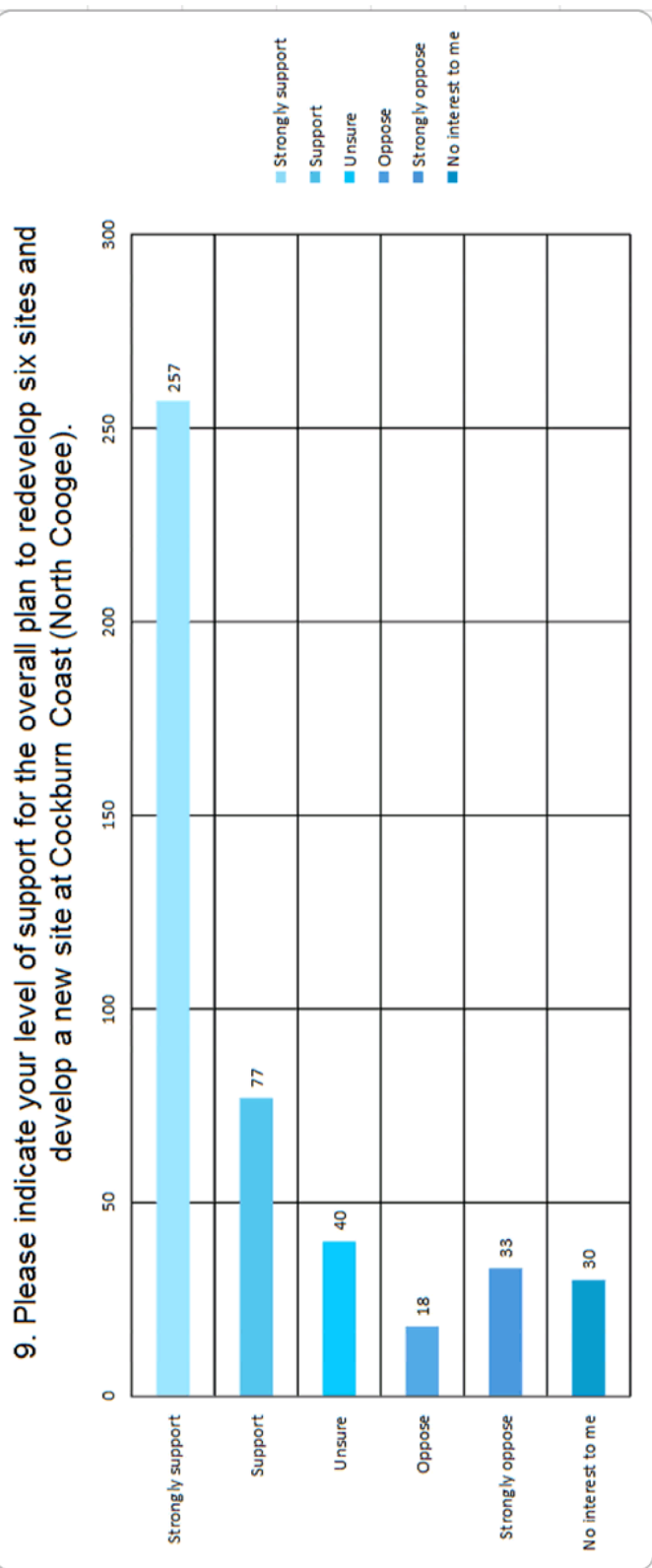
Engagement summary	
We asked whether you supported the proposal to upgrade sporting facilities as per the draft plan	You said:
Key points raised: <ul style="list-style-type: none"> • Parking around Strode Ave • Noise and traffic impact of higher capacity venues • Removal of mature trees • Overdue need to upgrade clubrooms • Proposed location of new features questioned re sun, rain and views • Need to provide for passive recreation and dog walking • Rates increase from upgrades • Need to remove Dixon Park from plan and deal with it separately 	<p>“ The sporting community is growing and newer, more modern facilities are required.”</p> <p>“Being a past player and seeing the changes in the community especially women in sport and facilities for children these sites are way past their due dates and need urgent upgrading.”</p> <p>“It’s still disappointing that no concepts propose a wetland in Dixon Park.”</p> <p>“I hope the council values green open space and bushland as highly as residents do. It sometimes seems that building infrastructure is more highly valued than leaving things in a pristine condition.”</p>
	<p>You participated</p> <p>Website: 2,700 views</p> <p>Online survey: 456 surveys completed</p> <p>Letters: 10</p>
Next steps	
We are now reviewing all community input.	

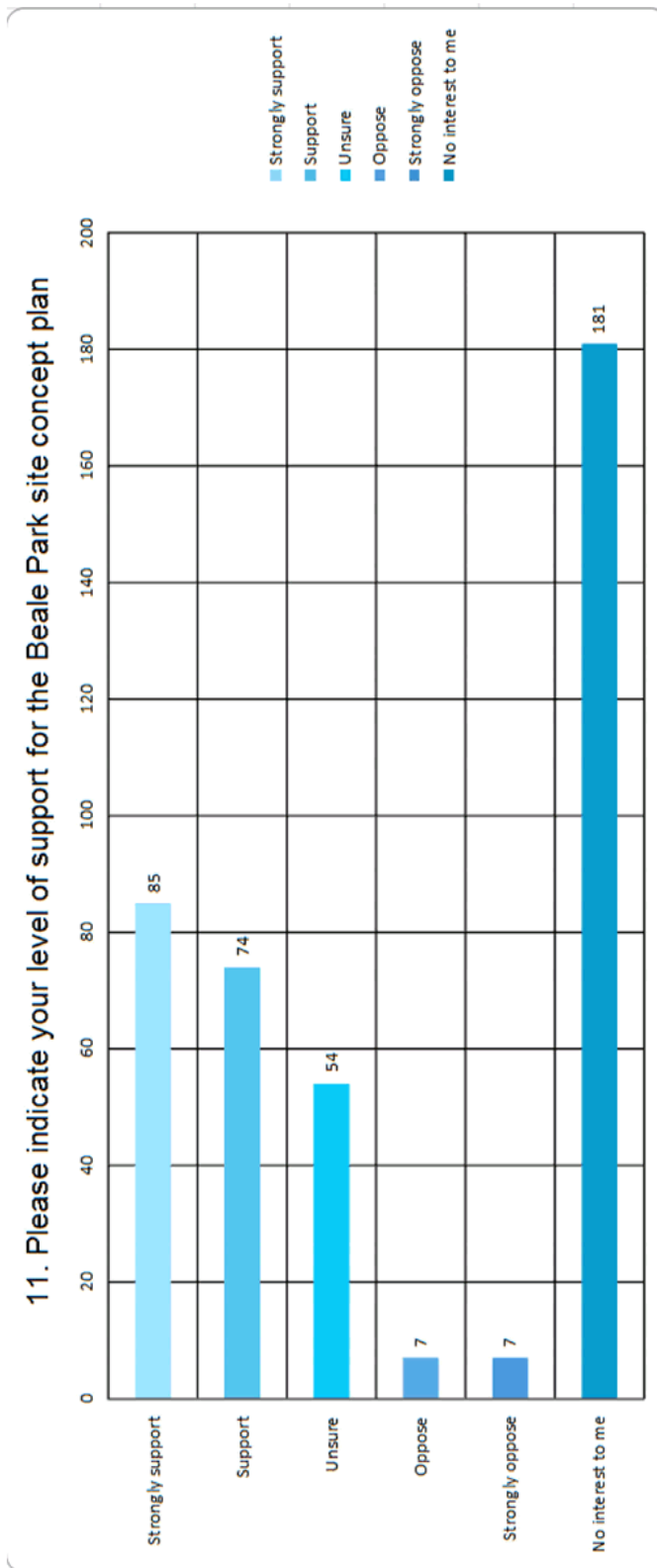
7. Survey results



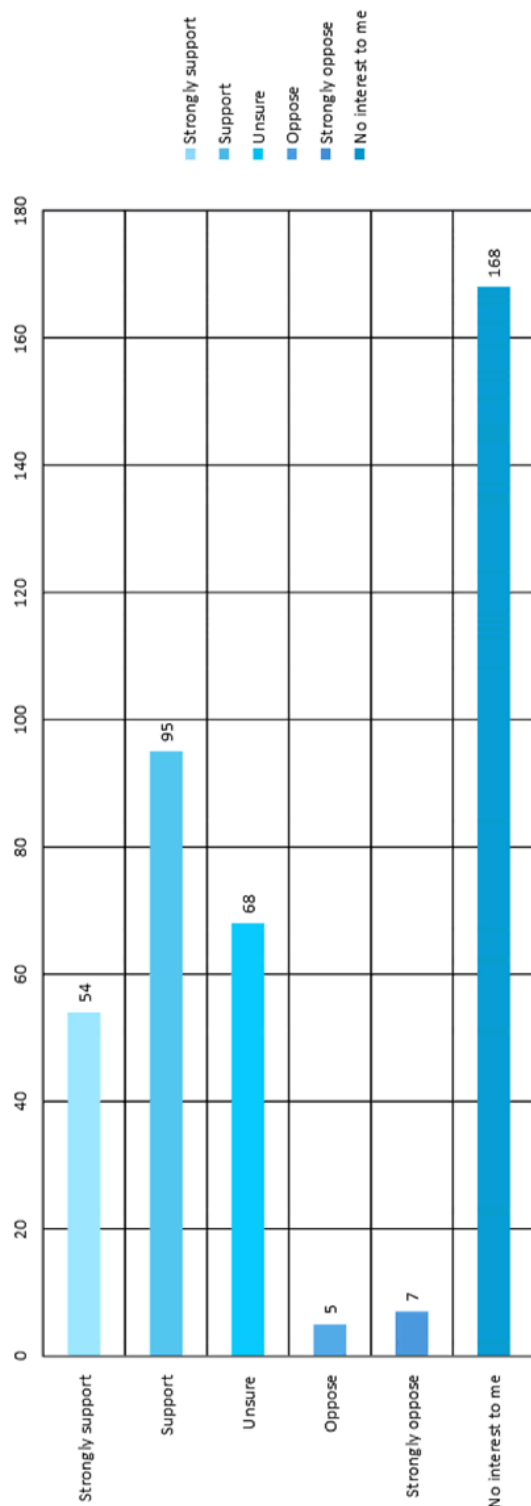
8. I am interested in the following locations:

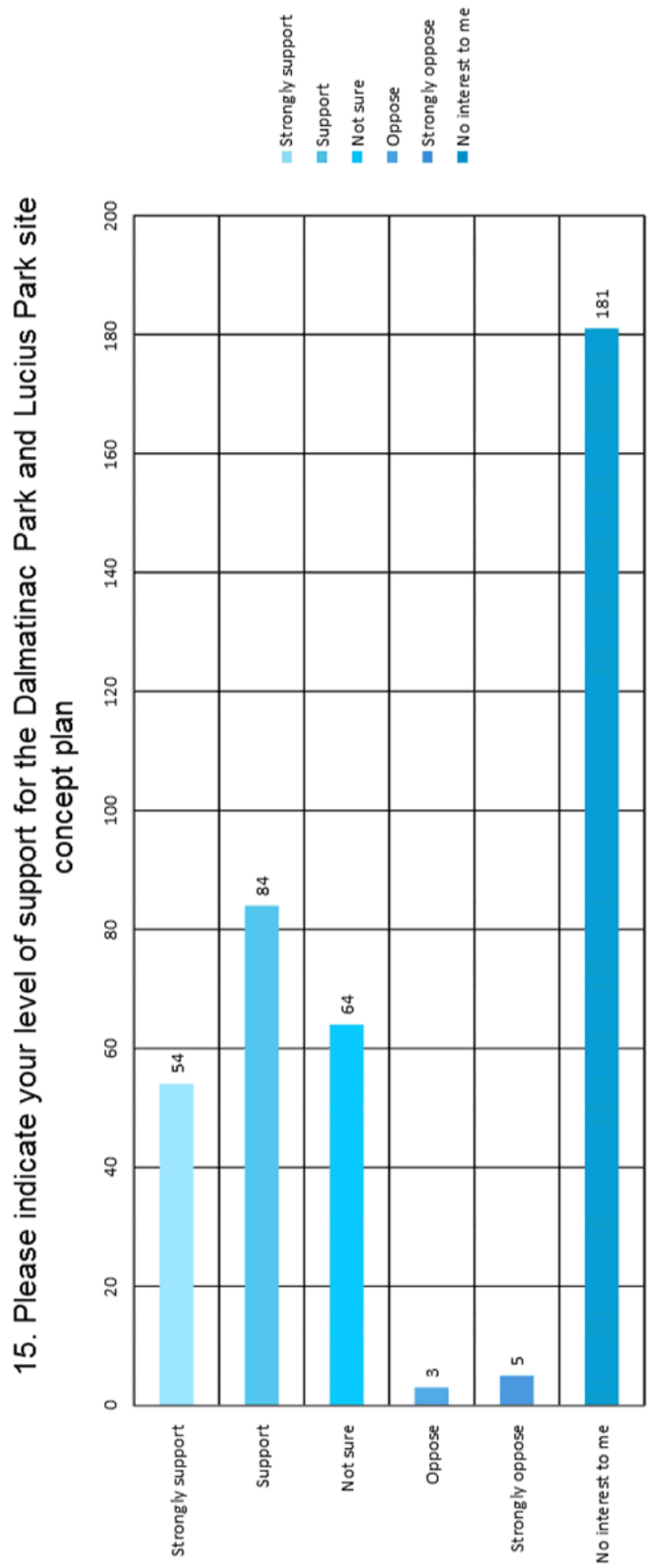


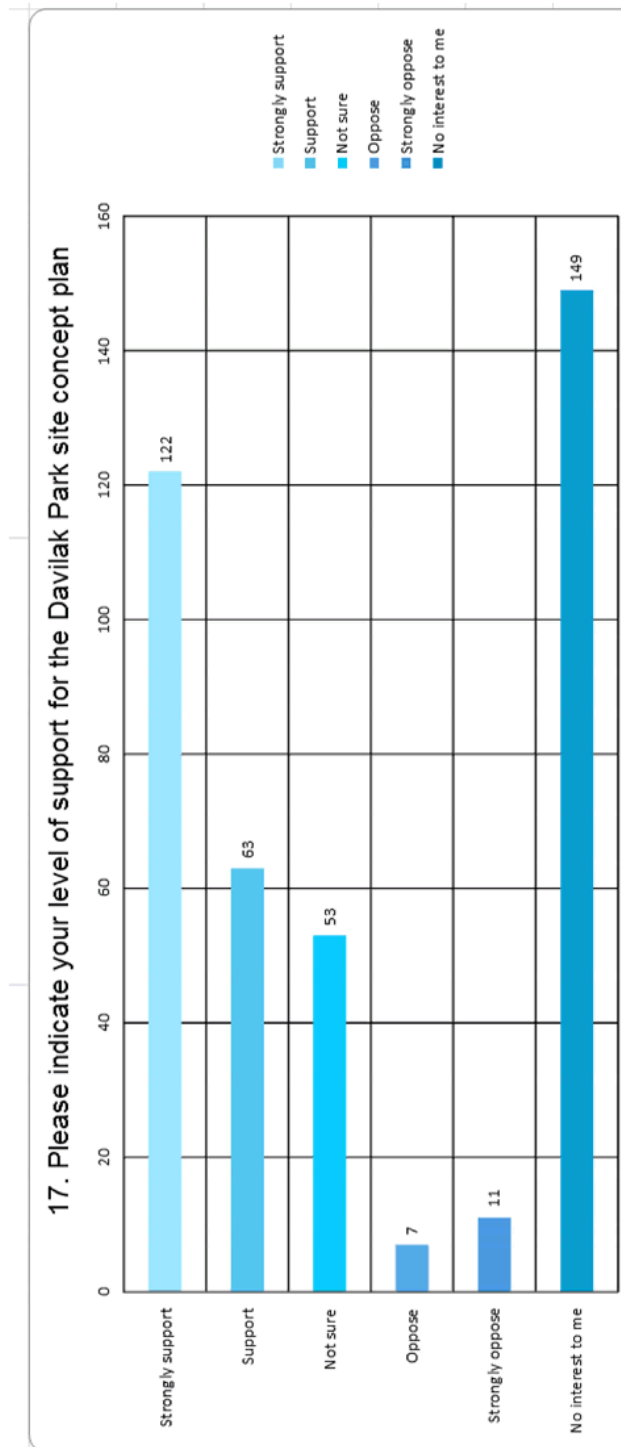


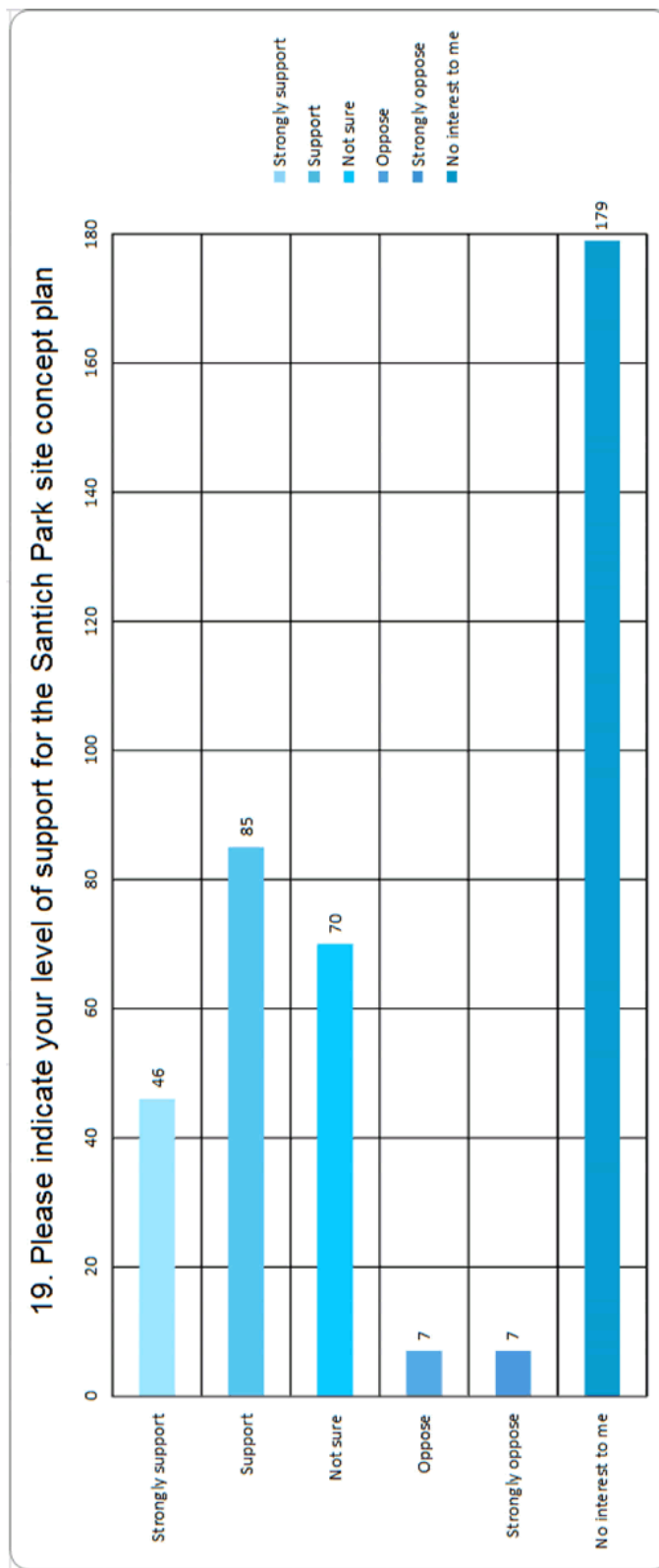


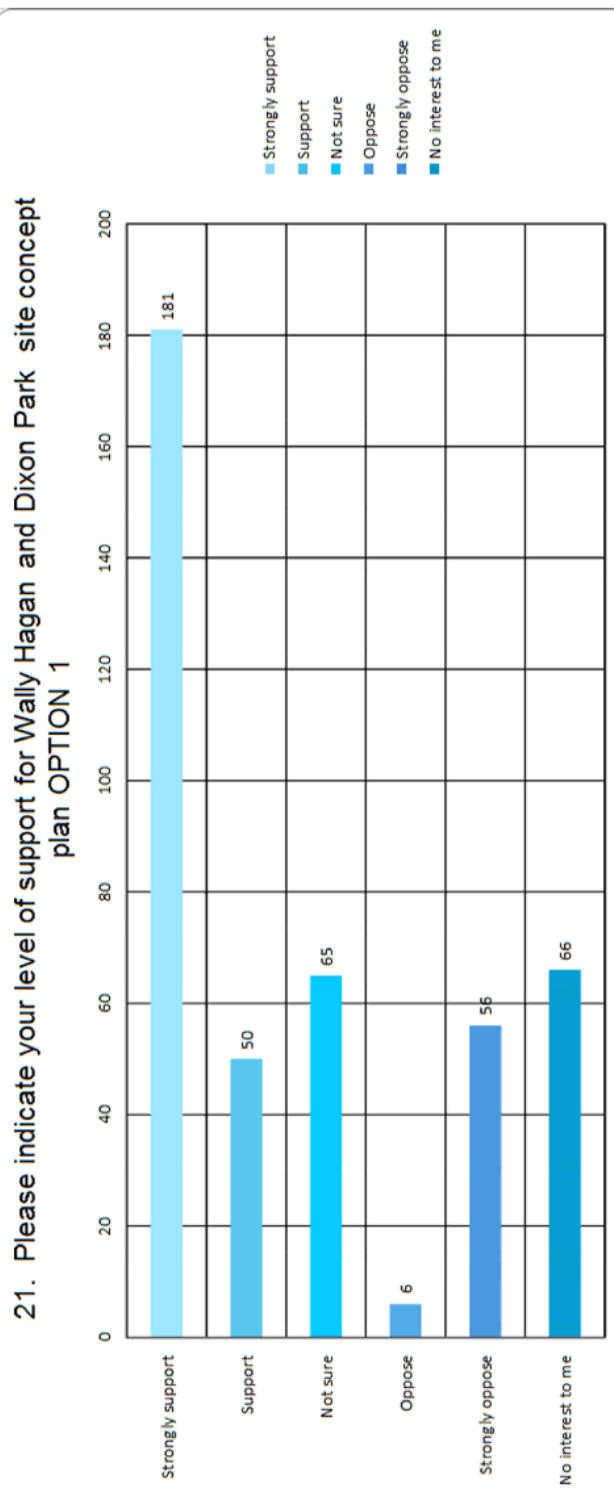
13. Please indicate your level of support for the Cockburn Coast Oval (North Coogee) site concept plan

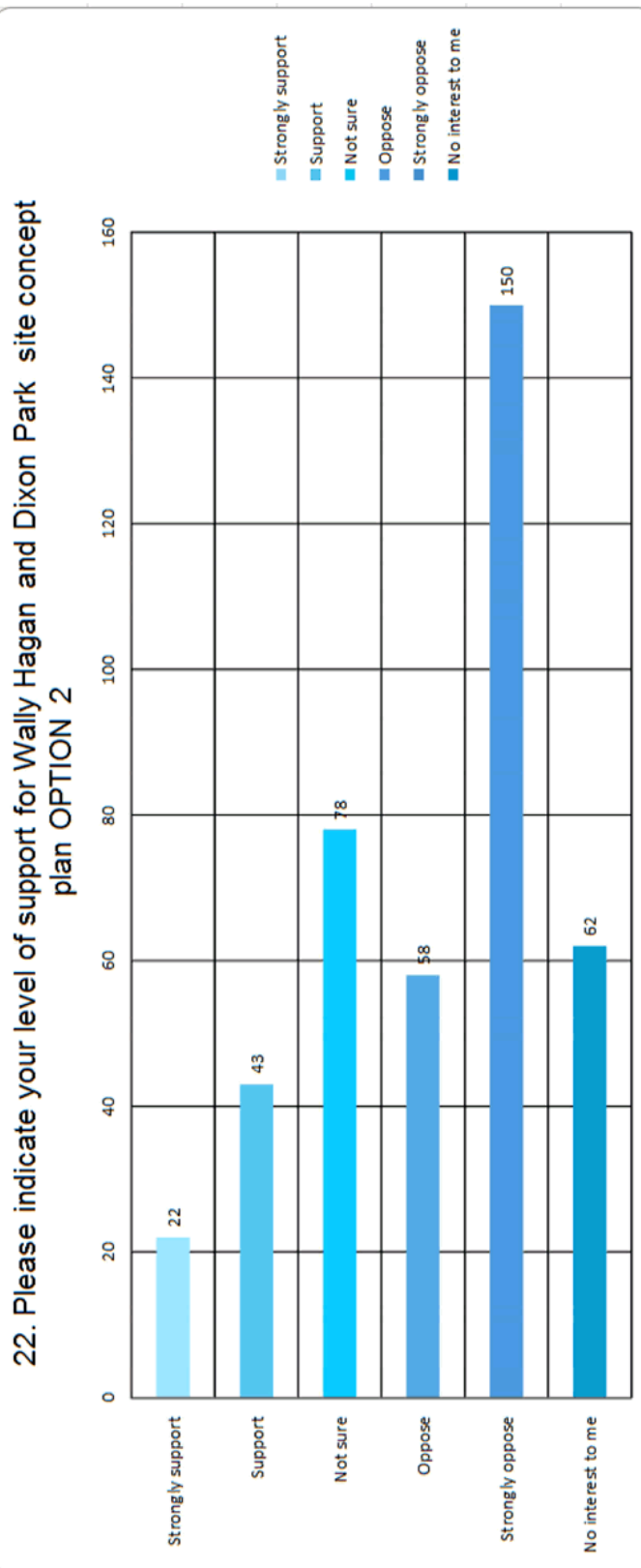


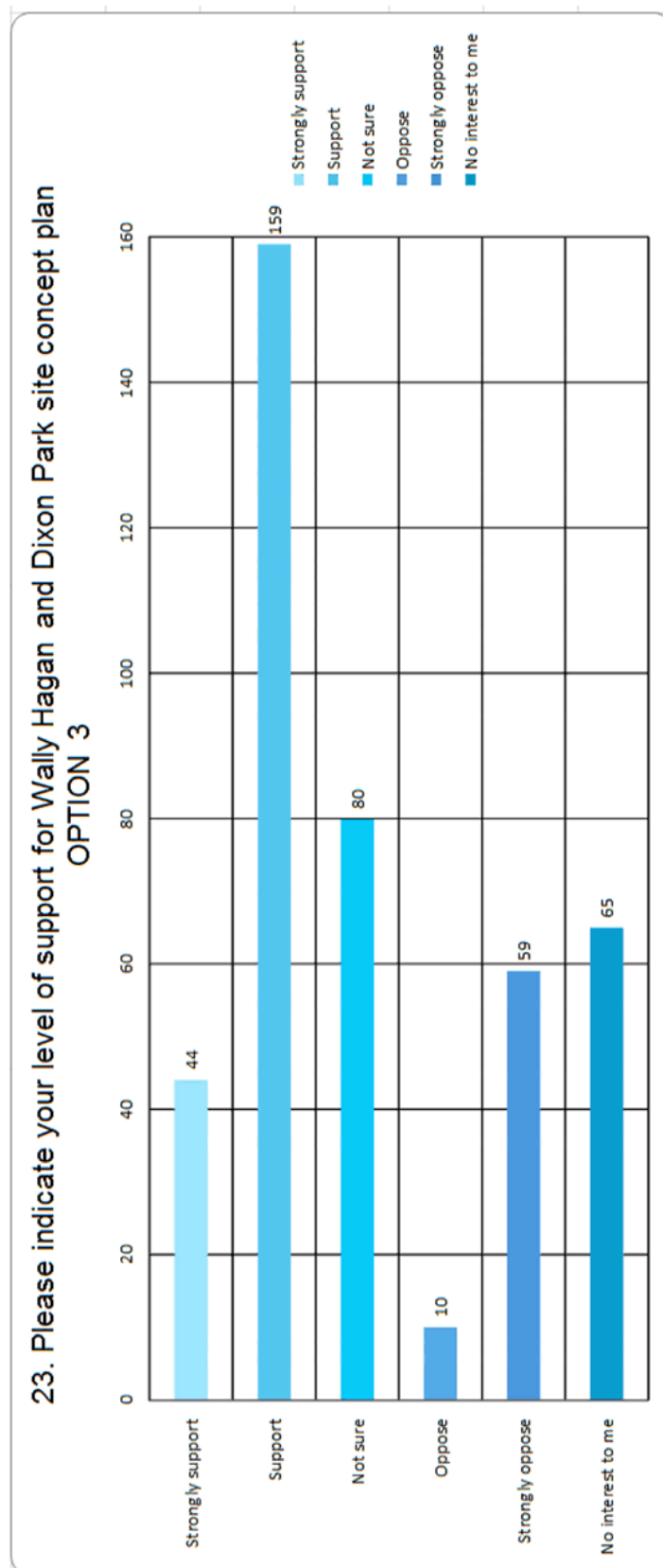


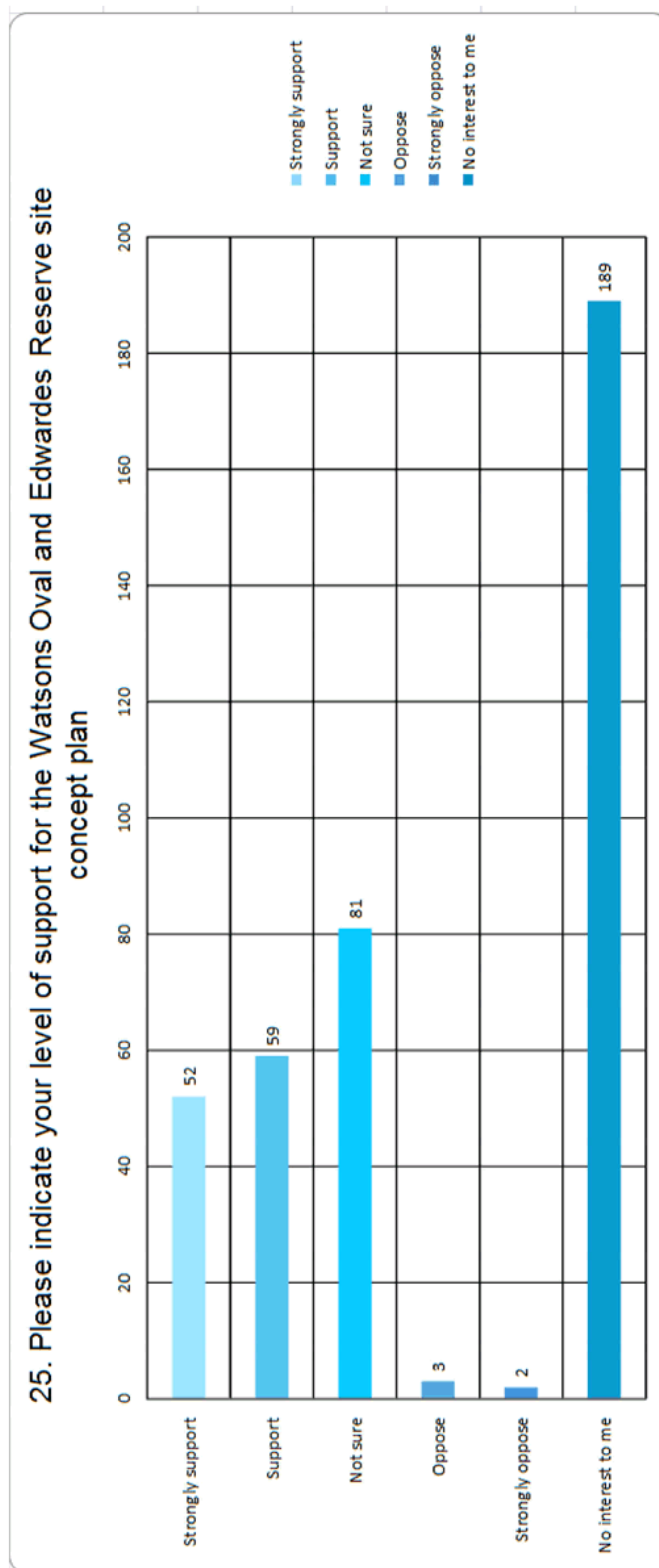












8. Letters from clubs and groups

Cockburn Community Wildlife Corridor

I am writing on behalf of the Cockburn Community Wildlife Corridor in regard to the Western Suburbs Sports Precinct study survey that is due today.

Feedback from members of the community regarding the survey on the City of Cockburn website for The Draft Western Suburbs Sports Precinct Study indicates that members of the community found the survey difficult to access and navigate.

Many residents reported that they found the survey limited their ability to provide comment and structured in a way that forced them to choose options that were not what they would have considered to be good plans for the areas under consideration.

In particular, the plans for Dixon park and Davilak Oval did not meet with wide approval. Community members expressed the view that a more comprehensive consultation than the survey was required before final plans could be adopted.

It is the view of the Cockburn Community Wildlife Corridor that the proposed upgrade of Wally Hagan and additional sporting facilities around Dixon Re-serve is generally supported with the following provisions:

- We ask that the City of Cockburn refrains from making any hasty decisions about the development of Dixon Reserve into an integrated sport and recreation hub.
- The three options that have been proposed for this area are designed to meet the needs identified in the sporting study only, and do not acknowledge that there are many other factors that should be considered in this very complex planning project.
- The options are impractical and do not take into consideration the many stakeholders/parties with interests in this land. The options presented fail to take into consideration Aboriginal, cultural and environmental issues. We advocate for a more holistic approach that is based on a vision that incorporates these issues, as well as any others that may emerge as a result of proper consultation and deliberation.
- Furthermore, Dixon Reserve is part of the Roe 9 corridor and making complex and expensive planning decisions until the whole parcel of land can be considered is premature. The development of this heritage and environmental precinct will have long-lasting implications. As local community representatives we ask that Council takes the time and care required to get this right.

We propose that the development of Dixon Reserve is temporarily removed from the WSSPS to allow for proper investigation, planning and consultation.

In addition, the proposed site plan the Davilak Oval indicates that 37 trees will be removed for the proposed development. It is difficult to ascertain from the plan exactly which trees will be removed but there are trees there that are as old as 400 years. While the plan proposes that trees will be replaced on a 3:1 basis, it is well known that old trees cannot be replaced with new. Planting offsets is not a solution.

This is a beautiful park; it already has a sports ground. It is extensively used by local residents for dog walking, enjoyment of the trees - to remove irreplaceable mature and semi-mature trees at the expense of locals who don't play sports but love the park is extremely short-sighted.

Hamilton Hill is an urban hot-spot – older trees provide much needed trees and amenity.

We would appreciate your careful consideration of this matter,

Yours sincerely,

Kellie Ratcliff
Secretary
Cockburn Community Wildlife Corridor Inc.

LandCorp

LandCorp provide the following comments with respect to the advertised plan:

- Landcorp is broadly supportive of the City's initiative to consider appropriate provision of active recreation facilities in the western suburbs of Cockburn.
- LandCorp has a number of key developments (or future developments) in this area and requests the opportunity to work closely with the City to ensure an appropriate interface between our existing / proposed developments and any future recreation facilities. LandCorp will also work with the City to ensure recreation proposals align with approved structure plans and historic stakeholder agreements.
- LandCorp understand that the South Beach Community group has expressed a desire for larger areas of active open space within Shoreline and the wider Cockburn Coast redevelopment area. It is further understood that the Group has proposed that landCorp's Stage 4 open space on Bennett Avenue be increased in size to accommodate active open space uses. This would not be an acceptable outcome for LandCorp, given the extensive planning that has been undertaken to date and the additional land requirements which would result in LandCorp's gross developable area being reduced at this key location.
- LandCorp welcomes the proposed advancement of the Cockburn Coast Oval at Shoreline and will assist the City to enable delivery of this important infrastructure for the community. It is recommended a working group be established to further progress the design of the oval.

Positive engagement will allow project specific input plus broader consideration of the precinct planning that has the potential to improve both development and recreation outcomes.

South Beach Community Group

The South Beach Community Group has been campaigning for over a year for more sport and recreation facilities in North Coogee and Coogee and we feel what is currently proposed in the Western Suburbs Sporting Precincts Study is insufficient and inappropriate to service the growing population of North Coogee.

The WSSPS is not addressing the population growth in North Coogee and not allocating sufficient sporting facilities and areas to cater for what will be the largest population and highest density in Cockburn. The liveable neighbourhood guidelines clearly recommend that facilities are developed within population growth centres, enabling a reduction of car dependency.

The WSSPS lacks acknowledgement of:

- North Coogee as the main population growth centre location in Cockburn;
- Isolation of North Coogee by natural barrier of Manning Ridge, tip site, main roads and ocean;
- Lack of East-west transport options, particularly alternative transport, but also streets.

The WSSPS has a strong focus on existing sporting facilities in the Western Suburbs of Cockburn, however, development of a comprehensive strategic approach to sporting facilities in the Western Suburbs to meet community needs have not been addressed by this study.

The opportunity for the community to provide feedback, "Comments on Cockburn", is strongly focussed on existing facilities, in effect deterring from raising a question or comment regarding unavailability of sports facilities in certain areas. This should have been addressed by a separate question whether participants feel that there are suitable facilities nearby that they are utilising or whether they would benefit from closer facilities.

Similarly, a voice for future residents has not been considered sufficiently. The WSSPS will feed into the strategic plan for sports and recreation centres through until 2032 and therefore should have a strong focus on speaking for future residents of future development focused areas but it does not do this.

Throughout the report ,car access and parking is referenced frequently, but hardly any consideration given to public/alternative transport options. Car park extensions are provided for every location, but no increase in bus connections, additional bus stops nearby and completion and integration into the bicycling network with suitable end of trip facilities, like secure bike parking sheds.

With 10,000 future residents, development of proximal (walking distance) sport facilities in North Coogee or facilities that can be easily accessed by alternative transport should be a priority for the area. This requirement was reflected in the Robb Jetty Local Structure Plan, with 5 neighbourhood parks indicated (page 11). North Coogee based on current planning will fall significantly below this number.

Research into public open space requirements by Curtin University identified that minimum public open space areas should be prescribed based on the number of residents, instead of by the size of the area (page 9). Based on this research North Coogee should have a much larger area of public open space for sport and recreation than what current planning and the WSSPS proposes.

In this context the “previously agreed planned deficiencies [of active open space] (i.e. through the development of Cockburn Coast)” is a clear indication for factors leading to the current shortage of POS in North Coogee (page 9).

The demographic summary identifies the population growth rate of the western suburbs and consequently provides the underpinning requirement for the improvement of sporting facilities, but fails to identify required addition of sporting facilities. The WSSPS acknowledges “Coogee – North Coogee” as the main growth area. Sadly, the SBCG has repeatedly asked that population statistics for North Coogee be separated from adjoining suburbs so that main growth areas can accurately reflected and catered for.

Coogee and North Coogee are two suburbs with completely different anticipated population growths and densities. In fact, most of the population growth attributed equally across these suburbs in the WSSPS will be contributed to North Coogee; 14,000 new residents in “Coogee – North Coogee” will predominantly be moving into the Robb Jetty development area of only 100ha in North Coogee. Anticipated populations and density for North Coogee should be reviewed to accurately inform the WSSPS.

Accurately understanding where the main population growth centres are will impact on “Demographic Implications in Sport and Recreation Infrastructure” (page 17). Providing facilities in Hamilton Hill to service the population of North Coogee is not appropriate. We request that this section of the WSSPS be reviewed to ensure that the largest investment of sports facilities is planned to accommodate the largest increases in population and where sporting facilities are most lacking.

Cockburn Coast

The timeframe for development of the Cockburn Coast Sports Oval in the study has been brought forward, a change that we welcome. However, the population of North Coogee will be sufficient to sustain three sporting fields, not just one.

We would like to see at least one additional public open space in the area where you can kick a football further than 20 m, and perhaps even a netball court, a skatepark or a South Beach Surf Club. Please refer to previous submission of the SBCG. While the potential locations proposed by the SBCG for casual recreation and sports facilities were acknowledged in the WSSPS, they were not costed in the study, limiting the ability for residents reviewing the WSSPS to consider them appropriately.

There was also no way for comments to be provided on these options on the 'Comment on Cockburn' feedback form. We request these options are costed up to fully understand their potential benefits versus financial implications and that community feedback be sought on them.

If the Council does not find these options viable, as per the decision at the Council meeting on 10-Aug-2017, the SBCG asks that a working group be developed with representatives from the community to consider all alternatives and come up with a better plan. The WSSPS (page 72) acknowledges that "the additional information provided by the SBCG does have some merit which will require further investigation".

On same page the WSSPS concludes: "It may be possible to have a capped option for the provision of netball / basketball courts." However, it leaves it there. No costing for these options is provided or any more consideration given. Instead the WSSPS recommends "that these sites be explored further outside of the remit of this analysis" (page 73).

The SBCG understands that the WSSPS is the central document that is informing the Draft CSRFP. If potential sport and recreation facilities are not considered in the WSSPS, where else will they find consideration? The WSSPS should be updated to include these options and appropriate consideration given.

We'd like to re-iterate the need for following parcels to be considered in the WSSPS and CSRFP for POS with focus on recreation and sport:

- Lot 2108 Bennett Avenue. Owned by Landcorp. Increase area of POS proposed on this lot. Create a usable, people oriented, multipurpose sports and recreational area and a central community hub for the suburb. Suggested final purpose: local sports field and community centre.
- Lot 802 Robb Rd. Owned by West Australia Planning Commission. Heavily contaminated site. Suggested final purpose: skatepark and netball court (winter)/overflow parking (summer). Due to contamination levels DoH recommends concreting site.
- Lot 803 Robb Rd. Owned by West Australia Planning Commission. Remove Robb Rd from Rollinson Rd to proposed Robb Jetty Plaza; divert traffic to Anchorage Drive. Suggested final purpose: green POS creating recreational bush or park areas.

As earlier discussed the WSSPS lacks acknowledgement and consideration of the isolation of North Coogee by natural barrier of Manning Ridge, tip site, main roads and ocean and the lack of East-West transport options, particularly alternative transport, but also streets.

Simple “as the bird flies” distance review of distances between North Coogee as the central area of population density and surrounding sports facilities is not suitable. For example, Figure 12 (page 72) lacks consideration for natural barriers and transport options. Instead, walkability and cyclability scores for the area should be considered as well as kilometres to drive on roads to determine the true distance of a sports facility from the residence of people. This is common practice and an accepted tool in urban planning.

The Cost-Benefit Analysis & Recommendations (pages 75 to 78) lack consideration for where people live and the natural barriers and lack of transport options between North Coogee and sports facilities. This might not intuitively form part of the WSSPS, however if assumptions are made on large amounts of people travelling to sports facilities outside of their neighbourhood, the cost implications for transport infrastructure need to be acknowledged. Overall, this will impact on the Cities’ budget (additional streets, e.g. extension of Rollinson Rd, safe crossings over Cockburn Rd, additional shared path for cycling and walking, lighting of these new transport infrastructure, etc).

We noted a possible mistake in the plans for the Cockburn Oval. “Retention of existing playground” is noted for the area of heritage listed fig trees, however, this area is fenced off and not currently utilised as a playground. In fact, there currently is only one playground in the development area which will accommodate close to 10% of all children in the City of Cockburn by 2036.

Dixon Park

We are generally supportive of the proposed upgrade of Wally Hagen and additional sporting facilities around Dixon Reserve. However, we are not supportive of any of the Options that are currently proposed or the method by which the City is seeking to implement the sporting strategy.

It feels like the CoC has assumed ownership over creating what is in effect the masterplan for the Dixon Park area – but without consulting important stakeholders, like LandCorp who own a significant parcel. A masterplan for Dixon Park should consider the natural conditions of the site and allow for some nature space, i.e. recreating the wetlands.

In addition, the issue of landownership of the current MainRoads land parcel is not resolved yet. Consequently, all options provided are speculative pending resolution of landownership and appropriate stakeholder consultation. We also query why

options could be developed for Dixon Park utilising land that the CoC does not own, yet in North Coogee this is the reason given for not costing options proposed by the SBCG? Surely what works for one should also work for the other?

The options for Wally Hagan seem to neglect a current demand for 6 basketball courts, and a very near future demand of 8 courts and should be amended accordingly.

Most importantly, a sporting precinct at Dixon Park will not relieve the missing POS provision in North Coogee.

Moving the issue to neighbouring suburbs to cater for this population is creating additional issues in the surrounding neighbourhoods. Car traffic and parking issues will increase, particularly as there are no alternative transport options; there are no public transport connections and there are very limited cycle and walking connections.

In addition, there are few future opportunities for connectivity to the east from North Coogee due to natural and manmade barriers of Manning Ridge, Cockburn, Hampton and Rockingham Roads and the Fremantle tip site.

Moving the sports facilities demand of North Coogee to Dixon Park is overloading the development of Dixon Park with this objective. Dixon Park should not be planned beyond its capacity by cramming in as many sports fields as possible and consequently neglecting other valuable ecological and community functions of the area.

Conclusion:

North Coogee requires additional public open space, for recreation and sport within North Coogee. As long as this requirement is not addressed in the Cities' strategic planning, which will be informed by the WSSPS, any proposed solution is doomed to fail the residents and ratepayers of Cockburn, the West Ward and North Coogee in particular. As a result, we strongly oppose this study being finalised without substantial revision in conjunction with a working group formed using representative from council, industry, developers and the community.

Hamilton Hill Community Group

Submission in Objection to the proposed facilities at Dixon Reserve

Summary

The current Draft Western Suburbs Sporting Precinct Study (DWSSPS) appears to be a thorough study of active sporting needs in the western suburbs of Cockburn and seeks to establish grounds for funding from Developer Contribution Schemes and Federal funding.

However there is no clear benchmark for the estimated predicted recreation needs to 2036. We believe them to be overestimated. According to the Department of Sports and Recreation, rectangular sporting fields are restricted to 16 hours of use per week, oval fields to 25 hours. These figures were confirmed by the City's Recreation Services team. The DWSSPS suggests that there is a significant undersupply during winter season. We do not believe this to be the case and request that the City provide further evidence to demonstrate that the assessment made in the DWSSPS is valid.

It also appears that the provision of regional open space has been ignored.

We support an upgrade and extension of Wally Hagan. The basketball stadium is a very popular and valued facility, and provides an invaluable resource and service to our community as well as wider Cockburn. Wally Hagan is in need of an upgrade and expansion. However this upgrade should not be proposed in the context of the options included in the DWSSPS.

We have critically looked at the proposed plans for Dixon Reserve in the context of the immediate site as well as the wider region. We make the following observations and comments:

1. There is a gross imbalance in the distribution of proposed sporting facilities. Sporting facilities should be located where the largest population growth occurs. This is in the coastal and southern localities of the western suburbs. Yet there is a bias towards locating these facilities in the northern precinct. This imbalance will not meet the needs of the current and future residents and will put unnecessary pressure on infrastructure and transport.
2. The Beeliar Regional Reserve, the Cockburn Community Wildlife Corridor (CCWC) and other remnant vegetation throughout the district has the capacity to create North/South and East/West linkages for pedestrians and cyclists and connect all sporting facilities together. This does not appear to be acknowledged in the study.

3. The siting of the proposed sporting facilities does not take into account any future development by MRWA or Landcorp, which are holding large parcels of land immediately adjacent to Dixon Reserve.

4. The siting of the facilities proposed in all options is inefficient, cramped and will result in an oversupply of playing fields in this area, even more so when taken into consideration that Davilak Oval is only a few hundred meters away.

The options proposed for Dixon Reserve are therefore inadequate. We are also highly critical of the consultative approach, which has resulted in premature proposals for Dixon Park that have significant implications for surrounding landowners and groups. This current 'consultation' is not sufficiently informative, inclusive and open.

The questions are closed and the available information is restricted to the immediate (sporting) context of the study. A closer, deliberative and more critical analysis is required to explore opportunities for synergies of social, cultural, environmental and economic issues, responding to existing conditions of the site and optimising the recreational outcomes for Hamilton Hill and the wider region.

Review of Needs Assessment

We have reviewed the needs assessment for additional sporting facilities outlined in the DWSSPS and make the following comments:

The City estimate that the population of the western suburbs is expected to grow from approximately 34,100 to 57,200 by 2036. The standard of provision of sport and recreational facilities applied in the DWSSPS is given as:

Class	Guide for active reserve / head	Current Provision	Currently Required	Deduced 2036 Requirement based on predicted population growth	Stated 2036 requirement in DWSSPS	Under or Over Estimate
Regional	1 for 250,000	?	?	?	?	All of Beeliar Regional Open Space
District	1 for < 25,000	3.0	1.36 to 2.27	2.3 to 3.8	4.0	3.8 - 3 = 0.8
Neighbour	1 for 7,500	4.0	4.5	7.6	6.0	7.6 - 4 = 3.6

The figures stated are misleading:

1. They completely ignore and underestimate the Regional Open Space provision given by the Beeliar Regional Open Space Reserve.
2. The district level requirement by 2036 is overestimated by a factor of 3 and
3. The neighbourhood requirement is also overestimated by a factor of 2.

The needs assessment acknowledges that the future undersupply of neighbourhood reserves is offset by the over-provision of district level reserves. This is not a desirable outcome as it does not serve residents need where they live.

Figure 8 in Section 10.1 of the DWSSPS identifies the current usage of reserves within the western suburbs. Table 2 highlights the usage capacity of fields on an hourly basis, with winter usage being the greatest.

Reserve	Winter Use Capacity	Summer Capacity Use
Beale	16 Hrs over	3 Hrs Under
Lucius	4 Hrs over	NO Booked Usage
Dalmatic	3 Hrs over	NO Booked Usage
Watsons	6 Hrs over	NO Booked Usage
Edwardes	16 Hrs Under	9 Hrs Under
Santich	4 Hrs over	17 Hrs Under
Davilak	13 Hrs over	8 Hrs over

The Department of Sport and Recreation estimate the carrying capacity of regular fields is up to 16 hours use and 25 hours for oval fields. Analysing the difference between shortfall of capacity and existing under usage shows that the current oval fields of Davilak and Santich are a joint total of 17 hours over capacity, yet Edwardes oval reserve is 16 hours under capacity. Therefore Edwardes Reserve can take up the projected shortfall in capacity of Davilak and Santich Reserves. Furthermore, to include the proposed Cockburn Coast Oval (at 25 hours new capacity) it follows that both will absorb the capacity shortfall to 2036. This strongly questions the need for a further oval as proposed for Dixon Reserve.

With respect to rectangular playing fields, the over-capacity usage of existing rectangular reserves is estimated at 29 hours. This figure must be read with the caveat that Lucius, Dalmatinac and Watson are mere estimates and not based on a booking system. However assuming that they are not grossly overestimated and that the carrying capacity of each rectangular field is up to 16 hours, it appears that a further two rectangular fields are warranted. The DWSSPD proposes additional rectangular fields at Lucius Park, Watson and rationalising of fields at Beale Reserve.

Locating the proposed playing fields should be commensurate with population growth. The largest projected population growth is to occur in the southern and coastal localities of the Western Suburbs. This implies that the most effective locations are adjacent the greatest population growth areas, namely North Coogee (Cockburn Coast) or Spearwood (Watson and Edwardes Reserves). This is

acknowledged by Figure 12 and accompanying paragraphs that illustrate the overlap of sporting catchments.

In summary:

1. Future sporting facility requirements are overestimated and can be accommodated by providing one oval with the existing under-utilised Edwardes Reserve in addition to the proposed Cockburn Coast Oval, as well as two rectangular fields at Lucius Park, Watsons Reserve and rationalising of fields' placement at Beale Reserve to address the shortfall in sporting capacity over the period to 2036.
2. The emphasis of the spatial distribution of active playing fields, either oval or rectangular, should be at the population growth adjacent or preferably within the localities of Cockburn Coast and Spearwood rather than at the northern extremities of Dixon Reserve.

Appendix A illustrates the distribution of facilities as well as public transport connection and existing and potential pedestrian and cycle link.

Opportunities and Constraints at Dixon Park

The proposed options for Dixon Park are one-dimensional in their determination to superimpose sporting facilities onto a multifaceted and complex site. A constructive approach to finding a solution that enables integration of a variety of mixed use, residential, active and passive facilities, should demonstrate consideration of:

- Historical uses
- Aboriginal and European Heritage places
- Remnant Vegetation, Site Levels and Drainage Patterns
- Bushfire attack level assessment to show implications of separation from fire hazard
- Development Area DA 39 (Landcorp owned)
- Roe 9 reserve and the Cockburn Community Wildlife Corridor

Appendix B illustrates some of these issues.

Aboriginal and European Heritage Places

Consultations with Kaye Walley (Wadjuk descendant) offer an oral history of a massacre of Aboriginal people at Clontarf Hill and records Hamilton Hill Swamp as the site of Yagan's camp. The oral history also refers Yagan to a number of camps, as he would have been constantly on the move in a small group as he was being hunted with a price on his head.

Coincident with the massacre at Clontarf Hill are reports of an armed expedition heading out of Fremantle to hunt for Yagan in 1833 further indicate the area surrounding the hill and leading down to the swamp was an Aboriginal camping area close to water and food.

During the early days of the settlement, the Wadjuk people were known to host large corroborees at the swamp, where:

“Natives from hundreds of miles used to gather and they would keep up the celebration for days. Only the tribes from around Geraldton were not allowed to join the fun” (The West Australian Saturday 29 July 1933).

The reported massacre and reports of large Nyoongar gatherings, together with documentary evidence that at least one Aboriginal person known as Weewar was buried in the swamp indicates that there may be a significant Aboriginal burial site in the swamp area.

Other oral histories have indicated that such a burial site lies among the Tuart stand, immediately to the north east of Randwick stables.

The site also forms an important link in the ancient Aboriginal Bidi, which passes from Fremantle over the shoulder of Clontarf Hill, across the south side of Hamilton Hill Swamp, then branching east to Walliabup (Bibra Lake) and south along Hamilton Road to Lake Koojee and points south. This was also the first colonial road leading south-east out of Fremantle, south on Hamilton Road, then branching into the Rockingham Road and Dunnage’s Track (to Jandakot) until 1880.

Since these heritage matters are yet to be fully investigated, the site should remain undisturbed, at least until such investigation is complete.

Sydney Smiths House and Sunnyside Farm

East of Randwick stables are two historically important house sites (including outbuildings), containing discovered and undiscovered relics and historical artifacts. The first house in the Swan River Colony south of Fremantle (1830), was built by Sydney Smith for the absent owner Captain Robb and named “Hamilton Hill”. This house-site was between the existing palm trees east of Hardy Street, but farm buildings extended down the slope towards the swamp. There is an existing cellar (last known entry 1960s) associated with farm outbuildings/coachhouse.

Early 1840s to 1902

After Captain Robb’s title to the land lapsed due to not meeting development requirements, the site was often under dispute. There were several conflicting legal claims for title (including a failed attempt to attain title by Lucius Manning in 1887). Despite and during these disputes, dozens of squatters lived on and farmed small plots on the site during this period, at one stage being hunted off by “Captain Manning”, assisted by a posse of Pensioner Guards, acting as his private army.

During this period, there were many recorded deaths, transactions and legal cases involving people who gave their address as "Hamilton Hill Swamp, Fremantle".

1902-1932

Sunnyside Farm was established on the site by Richard Bishop in 1891 and further developed by Alex Chamberlain until his death in 1932. During this period, Sunnyside Farm was a major winner for its grapes and other produce at local agricultural Shows. The impressive Sunnyside House was built on or near the site of Sydney Smith's house.

In 1923 Jack Marks established Randwick Stables. The house was brought from Kalgoorlie by train, reassembled and a large verandah enclosed in lattice work was built as well as a new kitchen, bathroom and living area added. The limestone stables and a jockey's room were constructed at the back of the property. The property remains in its original form and is the oldest licensed stables in W.A. Since 2001 the stables and house have been on the State permanent Heritage listing class A.

1932-1954

Immigration Heritage - During this period, Sunnyside Farm was owned and farmed by a number of recent non-English immigrants, including the Stelis, Gerovich and the Ricci families. The farmhouse and outbuildings at different housed many new immigrants, working as farm labourers, while seeking Australian residency. The farm was still noted as a significant wine-producing property, but also grew and marketed other produce, winning numerous prizes for its produce in district agricultural shows.

1954-2016

The land was resumed by government in 1954 under the "Stephenson Plan" and became property of Main Roads Department, WA. The resumptions were unpopular and former owners of this and other land resumed, still rankle over the low "market price" they were paid for their land. Sunnyside House had various occupants from that time. It fell into disrepair was eventually demolished in the 1970s.

By 1974, all market garden had disappeared leaving a large open field with a network of paths and the agistment training track, with the construction of the Wally Hagan sports facility towards the end of the 1970s. From the 1980s to present, there are very few changes, notably only the expansion of the shops along the north side of Rockingham Road.

Remnant Vegetation, Site Levels and Drainage Patterns

The attached plan illustrates:

- The cut to fill implications required for playing fields, exemplified by one rectangular field that requires a 3.5 metre earthworks exercise.

- Missed opportunity of the potential inclusion of land bound by Starling and Leda Streets.
- The proposed options show little regard for stormwater drainage implications and the requirement for a swale detention basin.
- Placement of infrastructure and facilities has little regard for bushfire hazard implications.
- No consideration of the final determination of Roe Highway Reserve and subsequent potential road reserve requirements and alignment decisions by MRWA
- Potential boundary adjustments or land swap opportunities for reassessment of residential development, environmental, recreational, cultural and other potential
- Site contour fall of 10 metres with implications for sporting facility development
- Other land use compatibility issues given proximity of sporting facilities to other uses, for example implications of flood lights.

Conclusion

The estimates for future provision of District and Neighbourhood open spaces to 2036 are misleading, as they are overestimates, whereas the provision of Regional open space is completely ignored.

The needs assessment suggest there is a gross under supply during winter peak season; this is not the case and the provision of one oval and two rectangular fields will address the shortfall until 2036.

Further, what is more distracting of the needs assessment is the spatial distribution of facilities that has bias towards the northern section of the western suburbs, completely juxtaposed to the population growth areas in the southern precincts where sporting facilities are required commensurate with population growth.

The proposals are not sensitive to the historic, cultural, environmental character of the site and have some significant gaps, including:

- The options for the Dixon Reserve sport facilities siting is ignorant of the title boundaries.
- The cut to fill implications required for playing fields as exemplified by one rectangular field that requires modification to earth levels of at least 3.5 metres.
- Ignorant of the potential inclusion of land bound by Starling and Leda Streets mainly in the hands of government agencies.
- Optional sport facilities siting has little regard for stormwater drainage implications and the requirement for a swale detention basin.

We object to the three options advertised for Dixon Reserve and request a comprehensive, participatory and consultative process to be initiated, so as to plan for integrated land use outcomes that will explore opportunities for synergies of social, cultural, environmental and economic benefits enabling retention of the precinct's assets and optimising outcomes for all stakeholders.

We support the upgrade to the Wally Hagan basketball stadium and suggest that it is considered outside the currently proposed options, but within a greater strategy for the site.

Davilak Oval

The arguments presented above in relation to the siting and amount of sporting facilities also have relevance to the proposed re-configuration of Davilak Oval.

The primary concern here is that loss of 37 mature trees proposed by the DWSSPS option. It is hard to tell exactly which trees would be removed, but several specimens are as much as 400 years old. The proposed offset at a ratio of 1:3 is not an acceptable environmental alternative.

Davilak Oval is a beautiful park, valued for its appearance and trees. It already has a sports ground, but it is extensively used by local residents for activities other than active sporting, such as dog walking, jogging, free play, etc, which would be reduced if the proposed reconfiguration takes place.

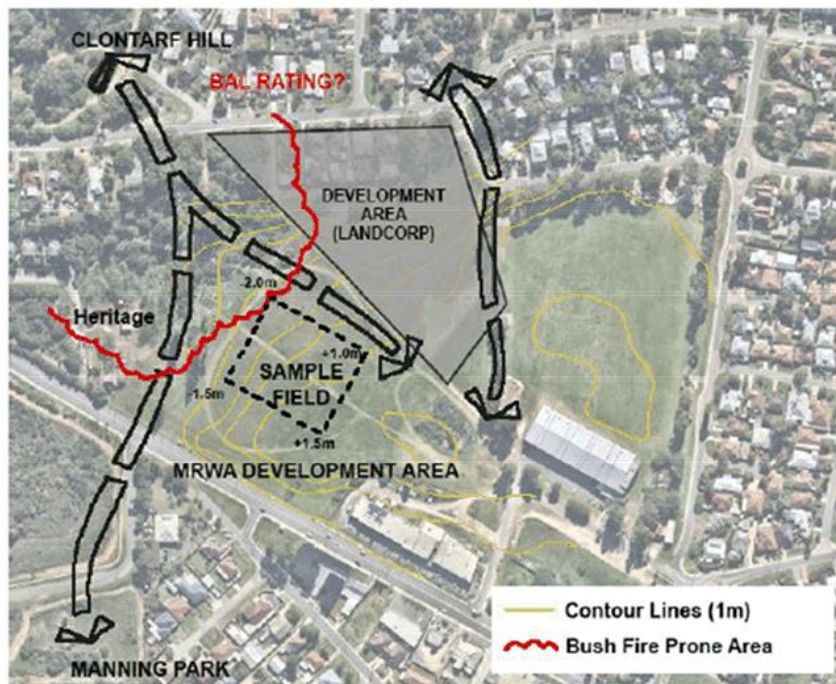
The current proposal, in particular the removal of irreplaceable mature and semi-mature trees at the expense of locals who don't play sports but love the park is extremely short-sighted.

Furthermore, Hamilton Hill has been identified as a suburban hotspot (Cooperative Research Centre for Water Sensitive Cities, UWA 4.02.2016) and the removal of mature trees will escalate this further.

Appendix A



Appendix B



Coogee Beach Progress Association

The Coogee Beach Progress Association (CBPA) has reviewed the draft Western Suburbs Sporting Precinct Study, consulted with other Western Suburbs community and sporting groups, attended community meetings and workshops on the Study outcomes and would like to submit the attached comments for consideration by the City.

It is clear that the Study has a strong focus on existing Sporting Facilities in the Western Suburbs of Cockburn, and the better utilisation of Public Open Space (POS) and the development of a comprehensive strategic approach to sporting facilities in the Western Suburbs to meet community needs have not been addressed by this study.

The study also does not address the "A coordinated approach to be applied to the future facility and reserve provision in the area" as recommended in the City's draft Community, Sport and Recreation Facilities Plan.

As a consequence there is significant additional work required in some areas (and urgent implementation of adequately planned Wally Hagan Centre upgrades), as well as modifications to parts of this Study to establish a reasonable strategic framework, before it could be fully accepted.

The CBPA would be happy to contribute to this process, as it has not been consulted previously by the City on this Study.

Regards

Daryll Smith, Vice President, Coogee Beach Progress Association

Overview

The Draft Western Suburbs Sporting Precinct Study has a strong focus on existing Sporting Facilities in the Western Suburbs of Cockburn, and the Situation Analysis and Facility Audits are well done, despite the consultation focussing on the existing facility users rather than broader Western Suburbs sporting facilities formal and social needs analysis.

Better utilisation of Public Open Space (POS) and the development of a comprehensive strategic approach to sporting facilities in the Western Suburbs to meet community needs have not been addressed by this study.

The study does not address the "A coordinated approach to be applied to the future facility and reserve provision in the area" as recommended in the City's draft Community, Sport and Recreation Facilities Plan. As a consequence the development concept proposals and recommendations have deficiencies in some areas as outlined below.

Dixon Park/Wally Hagan

The Study advises that “The Wally Hagan Centre is in a poor state of repair and fails to meet minimum facility requirements for the sport and in particular is deficient in providing for adequate disability access.” This understatement does not flag the URGENT requirement to upgrade or replace the principal basketball facility within the City of Cockburn which is currently totally inadequate to meet the needs of the basketball community, let alone other community and sporting groups that could utilise a well planned sporting precinct at Dixon Park.

The Cockburn Basketball Association has been consulted on its needs but their requirements have only been partially addressed in the Study recommendations.

This centre must be compliant with State and National basketball standards to support existing State League participation, and be capable of hosting at least a National Junior Championship as well as meeting the growing needs of the local sporting community.

What is required for this reconstructed/replaced facility is:

- a) A minimum of six basketball courts on completion of redevelopment, with the ability to transition to eight in the short term future, as well as providing for other indoor sports at the top level.
- b) Retention/replication of the unique elements of the Wally Hagan Stadium in the new stadium (bar set-up, corporate seating etc.)
- c) The Cockburn Basketball Association should remain the primary tenant, but the Centre needs to be developed as a multiple user facility to meet the requirements of a range of sporting and community needs with increased functionality.
- d) The Centre needs to be community friendly and be integrated into the overall development of Dixon Park to maximise functional use by the community outside the stadium sporting population. As an example, the stadium café could open up onto the surrounding Dixon Park Reserve and developed sporting facilities.

In regard to Dixon Park Reserve generally, the Study identifies a range of current inadequacies, lack of any formal sporting facility developments, land tenure and wetland issues, and recommends on page 78 (items 4, 6, & 8 specific to Dixon Park) of the Study, a range of future investigations and consultations being required before any real development concepts can be progressed. There also seems to have been a lack of consultation with most stakeholders (community, sporting, and State Government) in Dixon Park, with the exception of the Cockburn Basketball Association.

These outcomes and recommendations above (page 78 Recommendations) are in direct conflict with the development concept options proposals for Dixon Park/Wally Hagan in the Study, which it is understood that the City is already seeking funding to implement.

The concerns of local community and sporting groups as well as Government stakeholders about the proposals and conflicts was aired in a Dixon Park workshop on 27 July 2018, (with City representatives in attendance). The workshop concluded that none of the three development proposals were acceptable, or implementable, and proposed to seek that more investigations and consultation should occur, interestingly similar to that proposed in the Study recommendation, page 78; items 4, 6, & 8. The meeting also concluded that the three Dixon Park redevelopment concept options were not acceptable, and wanted them removed from the Study, as being quite premature.

North Coogee (Port Coogee & South Beach)

North Coogee currently has no existing sporting facilities, and very limited public open space (POS), or neighbourhood sporting and community facilities due to limiting State Government planning guidelines.

The one positive aspect about the Study for North Coogee is the North Coogee Oval proposal to develop a site adjacent to the proposed North Coogee Primary School in the Robb Jetty local structure plan. This North Coogee Oval needs to be developed for local community and sporting use as a priority and not await any Department of Education decision on timing for a new Primary School.

Community groups (South Beach Community Group & Coogee Beach Progress Association) have also identified a range of other locations for formal and social sporting purposes in North Coogee. While some are identified in the report they are disregarded in favour of other sporting precincts to the east and northeast of North Coogee up to several kilometres away.. This is not practical or acceptable, as Cockburn Road and Rockingham Rd are major obstacles for access to the alternate sporting precincts being proposed, and in the absence of suitable public transport, North Coogee residents and children would require vehicle transport to these locations.

The areas proposed for North Coogee sporting facilities in addition to the North Coogee Oval development include:

a) Lot 82 Robb Rd (WAPC owned): suitable for netball courts and skate park after sealing, due to possible site contamination.

b) Area in the vicinity of Lot 2108 (Landcorp owned) parts of which are noted for future Civic use in the local structure plan: suitable for a people oriented, multipurpose sports and recreational area, and a community hub for the area.

c) There is also an east west 'green' corridor from Manning Park to the area in (b) above: this could be enhanced by the provision of neighbourhood recreational, and social sporting facilities.

d) Similar neighbourhood recreational and social sporting facilities also need to be provided in appropriate public open space areas in Port Coogee.

Coogee

It is noted that there is no reference in the Study to the long awaited Coogee Golf Course, proposed for the ridge/valley areas east of Port Coogee, and both north and south of Ocean Road. This proposed Coogee Golf Course and associated facilities should certainly be considered a Western Suburbs Sporting Precinct.

Munster/South Coogee

Santich Park is the main existing sporting precinct in the Munster/South Coogee area at present. The Study identifies that use of the facility is over capacity during the winter, that existing user facilities are inadequate and potentially conflicting for different user groups and significant facility upgrades and realignment are required.

The carpark is also quite inadequate and the overall site is enclosed by urban development and difficult to expand.

The Cockburn Athletics groups (Phoenix Park Little Athletics, & Cockburn Little Athletics and Senior Athletics Clubs) are limited for any growth and in what can be achieved at this location. They do not have space for their badly needed eight lane synthetic track which could support some 1200 athletes across Senior Athletics and Little Athletics.

The South Coogee Reserve, an area of some 5-6 hectares adjacent to the old South Coogee Agricultural Hall and Primary School is currently not utilised as a sporting precinct. This area is proposed in the Australian Maritime Complex, Munster structure plan (2006) for a land swap with Landcorp to provide an area for a Regional Sporting Precinct in Frobisher Road Munster/South Coogee immediately adjacent to a mixed use zoned area. The land swap proposed is a little unbalanced at present with Land Corp wanting 5-6 hectares of existing South Coogee Reserve in return for half of that area on Frobisher Road.

This South Coogee area is only a relatively short distance from Santich Park and would be far more suitable for development as a Regional Sporting Precinct to meet the growing demands of a number of sporting organisations from Santich Park as well as those identified in para 3.2 of the Study.

These could include:

- a) Little Athletics and Senior Athletics Clubs (Cockburn & Phoenix Park)
- b) Phoenix Park Cricket Club
- c) Fremantle Soccer Club
- d) Cockburn Netball Clubs
- e) Fencing Association

- f) Baseball, T-Ball, and Softball Clubs
- g) Probably many others

As well as providing local sporting facilities for South Coogee, Munster, and Henderson residents.

Conclusions

1. The draft Western Suburbs Sporting Precinct Study has a strong focus on existing sporting facilities in the western suburbs of Cockburn, and the situation analysis and facility audits are well done. Better utilisation of Public Open Space (POS) and the development of a comprehensive strategic approach to development of sporting facilities in the Western Suburbs to meet community needs have not been adequately addressed by this study, noting the limitations of the Terms of Reference. The study does not address “A coordinated approach to be applied to the future facility and reserve provision in the area” as recommended in the City’s draft Community, Sport and Recreation Facilities Plan. As a consequence the development concept proposals and recommendations have deficiencies in some areas.
2. The planning for redevelopment of the Wally Hagan Centre as a multi-purpose Stadium needs to be progressed urgently in consultation with the Cockburn Basketball Association and other prospective stadium users, as a six court facility initially, with provision for expansion to eight courts, probably in the option 1 location if feasible, with coordinated integration into the Dixon Park Reserve development.
3. There is a need to progress the investigations required for the Dixon Park Reserve development, including consultation with various key stakeholders, and adjoining landowners, as well as undertaking the necessary geotechnical, heritage and environmental assessments, to establish any required remediation measures and detailed costs, while developing design concepts for Dixon Park which meet stakeholder and user requirements.
4. Progress formal discussions with Landcorp to lease land identified for the North Coogee Oval, which needs to be developed for local community and sporting use as a priority, and not await any Department of Education decision on timing for a new Primary School.
5. Investigate the identified options listed below for the development of North Coogee sporting facilities within the Port Coogee and South Beach precincts, as alternate options east and northeast of North Coogee are not acceptable to these communities:
 - a) Lot 82 Robb Rd (owned by WAPC): suitable for netball courts and skate park after sealing, due to possible site contamination.

b) Area in the vicinity of Lot 2108 (owned by Landcorp) parts of which are noted for future Civic use in the local structure plan: suitable for a people oriented, multipurpose sports and recreational area, and a community hub for the area.

c) There is also an east west 'green' corridor from Manning Park to the area in (b) above: this could be enhanced by the provision of neighbourhood recreational, and social sporting facilities.

d) Similar neighbourhood recreational and social sporting facilities also need to be provided in appropriate public open space areas in Port Coogee.

6. Investigate with Landcorp the provision of land of at least the same size as the current South Coogee Reserve in the Frobisher Road, Munster/South Coogee area of the Australian Marine Complex, Munster Structure Plan, for future development of a Regional Sporting Precinct.

7. Western Suburb Sporting Precincts generally, suffer from inadequate car parking due to these facilities being squeezed into Developer Contribution parcels of land. This just emphasises the need for adequately planned Regional Sporting Precincts in the Western Suburbs of Cockburn.

Cockburn Basketball Association

Please find attached formal feedback from the Cockburn Basketball Association in response to the Draft Western Suburbs Sport Precinct Study. The CBA is excited about the next phase of the project, and looks forward to working with the City in ensuring a long-term sustainable outcome for the Cougar Family and wider Cockburn community.

Kind Regards,

Tyrone Thwaites,
General Manager,
Cockburn Basketball Association Inc.

Summary

The City of Cockburn and the Cockburn Basketball Association have partnered the growth of basketball and the associated community development with the sport at Wally Hagan Stadium for the past 45 years.

In 1975, we joined resources to establish only the second dedicated basketball facility in WA. Negotiations commenced with the City Of Cockburn for a 4-court indoor stadium which saw \$200,000 set aside to develop the first stage of the stadium via two \$100,000 loans to be serviced by the association. The result was Wally Hagan Stadium.

Even then, over 40 years ago, the vision was for a three-stage development that began with four indoor courts and culminated in indoor pools and gym facilities. Today the Cockburn Basketball Association's State Basketball League teams operate those original four courts – albeit with new wooden floor boards.

Unfortunately, the rest of the facility is showing its age. Continual reliance on the City to fix replace assets to present strategic risks for our association and personal risks to our members and players and officials.

The CBA has carefully assessed the Draft Western Suburbs Sport Precinct Study with a focus on the Dixon Park Reserve and Wally Hagan Stadium site. As in 1975, our association seeks to partner with the City of Cockburn to realise the private and public funds required.

On top of this, the CBA will look to contribute to the detailed planning and design of a new facility that will provide Cockburn a multi-purpose stadium capable of continuing the legacy of the Wally Hagan Stadium.

In 1975, the City was visionary in its conception of the Wally Hagan Stadium and its management structure. The facility and management model set the bar for Perth

local governments and basketball associations. It is now in the best interests of all stakeholders to have a facility and management arrangement that achieves a similar impact on the sector, and one which will be sustainable for the next 45 years.

Primary Stakeholder

As a home to more than 1600 members, the Cockburn Basketball Association is the largest community stakeholder invested in the Dixon Park Reserve and Wally Hagan Stadium. On average, more than 2000 people walk through the doors of Wally Hagan Stadium every week. With this number increasing to in excess of 3000 during the junior and senior state league seasons.

Our catchment area includes the suburbs of: Alfred Cove, Attadale, Beaconsfield, Beeliar, Bicton, Cockburn Central, Coogee, Coolbellup, East Fremantle, Fremantle, Hamilton Hill, Henderson, Hilton, Hope Valley, Mandogalup, Melville, Munster, Myaree, Naval Base, North Coogee, Palmyra, Samson, South Fremantle, Spearwood, Success, Wattleup, Willagee, White Gum Valley, and Yangebup.

The CBA is more than just a basketball association, it is the home of the Cougar Family. These comprise our junior and senior domestic teams, junior and senior state league teams, the Red Dust Healers National Wheelchair Basketball League teams and the Filipino Australian Basketball Society of Perth. CBA is built on community, a family that more than 1600 members are connected to year round. Absolute priorities

In any new or redeveloped facility on the Wally Hagan and Dixon Reserve site, the following are absolute priorities for the Cockburn Basketball Association:

1. There will be six indoor courts ready for use on completion of the facility, with the option to expand to eight. With the growth of basketball participation, the CBA, and the western corridor of the City, any facility with less than six courts on completion will not adequately cater to the needs of the Cougar Family and the wider community. This would include two show courts with seating of at least 1500 and 500 respectively. This requirement would also satisfy the ability of the CBA to host National level professional games at the venue (including the Perth Lynx and Wildcats), or even serve as the base for a National Level team.
2. The unique elements of the existing Wally Hagan Stadium and Cockburn Basketball Association are re-created in a new or redeveloped facility. The existing structure is home to corporate facilities and a function space that is unseen in any comparable association state-wide. The CBA would prioritise a similar (upgraded) function and bar space (overlooking the show court), as well as corporate facilities that cater for partners of the association. Similarly, heritage items such as the placards of playing life members on the walls of Wally Hagan Stadium would need to be replicated adequately in a new or redeveloped facility.

3. The new or redeveloped facility is Australian Junior Championship compliant (as set by Basketball Australia). The details of this compliance are outlined in Attachment A. The announcement by Basketball Australia to host the 2019 U18 National Championships in Townsville is expected to reap more than \$3,531,000 for the Townsville economy, and more than \$60,000 for the local Townsville Basketball Association. The ability to host a similar event out of a new facility on Dixon Park Reserve by the CBA would inject relative benefits to the local Cockburn economy.

4. The Cockburn Basketball Association remains the primary tenant of the facility. The CBA has managed Wally Hagan Stadium since its opening in 1979. In that time we have provided a sustainable association for the community of Cockburn. To ensure sustainability well into the future, the CBA requires primary tenancy of the facility. This would require an agreement similar in nature to the existing arrangement at Wally Hagan Stadium. The facility would also be sought to meet the requirements of a range of sporting and community needs with increased functionality.

5. Any new or redeveloped facility is accessible and compliant for all members of the community requiring wheelchair access. Wally Hagan Stadium is home to the Red Dust Healers of the National Wheelchair Basketball League. In its existing state, the facility inadequately caters for the needs of athletes and spectators who are wheelchair bound. The function room is inaccessible, there is limited spectator space that is accessible, and most door frames and showers inadequately cater for athletes and patrons in a wheelchair.

6. The Cockburn Basketball Association is not relocated during any stage of the redevelopment process or timeline. Logistically, there is no reasonable option for the CBA to be sustainably relocated during the construction phase of a new facility.

Response to Concept Plans

Option One: CBA's position – Strongly endorse (Conditional to absolute priorities being satisfied)

- Makes the most logistical sense. Normal operation of the CBA would continue throughout all stages of the process.
- Detailed concept designs would need re-working to ensure Australian Junior Championship compliance (based on existing high-level concept).
- Allows opportunity for community integration. E.g. café open outwards to community (idea), co-location of Skate Park, and uses the new facility as the centrepiece of integration between multiple sports.
- Six courts on completion, with capacity to extend to eight, are essential to the CBA's support.
- There are concerns over funds being available for six courts on completion, but the CBA is confident the council's funding model will provide for these.
- A passage connecting all six courts such as in Option 3 would be an improvement

Option Two: CBA's position – Do not endorse

- The proposed concept for development option two does not provide a sustainable solution for the CBA.
- The CBA would be forced to relocate during the entirety of the rebuild, with no facilities capable of hosting all operational pillars of the CBA during this time.
- Any relocation offer with replacement revenue provided by the council would be rejected, as this has significant short to medium term financial impacts alongside the long-term impacts on the association's ability to draw back athletes to the facility on completion.

Option Three: CBA's position – endorse

- Supported by the CBA provided it satisfies the absolute priorities of the association.
- Six courts on completion is a key requirement that is satisfied in this option.
- The key concern lies in the logistics of an extension of the current facility. There is likely to be disruption to CBA's normal operation, and any solution to this has not been outlined by the City of Cockburn.
- This concept will allow for the retention of Wally Hagan Stadium's unique elements, the renovation of which (including creating universal access) would need to be incorporated into the project.

Conclusion

The CBA strongly endorses the findings of the WSSPS and the development of Dixon Park to cater for a new basketball stadium and external sporting grounds. CBA's absolute priorities are provided to highlight the key elements crucial to our long term sustainability, but also with the appreciation of how long it can be between developments, the City and the CBA must get this right.

We have established a sub-committee tasked with working with the City in achieving our shared goals and look forward to the next phase.

Attachment: A National Championship Venue Requirements

- Provision of three full sized basketball courts (not situated side-by-side) to be used for competition. All three courts need to be of regulation size which is (15 x 28 metres in length). All courts need to be wheelchair accessible for U18 & Kevin Coombs Cup.
- Due to the number of teams expected, the availability of a fourth court for the U18 & Kevin Coombs Cup is preferable.
- The show court needs to have seating for a minimum of 1,000 spectators with the 2nd court being able to cater for at least 500 spectators and the 3rd court at least 300 spectators.
 - Provision of a space for Franchising, Sampling & Product Display (Exhibition stands)

- Provision of training venues for all teams prior to and during the Championship (preferably additional courts at the same venue).
- Court lighting would need to be able to accommodate television requirements particularly for news or sports shows.
- All court markings need to be as per the relevant FIBA regulations and need to be completely visible. U14 Championships will require the old 3-point line marked.
- All courts need to be free of obstruction from all side-lines and end-lines, which must be at least 2-metres.
- Backboards must have snapback rings with all the required padding and supports as per FIBA regulations.
- Quality scoreboards with tenth of a second count down facility built into them.
- 24-second devices positioned according to FIBA regulations (on each court). The 24-second shot-clocks must have 14-second reset capability from below & above 14 seconds.
- The main court must have a permanent public address system installed; other courts can be serviced by the use of a portable system.
- A minimum of four (4) fully equipped change rooms, six is preferable. Change rooms can be both adjacent to the court or within close proximity.
- A referee's change room which provides for both female and male officials.
- A championship office, which is separate to the normal venue office. This room would need to have internet access, power, tables and chairs.
- Wireless internet capability must be available throughout the stadium covering all courts and in the tournament office.
- Room suitable for ASADA doping control.

Cockburn Little Athletics

We feel that football will derive the most benefit from the proposed changes. Little Athletics have been operating at Santich Park for the last 34 years. Over this time we have established our Running Track, and had it surveyed and marked with datum points. It meets the Athletics Australia Specifications. Also we have our throwing circles, concreted in, to the National Specifications. And our Long and Triple Jump pits.

We feel that the proposals that will have the most impact on Little Athletics are:

- 1) Re-alignment of Little Athletics infrastructure to enable floodlights to be placed around the "junior" oval.
- 2) Re-alignment of throwing circles and new run-up long and triple jump tracks.
- 3) Extended car parking area to 122 bays to increase off road car parking capability.

On the face of it, it might seem like a good deal for Little Athletics, gaining access to the lighting on the northern oval. However, there are a number of unintended consequences to consider.

1. Major disruption to the equipment storeroom with the closure of the southern roller door entrances and the creation of a new entrance on the Eastern side. No assessment has been made to see if this can even be done from a building structure view point.
2. Loss of significant grass area to create the new carpark for regular, but infrequent AFL carnivals, as well as the overcrowding on football training nights. The existing carpark would be extended onto the oval to create 100 more bays.
3. There is no obvious area (from looking at the plan supplied by the Consultant) to locate two High Jump sites.
4. There is uncertainty whether the current shot put rings could remain in their present location, and it is unclear if they need to be moved, where they would go.
5. A new running Track relocated to the Northern oval would need to be surveyed, who would pay for this? Also, the Northern oval may have a slope from North to South, which the Southern (junior) oval does not have. This may affect the certification of the track.
6. Perhaps the most significant consequence would be to the running of the Competitions. At a time when everyone wants things streamlined, the moving of the

track, and the significant loss of grass area means that we need to be very safety conscious regarding the throws events. We cannot have events overlapping or throwing towards each other. This would mean more time will be needed to have all throws completed, inconveniently extending Saturday morning competition times and jeopardising our athlete numbers.

7. With the realignment of the track, we would need to ensure sufficient shade and viewing is available to parents and guardians. With the current drawings, this is not available.

The most pressing requirement at Santich Park is the need for more parking space to reduce neighbour inconvenience. This would be achieved without the need to extend the existing car park with all its disruptions in three ways.

1. Lighting the southern oval would allow rationalisation of football training and would reduce vehicle congestion at night.

2. Make Santich Park perimeter parking all marked on the kerb "nose or tail" to the fence. At present a number of parks are parallel because of their close proximity to existing park fencing. This would require the fence to be moved into the park a meter or so at various spots.

3. A 100 bay car park could be developed in the North East corner and along the Eastern boundary of Santich Park. This would require moving a couple of small trees and the relocation of the existing play equipment and half basketball court. This carpark would have a significant advantage over that proposed because it would be decentralised and could be comfortably approached from two or three directions (Asquith St or two entrances from Shelley way) rather than just one for the proposed car park extension.

Whilst we understand that this draft document is a starting point, we must insist on more in depth conversations before any serious decisions are made. We feel that perhaps our sport and our requirements haven't been represented as well as they could have.

Thank you

Phoenix Park Little Athletics Club

The primary interest for the Phoenix Park Little Athletics Club (PPLAC) is Edwardes Reserve and then Santich Park -- an important part of Little Athletics is its focus on 'Family, Fun and Fitness'.

PPLAC was formed in 1976 and has a proud history of developing talented junior athletes. Just as importantly, Little Athletics are based around community because not only are athletes involved but the labour intense nature of athletics means that parents and extended family members are also involved.

Over the 42 years of its existence the yearly Club athlete numbers have ranged between 120 to 150 athletes from 5 years to 17 years. For most this time the Club has been based at Edwardes Reserve and its athletes have competed at Santich Park or the State Athletics Stadium.

Edwardes Reserve Infrastructure

There seems to be a lot of work required before a number of the Western Suburbs Sporting Precinct Study recommendations can be acted upon.

However, the needs of the sporting clubs that use Edwardes Reserve (and for that matter, Santich Park once the needs are clarified and simplified) are straight forward. It would be a pity if the complexity involved in catering for the needs of some reserves held up much needed improvements at others that could be done quickly and efficiently

The Reserve grass and its vegetation is generally well maintained. Good grass surface is vital to a sport such as athletics where running is a major focus and the City Parks and Gardens Department do a good job keeping it maintained.

The major disappointment with Edwardes Reserve is the aging building that serves as clubrooms, equipment rooms and change rooms/toilets. The building is approaching 40 years old and needs replacing. Each sport using the ground should be able to access facilities needed to function properly. At the moment the space allocated to athletics is too small and the undercover area is inadequate for the proper social gatherings for the club. If a new building is not able to be built then the existing one needs to be upgraded and expanded.

Another very important matter is the lack of carpark space at Edwardes Reserve and Watson Oval. Some people feel that they are forced to break the 'rules' and find ways around barriers and park on the sporting grounds themselves. One or both of the following needs to happen.

The western half (or whole) of Lot 21 between Edwardes and Watson Reserves should be purchased by the Council and made into carpark servicing both areas. It is important to note that the only access to Edwardes Reserve from the north is via land that is a WaterCorp easement which could be closed at any time.

Another reason to buy all or part of Lot 21 is that other equipment such as a fitness station should be installed there. In the event that it is not purchased, as a minimum, a small carpark should be developed in the northeast corner of Edwardes Reserve where the cricket club originally proposed practice nets (now not proposed).

The intrusion of a carpark into Edwardes Reserve must be minimised because every square metre of park is precious.

At the moment flood lighting at Edwardes Reserve is inadequate for any night-time activity. Athletics in the summer are ideally suited to be conducted at night. It is requested that the existing southern tower be upgraded and another added on the northern side and both be focused on the western end of the reserve towards the existing clubrooms.

As inferred above, the area is in desperate need of fitness station. Parts of Cockburn are well serviced by these facilities in places like Davilak Oval and Coogee Beach but are not near Watsons or Edwardes Reserves. Here they would serve a dual purpose being available for general public use as well as two or three times a week by athletes from the Phoenix Park Club. The best place for this facility would be in Lot 21 from a new carpark and could be easily accessed by athletes.

The needs of PPLAC are fairly simple and should not be held up and it is vital that the club is closely consulted before commitments are made to improve the Edwardes Reserve facilities.

Friends of the Community

Friends of the Community need housing in the new project so we have a vested interest.

The City have been very good to us and we appreciate everything they have done for us.

However we need office space and warehousing as well as somewhere to meet and a kitchen to prepare meals.

9. Comments

See separate appendix

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Western Suburbs Sporting Precinct Study

Draft Report

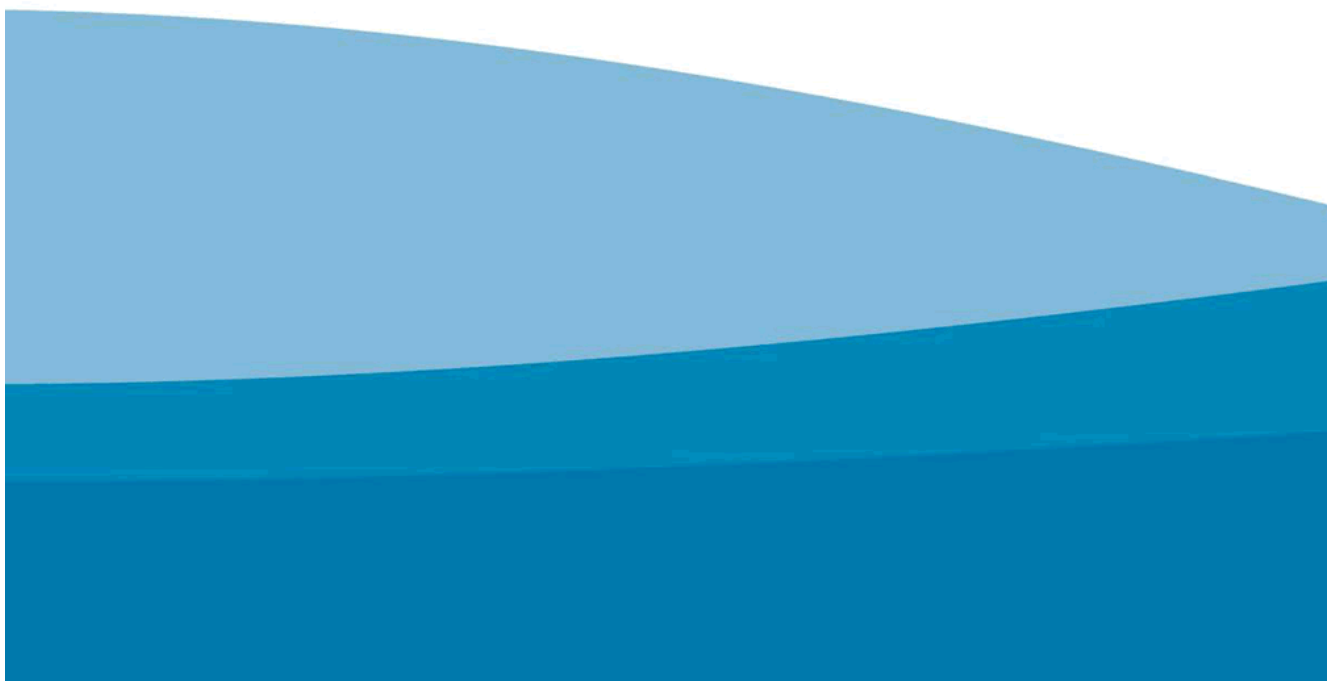


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Executive Summary

The draft Community, Sport and Recreation Facilities Plan 2017 to 2031 (CSRFP) identified the need to explore the potential development and redevelopment options for sports facilities in the City's western suburbs to cater for anticipated future growth. The Western Suburbs Sporting Precinct Study (WSSPS) was undertaken to identify a coordinated approach which would be applied to the future facility and reserve provision.

The research and analysis focused on the capability of increasing use and the capacity of existing and potential future sporting sites including:

- Beale Park
- Lucius Park
- Dalmatinac Park
- Edwardes Park and Watsons Park
- Wally Hagan Basketball Stadium
- Dixon Park
- Davilak Oval
- Santich Park
- The proposed Cockburn Coast Oval

As part of the process an extensive document review, current and future demographic analysis and visual assessment of current sporting infrastructure was undertaken. In addition, an extensive consultation process was initiated which built upon workshop and survey outputs from the previous CSRFP consultation.

The focus of the development or redevelopment at each site was on the identified needs and requirements of each sports group utilising the sites as well as the broader community. Consideration has also been given to other future uses.

The analysis also considered the cost benefit of investing in existing sporting grounds within the western suburbs compared to the potential acquisition and development of alternative land. When considered against the cost of provision, the expansion and redevelopment of existing sporting reserves from both a financial perspective and in terms of capacity and capability strongly outweighed the development of purchasing land and developing new sporting infrastructure. By increasing capacity on existing reserves enables the servicing of a wider catchment and addresses current known deficiencies within the built infrastructure, quality of the existing reserve and rectangular pitch spaces and improves connectivity throughout the western suburbs for additional passive recreational use. This is further supported by one of the key guiding principles of the Community Sport and Recreation Facilities Fund which supports the upgrading of existing facilities.

The plans and draft report were the subject of an extensive public consultation

process which included:

- City officers and the consultant meeting different community and sporting club representatives at various sports venues for discussions on the plans and immediate feedback and subsequently more detailed written feedback.
- A mailout to residents living 400m from each of the various parks, inviting them to complete an online survey on Comment on Cockburn.
- Various e-mail newsletters inviting the general population to comment on the plans to upgrade sporting facilities.

The consultation process was also reported by both local newspapers which subsequently led to 456 online surveys completed with the website receiving 2,700 views and a further 10 letters submitted. 334 respondents support or strongly supported the plans and 51 were opposed or strongly opposed the plans. 70 were unsure or expressed no interest. As a result the plans were modified to take into account representations received and are now considered to be, on balance the most effective and efficient mechanism to deliver the optimum development to meet the sporting needs of the community to 2036.

The site master plans which were finalized following the outcome of the public consultation process identified the following cost estimates for the proposed development or redevelopment:

- Beale Park: \$9.66M
- Dalmatinac Park and Lucius Park: \$3.15M
- Edwardes Park and Watsons Park: \$3.84M
- Wally Hagan Basketball Stadium and Dixon Park:
 - Option 1: Expansive Development: \$36.51M
 - Option 2: New Build Contained within Dixon Park: \$33.66M
 - Option 3: Reclad existing stadium building and extend: \$25.51M
- Davilak Oval: \$7.39M
- Santich Park: \$2.30M
- Cockburn Coast Oval: \$4.25M

Overall, the indicative costs amount to between \$56.124M and \$67.121M dependent on the preferred Wally Hagan/Dixon Park development option. An additional \$11M is for the purchase of the Cockburn Coast Oval is also to be sourced from DCP13.

In addition to the key reserve developments, a series of additional recommendations are provided to take the plan to the next stage of implementation by proofing up the site and refining the development options through more detailed investigation and design. The recommendations are provided on page 93.

1 Introduction

The City of Cockburn engaged Dave Lanfear Consulting to identify the potential development and redevelopment options for sports facilities in the City's Western Suburbs to cater for anticipated growth. The rationale for undertaking the work was identified in the draft Community, Sport and Recreation Facilities Plan 2017 to 2031 (CSRFP) which recommended a coordinated approach be applied to the future facility and reserve provision in the City's western suburbs. The project is referenced as the Western Suburbs Sporting Precinct Study (WSSPS) and specifically addresses those active sporting reserves which lie to the west of Stock Road and have previously been identified as having the potential to increase capacity and maximise the return on future council investment.

The research and analysis focused on the capability of increasing use and capacity of existing and potential future sporting sites within the western suburbs with the aim of ensuring that the anticipated population growth and associated projected sporting needs are catered for. In particular, it has sought to address the limited opportunities for the development of new facilities and reserves in the growth suburbs of Coogee and North Coogee. As part of the study process the development of concept plans for the proposed developments, financial analysis of the implications of potential developments and the anticipated impact on the City's long-term financial plan has been undertaken.

This report comprises of:

- A review of relevant plans and documents to ensure integration with the City and partner organisations existing strategic planning processes.
- A full demographic analysis focusing on the current need emerging up to 2036.
- Reference to a visual audit of existing reserves and facilities which identifies existing issues and the adequacy of current provision.
- The outcome of community and stakeholder consultation process.
- Spatial recommendations in respect of existing and future reserves/facilities, including the opportunity for expansion, redevelopment, rationalisation and for re-purposing.
- Concept designs for seven sites and a cost estimation for each.
- The implications of development for existing users and for existing committed investment through the City's Developer Contribution Plan (DCP13).

To facilitate the strategic analysis and to enable informed investment decisions to be made by the Council, having regard to sustainability outcomes, direct consultation has been undertaken with the existing users of the following reserves:

- Beale Park
- Lucius Park
- Dalmatinac Park
- Edwardes Park and Watsons Park
- Wally Hagan Basketball Stadium

- Dixon Park
- Davilak Oval
- Santich Park

In addition, further analysis has been undertaken on each site in an attempt to substantiate the capability of development potential. This also included an analysis of the future proposed Cockburn Coast Oval which was undertaken to determine the potential extent and capability of the sporting infrastructure and associated development.

In summary the City is seeking to maximise the potential opportunity to deliver a range of sporting infrastructure by seeking to identify the optimum level of development and associated investment required to meet the needs of current and emerging residents within the western suburbs, whilst working within current land use constraints.

2 Links to the Strategic Community Plan 2016 – 2026

The following is of particular relevance to this study:

- City Growth: planning for the City's population growth whilst maintaining our strong financial position.
 - Ensure planning facilitates a desirable living environment and meet growth targets.
 - Ensure growing high density living is balanced with the provision of open space and social spaces.
- Economic, Social and Environmental Responsibility: enabling a sustainable future – economically, socially and environmentally, including business activity, job opportunities and sustainable use of resources.
 - Continue to recognise and celebrate the significance of cultural, social and built heritage including local indigenous and multicultural groups.
 - Community, Lifestyle and Security: Providing safe, attractive, healthy programs and infrastructure for a diverse range of activity and people.
 - Provide residents with a range of high quality accessible programs and services.
 - Provide for community facilities and infrastructure in a planned and sustainable manner.
 - Create and maintain recreational, social and sports facilities and regional open space.
- Leading & Listening: being accountable to our community and engaging through multiple communication channels:
 - Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management.
- Community consultation outcomes of the plan expressed the following aspirations:
 - Adequate facilities to accommodate growing high-density living including provision of open space, play grounds with adjoining cafés

and a cinema.

- Mapping and promoting community, recreational and cultural facilities and services.

3 Situation Analysis

The analysis of sport and recreation infrastructure within the City's western suburbs is informed by a series of strategic planning reports, supporting studies and future growth scenarios. The initial process involved a review of all relevant documentation to establish the principle for investment in sport and recreation facilities within the western suburbs. A detailed breakdown of supporting documentation is provided at Annex 1 and the key outcomes are provided in the following section.

3.1 State Planning Influences

- The Outer Metropolitan Perth and Peel Sub-Regional Strategy states that all people should be able to easily meet their education, employment, recreation, service and consumer needs within a reasonable distance of their home. This must make effective use of public transport.
- The draft South Metropolitan Peel Sub-Regional Planning Framework Towards Perth and Peel@3.5million sets out the development principles to accommodate future growth within the South Metropolitan and Peel Sub-Regional area. Sport and recreation infrastructure within existing urban areas will need to work within existing footprints and maximise outcomes.
- Research into emerging constraints for public open space in the Perth Metropolitan Area has identified a number of critical constraints which need to be addressed in future planning within existing developed areas:
 - Curtin University research in 2011 identified 7m² as the minimum level of public open space required to serve the needs of each resident, within existing developed suburbs (i.e. the western suburbs). This figure was subsequently modified to 6.5m² as the desired aim.
 - Within the urban growth areas, the allocation of public open space and in particular, active open space according to the research continues to be deficient and ill-conceived. This has a direct impact on existing developed areas where greater pressure will be on existing infrastructure to offset any previously agreed planned deficiencies (i.e. through the development of Cockburn Coast).
 - New suburbs in each of the fringe growth sub regions of Perth already have a shortage of active playing fields.
 - Sporting use and catchment will largely be dependent on the sporting activities serviced by a particular site.
 - In planning for future investment, it is important to recognise the limitations placed on all public open space sites with natural and made infrastructure including sumps, stormwater drainage channels, trees, protected bushland, environmental constraints and water management obligations.

- Strategic Directions for the Western Australian Sport and Recreation Industry 2016-2020 identifies the critical challenges for the sport and recreation industry and advocates:
 - To deliver public open space which meets the needs of communities into the future we must be efficient with resources, focus on the function of sites, provide equitable access to facilities and secure strategically important regional scale spaces.
 - Public investment in sport and recreation organisations should factor in the capacity of community sport and recreation organisations to source commercial revenue.
 - The sport and recreation industry must optimise the value derived from public and private funding in tight fiscal circumstances.
 - The achievement of improved participation rates in sport and recreation, and more broadly active lifestyles, will require innovative responses to the life course and life stage circumstances of Western Australians.

3.2 City of Cockburn Plans and Supporting Documentation

- Asset Management Plans: The financial considerations for the management of existing assets is substantial and highlights the critical importance of developing infrastructure which is both sustainable (complying with the City's sustainability objectives), fit for purpose and viable for the main user group (i.e. is able to generate sufficient income to enable the club to re-invest).
- Draft Community Sport and Recreation Facilities Plan (CSRFP) highlights:
 - There will continue to be issues associated with the provision of public open space and oval provision due to the inadequate level of large multi-functional sporting hubs.
 - The need to re-align and consider the redevelopment of existing infrastructure is potentially the only way in which any deficit within existing developed areas can be addressed.
 - In addition, there may be a requirement to purchase additional land, which may not be an effective use of limited resources.
- Specific club data from the draft CSRFP supporting consultation process, highlights the following which has a direct impact on the provision of sporting infrastructure within the western suburbs:
 - Sporting grounds and recreation centres rank as the highest two priorities for facility improvements with residents.
 - The need to provide larger sporting facilities is evidenced to support multi-functional uses.
 - Cockburn City Football Club have a need to upgrade and replace ageing infrastructure.

- Cockburn Cougars Basketball Club have a need to upgrade tired and ageing infrastructure (Wally Hagan Basketball Stadium).
- Little Athletics require additional infrastructure to accommodate storage and provide more effective shade.
- Cockburn Basketball Association require additional / replacement court space which could be shared with other indoor court sports.
- Fremantle Croatia Soccer Club require their own dedicated home base which may be shared with other sporting groups. Cockburn Cricket Club / Cockburn Junior Cricket Club require one facility with all-weather training facilities for cricket to provide for players in Coogee/North Coogee.
- Phoenix Park Cricket Club require greater access to playing surfaces with the appropriate level of servicing infrastructure. The relocation of clubrooms to Beeliar is suggested.
- The fencing association require a long term permanent home for national events particularly from the Asia regions to replace current facility in North Coogee.
- Development Contribution Plan Report: DCP 13 (Community Infrastructure) – (9 September 2016) highlights a range of contributions underpinning investment on existing and new sport and recreation sites including Beale Park Sports Facilities; Bicycle Network; Wally Hagan/Dixon Park; Munster Recreation Facility and Cockburn Coast Sporting Oval and Clubrooms.
- The Preliminary Site Investigation of Dixon Park Report (Golder Associates Dec 2008) requires the development of a management plan for the site once current landfill and acid sulfate site issues have been remediated. The Phoenix Central Revitalisation Strategy and Activity Plan Final Report (May 2009) identifies Beale Park (where its expansion is desired) and Watsons/Edwardes Park (where the acquisition of land from the Department of Education may resolve existing functionality issues at both reserves).
- The Public Health Plan 2013-2018 re-enforces the importance of upgrading parks and sporting facilities to provide improved services and activities and the need to build capacity within existing sporting clubs.
- The Sustainability Action Plan 2015-16 re-enforces the need to more effectively use resources in the management of assets whilst also ensuring that all facilities provide for open access, recognising equality and diversity of use.
- The City of Cockburn Public Open Space (POS) Strategy 2014 – 2024 references the 300 parks the City manages and includes recommendations to align the POS Strategy with the Sport & Recreational Strategic plan to ensure the management and provision of active sports ovals is facilitated to meet the demands of future the communities. In addition, there is a need to undertake a Sport Oval Carry Capacity study to determine the maximum patronage limitation of the active sporting area to ensure that functionality is

maintained.

- The City of Cockburn Public Health Plan 2013-2018 references the provision of early intervention health services for children, sufficient to address need. Infrastructure development, planned by the City through its Sport and Recreation Strategic Plan, to upgrade parks and sporting facilities (including the swimming pool, which has been subsequently redeveloped as the ARC) will provide improved services and activities for this age group.
- The Phoenix Central Revitalisation Strategy and Activity Plan Final Report May 2009 advocates the need to develop and adopt a public-realm refurbishment program for upgrading public open space in the Phoenix Central project area. A particular focus is on Beale Park within the precinct to expand the sports grounds and redevelop the clubroom facilities.
- The Robb Jetty Local Structure Plan references the five neighbourhood parks which have been strategically located so that residents are within close walking distance to a neighbourhood park. The 1.3 hectare sports oval, known as Cockburn Coast Oval is strategically located adjacent to the school.

3.3 Sport Specific Influences

The main sport specific influences are identified in Annex 2 and specific issues related to the western suburbs highlighted below:

- The majority of strategic plans related to specific sports are dated and in need of review. Very few specifically reference development within the western suburbs.
- A recent, as yet unpublished, audit of 290 AFL facilities (grounds) by the Western Australian Football Commission has found only 13 per cent of them were female friendly and would require funding from State and local governments to catch up to catering for the fast-growing game. Female participation is also expected to reach the 100,000-player mark in WA for 2018, which is a five fold increase compared to female participation in 2013. A similar auditing process by the Western Australian Cricket Association on cricket facilities is expected to show similar deficiencies.
- The majority of plans seek to promote the financial sustainability and viability of clubs which is focused principally on maintain and increasing membership numbers; supporting volunteers, coaches and officials and ensuring that clubs have the capability to generate income through a variety of means.
- Of those that reference specific facility developments related to facilities within the western suburbs the following is of note:
 - The development of Wally Hagan Basketball Stadium: Basketball WA

consider the local associations as being the catalyst for growth and development of the sport and encourage as a minimum a four court facility will provide for the initial needs of an association. The longer-term aspiration would be to develop six to eight court facilities to address current accessibility issues faced by the sport.

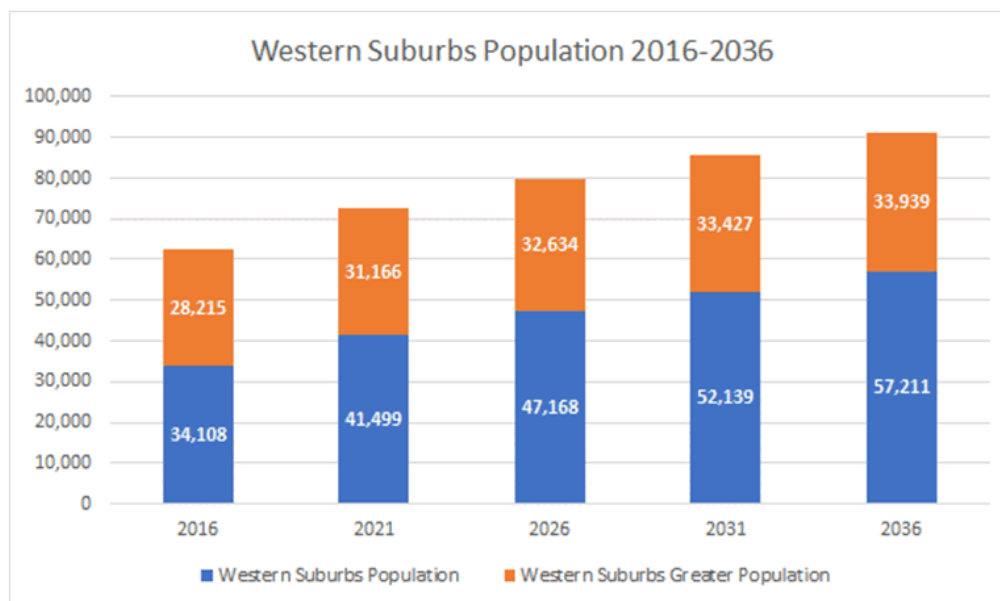
- Netball WA recognises that the current facility requirements are being met in Metropolitan Perth. However, the quality of infrastructure in many areas is in need of improvement. New court provision at the ARC has since replaced the poorer quality South Lakes Leisure Centre provision. The metropolitan region is considered to be a priority development region for Netball WA.

4 Demographic Summary

The demographic information has been developed through profileid and forecastid. The main suburb areas which would utilise sporting infrastructure within the western suburbs include: Spearwood, Coogee – North Coogee, Coolbellup, Bibra Lake (west), Hamilton Hill, Munster, Beeliar and Yangebup (referenced as the western suburbs greater population). This was based on extended catchments of up to 5km. It is to be noted, Stock Road may be considered as a barrier to participation for a number of sport and recreation activities. The suburbs within which all of the facilities are located include Spearwood, North Coogee, Hamilton Hill and Munster (referenced as the western suburbs population). This section provides a summary of the key demographic information.

Within the western suburbs where development is proposed the current population is 34,108 (2016 census) and is anticipated to increase to 57,211, an increase of 67%. Overall, within the western suburbs greater area, the current population (2016 census) is 62,323 and by 2036 is anticipated to increase to 91,150, an increase of just less than 50%. (Figure 1 refers)

Figure 1: Western Suburbs Study Area Population 2016-2036 (Source: Forecastid)



The main growth areas which will influence sporting provision within the western suburbs are Coogee, North Coogee and Hamilton Hill which are jointly anticipated to grow from a current population base of 19,107 (2016) to 38,082 (2036), representing an almost doubling of the population in these suburbs and 66% of the anticipated growth within the western suburbs (figure 2 refers). The annual population is

anticipated to be relatively consistent over the 20-year period in the western suburbs. The profile is similar to the western suburbs greater area with only Beeliar and Yangebup relatively static post 2026.

Figure 2: Projected Population Growth - City of Cockburn Western Suburbs Study Area (Source: Forecastid)

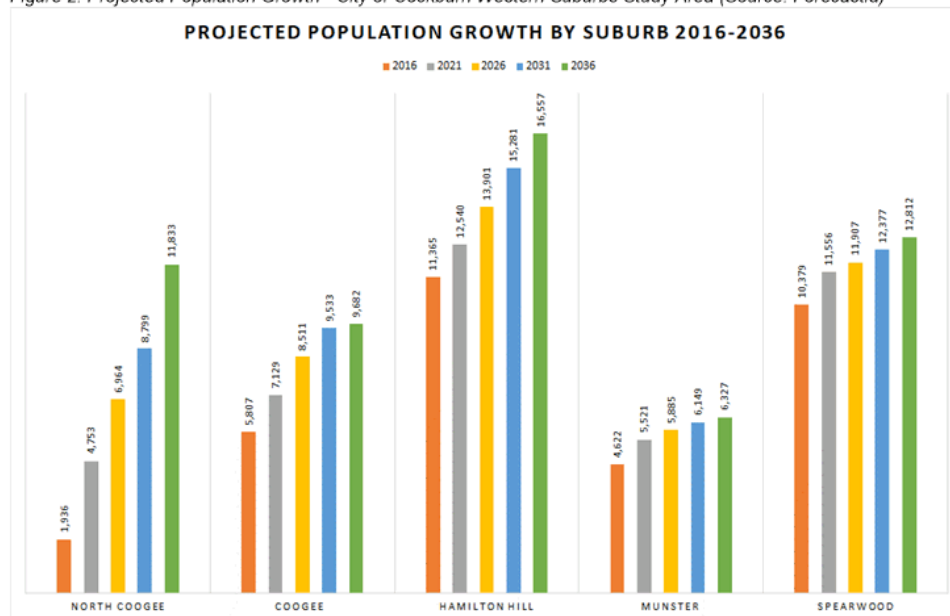
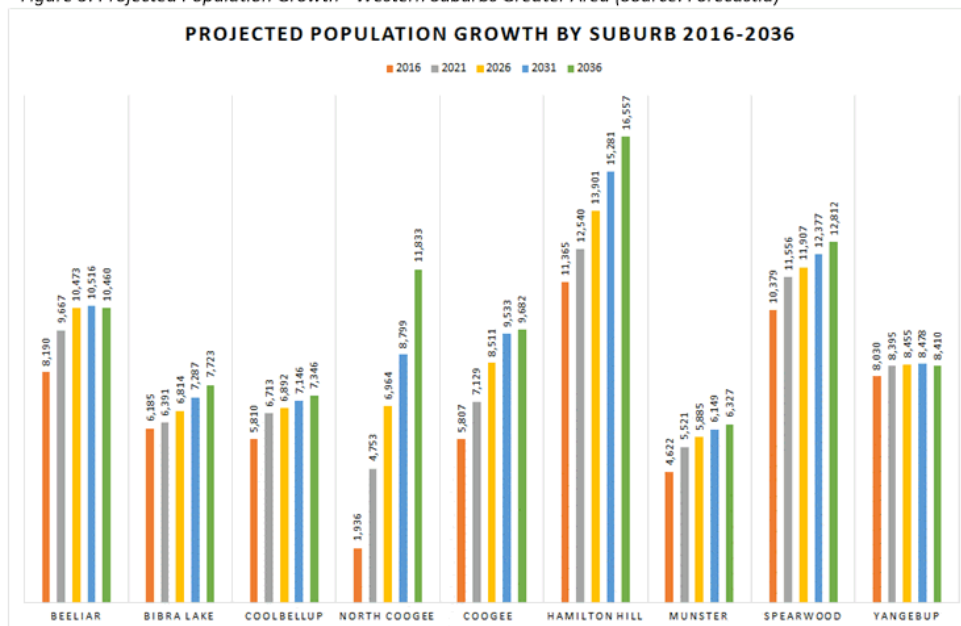


Figure 3: Projected Population Growth - Western Suburbs Greater Area (Source: Forecastid)



The growth in household numbers corresponds with population growth. The most significant growth is in Coogee and North Coogee where an additional 5,308 new

households will be developed by 2036 (the majority of which will be in North Coogee) and in Hamilton Hill where an additional 2,197 households will be developed by 2036. The increase in dwellings and also the variety of household types highlights the importance of establishing and extending existing sport and recreation infrastructure to facilitate the broad sporting needs of a diverse and growing population, particularly in an area where it is recognised there is a shortfall in provision (as identified in the draft CSRFP).

The current profile of resident families within the western suburbs greater area indicates that it is dominated by couples with children with approximately 16,000 households out of a total of 37,250 (42.9%). This compares to 236,473 out of 732,352 for the Perth Metropolitan area (32.3%). Between 2011 and 2016 there has been a marked increase in couples without children and one parent families, whilst the number of couples with children has remained relatively static. This is more acute in the high growth areas within the western suburbs where the average household size is anticipated to increase by 0.4 persons in the suburbs of Hamilton Hill and Coogee-North Coogee.

The age profiling for the western suburb area highlights the growth in young families (high growth in age ranges of 0-19 years and 30-59 years, being the typical age range of families with children) (Figure 4 refers). Whilst a similar profile is evident for the western suburbs greater area, there is a greater increase in the older population at the expense of young adults (20-29 years) (Figure 5 refers). This highlights the general profile in established suburbs where growth is less dynamic, there are generally higher levels of family units which are ageing in place.

Figure 4: Western Suburbs Projected Population Growth Age Profile 2016 to 2036

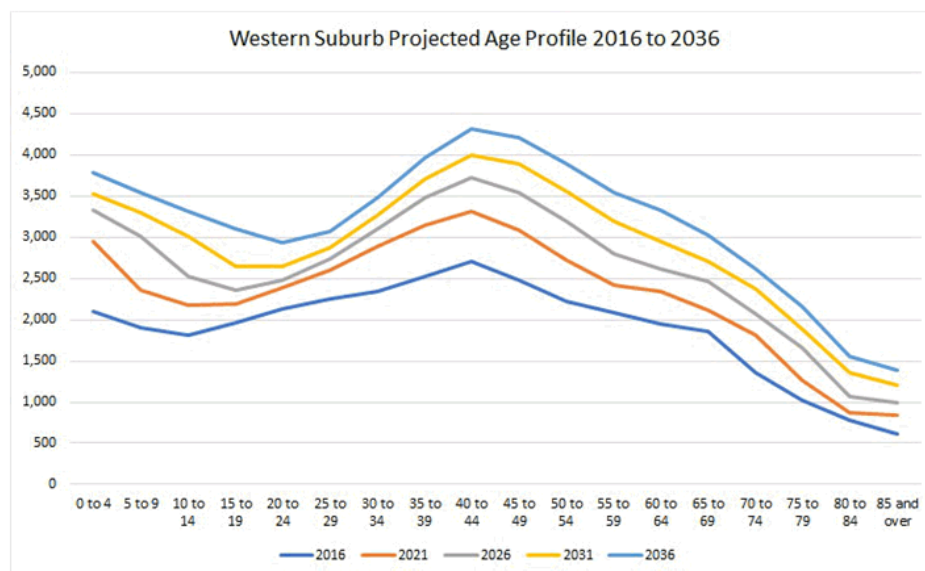
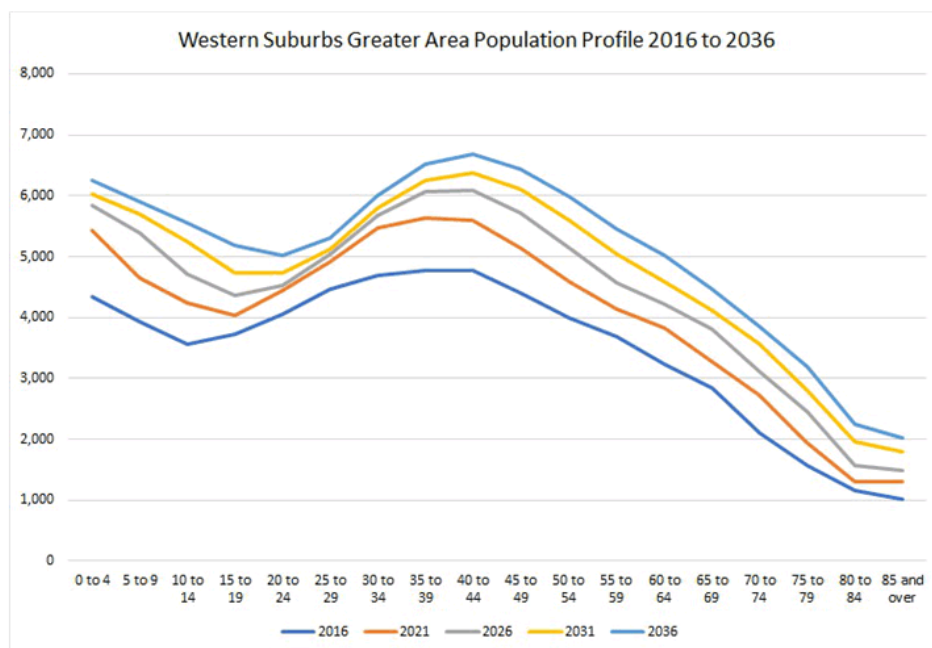


Figure 5: Western Suburbs Greater Area Projected Population Growth Age Profile 2016 to 2036



4.1 Demographic Implications on Sport and Recreation Infrastructure

The following aspects provide an indication of the likely impact on the demand for sport and recreation infrastructure:

- The growth in the western suburbs is projected to be significant and is causing significant capacity issues on public open space.
- The population profile remains relatively consistent throughout the growth period of 2016 to 2036 with the greatest growth likely to be in young families. This highlights a potential need for additional family based recreation infrastructure.
- The high levels of households with children generally indicates that there is a high need for team and club based activities where there are opportunities for young children to benefit from a variety of skills based sports development opportunities. (due to junior development programs and associated competitions).
- The average household size within the major growth suburbs of Coogee-North Coogee and Hamilton Hill ranges from 2.3 to 2.7 throughout the period of growth from 2016 to 2036. Coogee-North Coogee, Yangebup and Munster has the highest average household size. This will impact on sport and recreation provision within the western suburbs by creating a greater

demand for young children and family based activities. This again indicates a necessity to expand club based activities (contrary to the trend experienced in ageing communities).

- As North Coogee and Hamilton Hill will experience significant growth over the next few years, there is a need to ensure access to existing and/or emerging facilities in areas where density is increased, is maintained, and wherever possible, enhanced. This will need to pay regard to consequential changes to the population projections and demographic profiling.
- The level of youth/young adult growth is small in comparison to other age ranges. Nevertheless, there will be a demand to service this element of the population which is still growing, albeit at a lesser rate.
- Within the western suburbs, annual weekly income for individuals is relatively evenly spread across wage bands. Average weekly income per household unit however indicates that there are a higher number of households which are relatively affluent and therefore the potential amount of disposable income would be high. This is generally an indicator of a high level of ability to invest in clubs and sporting activities locally.
- The need to invest, repurpose, renew and/or redevelop infrastructure within existing established settlements of the western suburbs will become more critical as the population expands. It is likely that many ageing buildings will require significant investment if the ongoing sport and recreational needs of the community are to be satisfied.
- The growth in female sports, particularly at club level is already impacting upon the need to invest in generic changing infrastructure which is adaptable to both genders. This will become more important to address as the population grows.

5 Trends and Indicative Participation Levels

The Australian Sports Institute in December 2016 published the latest participation data for sport and recreational pursuits in Australia (AUSplay). This was subsequently supported by specific participation data related to Western Australia. A full detailed breakdown is provided at Annex 3. The following highlights the key trends associated with sporting provision, participation rates and club development generally:

- Australian adults tend to play sports for longer durations than non-sport related physical activities. However, they participate in non-sport related physical activities more often than sport.
- Women are more likely to participate in sport or physical activity for physical and mental health reasons and to lose or maintain weight than men.
- Men are more motivated by fun/enjoyment and for social reasons than are women.
- For adults, up to middle-age, time pressure is by far the main barrier to participating in sport or physical activity. Poor health or injury then also becomes a main factor.
- Sport clubs are the primary avenue for children to be active (except for children aged 0–4, who are more likely to be active through other organisations).
- Sport clubs are not the main choice for participation in sport or physical activity in Australia for adults aged 18 years and over.
- The top ten activities for adults across Australia identifies golf as the main sport which is generally due to its membership based profile and the broad age range within which it is traditionally played.
- Football (soccer) is 2nd with tennis, cricket and netball all demonstrating similar participation rates amongst adults.
- When children are included in the figures participation in football (soccer) is highest with golf, Australian Football, Netball and Tennis experiencing similar participation rates.
- Boys and Girls out of school hours' activity is dominated by swimming.
- The second most popular Out of School Hours (OSH) activity for boys is football (soccer) followed by Australian Football and cricket.
- The second most popular sport OSH activity for girls is Netball, closely followed by dancing and gymnastics.

5.1 Projected Sports Participation Growth in the Western Suburbs

The following is specifically pertinent to the catchment areas of facilities and potential demand for sporting infrastructure within the western suburbs. The conclusions are based on an extrapolation of WA participation data from AUSplay across the population catchments of the western suburbs and those suburbs in close proximity based in the City of Cockburn having regard to both children's (age 0-14) and adult (age 15 and above) participation rates:

- Within the broad catchment of the site adult participation (based on recognised WA participation rates aligned to anticipated growth) across the main sports indicate the following:
 - Participation in football (soccer) will increase from a current base of 2,408 to 3,503 in 2036.
 - Participation in Tennis will increase from a current base of 2,101 to 3,503 in 2036.
 - Participation in Netball will increase from a current base of 1,927 to 2,803 in 2036.
 - Participation in AFL will increase from a current base of 1,882 to 2,737 in 2036.
 - Participation in Basketball will increase from a current base of 1,977 to 2,875 in 2036.

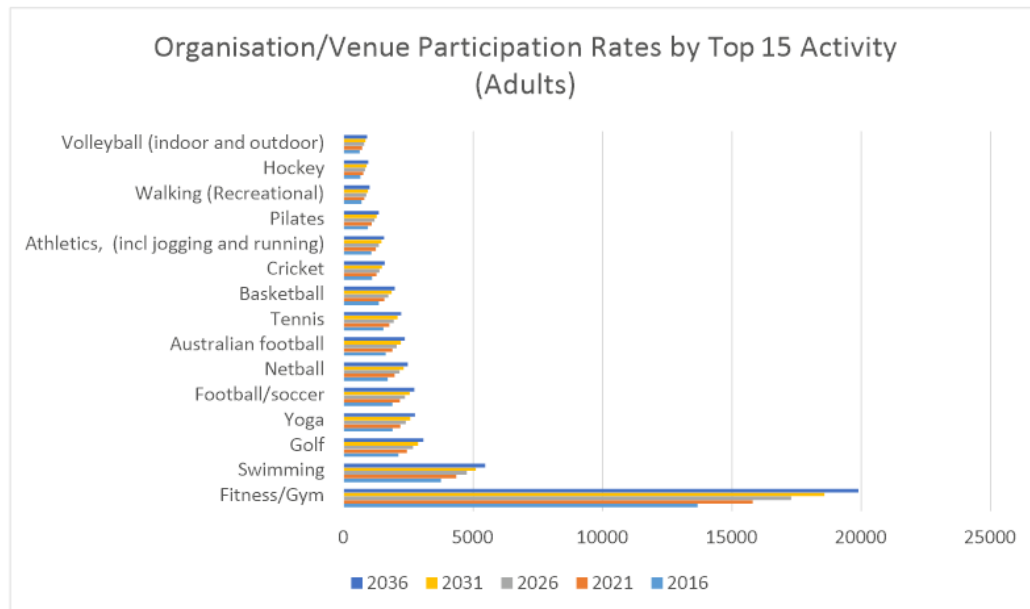
It is to be noted that the above figures do not take into account local, state or national level initiatives and a rate increase in excess of natural population growth.

- For organisation/venue based sports in WA, with the exception of fitness/gym (27.1%) and swimming (7.4%) the majority of club based sports have a population participation rate of between 2.1% and 4.2% (Golf, football/soccer, netball, Australian football, tennis, basketball, cricket and athletics).
- Sports with the highest level of venue requirements include golf, Australian football, football/soccer and tennis. The primary focus is traditionally on club based activity for those sports, as it is for netball, basketball, cricket, hockey, bowls, athletics, touch football and volleyball.
- Cycling, swimming, jogging and running, fitness/gym and recreational walking are the highest activity participation rates, with participation numbers significantly higher than club based activities for adults.
- Children's participation rates highlight the potential for significant growth in swimming, football/soccer, Australian football and recreational dancing. Basketball, gymnastics, cricket, netball, tennis and gymnastics have similar participation rates with projected upward increase to meet the future anticipated needs of the projected age profile.

For adults it is to be noted that walking, fitness, jogging and swimming are the main

participation sports (figure 6 refers). It is important that such activities, wherever possible, are integrated within any new facility developments or expansions.

Figure 6: Organisation/Venue Participation Rates by Top 15 Activities - Adults in WA (Source: Ausplay)



5.2 Trends in Facility Provision

The current trends in sport and recreation facility provision can be summarised as follows:

- There is now a more acute focus on financial viability of all sport and recreation infrastructure and rationalisation of provision. This has been referenced within Strategic Directions 6 (the sport and recreation industry strategic plan) as a key issue for the industry.
- The intention of the majority of local governments is to provide a full range of sport and recreation opportunities for their community that promote physical activity, balanced with a mixture of sporting and recreational pursuits. This is often consistent with the outcomes identified within Strategic Community Plans and in this case with the CSRFP. The trend to move away from formalised club based sports in adulthood is also driving this shift. The developments being considered under the Western Suburbs Review are club based with the intention of increasing activation and connectivity of the space through a variety of innovative approaches.
- Accessibility and connectedness. The development of sport and recreation spaces integrated with existing networks which are distributed and located to provide high levels of accessibility and integration.
- The need to provide flexible sport and recreation infrastructure is becoming increasingly important due to factors such as demographic shifts and changing sport and recreation preferences. The ageing demographic is

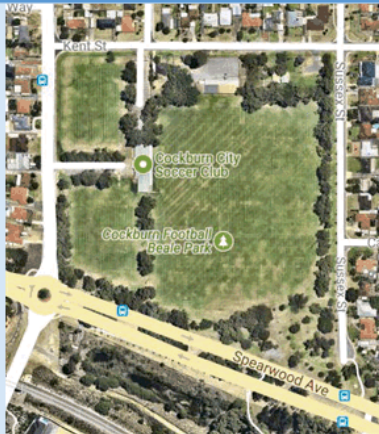
necessitating greater consideration of non-contact sport and recreational activities with a higher level of casual social interaction.

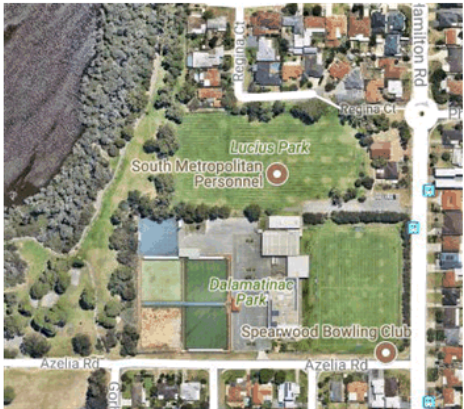
- Increased expectations of people in relation to the quality of provision of open space, park furniture and association recreation infrastructure.
- The declining trend in rainfall and increasing extractions of groundwater has led to falling groundwater levels in much of Perth's shallow aquifers has led to alternative water options being considered. This has also resulted in the gradual integration of flood and stormwater management practices into open space provision. This has been identified across all local government areas involved in this needs assessment.
- The importance of fully costing out asset management plans and future proofing expenditure (including lifecycle costing) is becoming more critical.
- The supply of sport tends to reach those who are already engaged. There is a requirement for a broader offer which meets more diverse needs to break the traditional way in which sports participants are engaged.
- Recent trends in facility planning is through the development of sports hubs and complexes where the opportunity to share resources is potentially maximised. The rationale for this has stemmed from a number of reasons including:
 - Ageing infrastructure in need of replacement and the need for modern facilities to meet statutory building and health and safety requirements
 - The increasing demands on open space provision and it's use/function, particularly in a more urbanised setting where space is limited.
 - The need for local governments to be responsible and accountable in asset management and provision.
 - Pressures facing local sporting and recreation groups with declining volunteers.
 - Increased competition resulting from alternative leisure opportunities and the need for clubs to be well managed and customer focused.
 - An acknowledgement that centralised administration and facilities can benefit clubs whilst reducing costs to the public purse.
 - Providing good integrated traffic and pedestrian movement both into and through a facility complex which provides safe access and clear signposting of uses/activities.
 - The development of a prioritised implementation plan so that projects are ready to proceed and funding avenues can be explored as they become available.

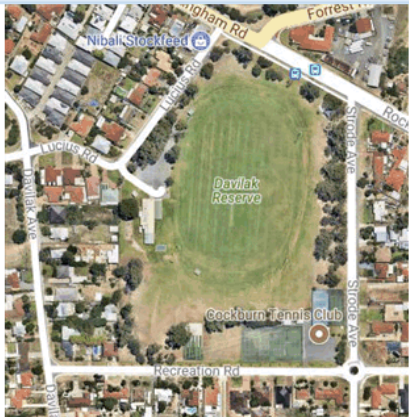
These trends and potential opportunities will influence the consideration of the evolution and future investment in existing infrastructure.

6 Summary Facility Audit

Each of the sites were individually assessed through a visual inspection, desktop audit and current limitations identified. An overview of the limitations and future considerations is identified in the table below:

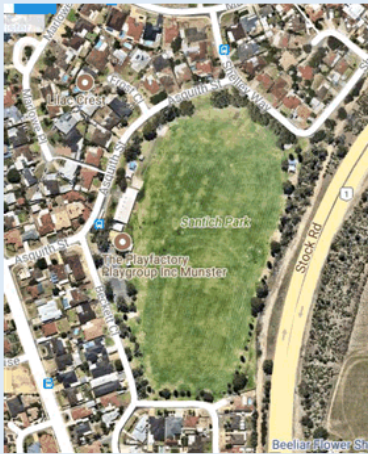
Site	Visual Audit and Condition
Beale Park	<ul style="list-style-type: none"> Reasonable playing surface – pitch space maximised for both diamond and rectangular provision Four on-site car parking areas and on verges on game days. Insufficient infrastructure for the size of club and pitch activities. Pavilion/Changing rooms – tired, ageing and non-conforming with current standards. Not connected to sewerage at present but currently being rectified. Play infrastructure with shade and mature tree cover Existing floodlighting but poor coverage Life Without Barriers, Friends of the Community and Navy Cadets buildings limiting any further development of field space Trees on perimeter and within the site could potentially impact on pitch flexibility. Trees within the site boundary of varying age and quality will need to be removed and replaced in a new location if the full extent of pitch flexibility is to be achieved. Stormwater drainage through the centre of the site needs to be consider to enable future. Norfolk Island Pine adjacent to Kent Street (central northern boundary). Drainage infrastructure around site perimeter with one north south link meeting east west link on eastern third). A war memorial in the southeast corner of the site will need to be factored into any redevelopment. There are notable limitations accessing the site from the south where the ground falls from Phoenix Road by between 1m and 3m. 

	<ul style="list-style-type: none"> Ad hoc car parking around the site (and particularly on Hamilton Road) causes confusion and potential danger with vehicles backing off grass verges into significant distributor roads. <p>Initial Considerations:</p> <ul style="list-style-type: none"> Assess car parking provision and rationalisation. Evaluate tree quality and potential offsets. Explore re-alignment of clubhouse and co-location of soccer and baseball. Rationalise vehicle entry points. Opportunity to gain active play area.
Dalmatinac Park	<ul style="list-style-type: none"> Ageing and tired built infrastructure throughout. Netball courts/Tennis courts require resurfacing and replacement fencing. Two apparently high quality bowling greens and one out of commission. A third was unused at time of visit. Good soccer pitch with appropriate safety margins, and aspirations to comply with NPL criteria. Ad hoc built infrastructure throughout the site which requires rationalising (including temporary storage containers). Further detail required on floodlighting and site servicing. Opportunity to align changing infrastructure with adjacent Lucius Park. Perimeter fencing requires replacement in a number of areas. Ad hoc improvements undertaken to keep the buildings water-tight. To develop infrastructure on the Eastern portion of the site will require consideration of the differing levels and impact on car parking. City manages the playing field space, Dalmatinac Club own 

	<p>Clubroom facilities.</p> <p>Initial Considerations:</p> <ul style="list-style-type: none"> • Due to the need to retain control over City investment the focus should be on City controlled/owned land only. • Upgrade for floodlighting to recreational standard with additional cost for NPL provision to be met by club. • Redevelop changing room and ablution block adjacent to Lucius Park for shared Dalmatinac/Beale Park users.
Lucius Park	<ul style="list-style-type: none"> • Reasonable playing surface and central floodlighting – pitches impacted upon by split levels, banking and Manning Park entry point. • Goal posts leaning and potential hazard. This was subsequently rectified. • One on-site car parking area with grass overspill. • No effective pavilion/changing facilities with a junior development focus. Opportunities exist to add to additional infrastructure used by adjacent Dalmatinac site. • Areas of passive/underused grass. • Mature tree cover around perimeter and netting. • Future use of buildings to be determined (structure and life). <p>Initial Considerations:</p> <ul style="list-style-type: none"> • Goal posts require immediate replacement/rectification (has since been addressed by City Officers). • Redesign/development of adjacent changing room facility. • Explore potential extension of junior soccer pitches to provide expanded senior provision. • Replacement of perimeter netting which is damaged.
Davilak Oval	<ul style="list-style-type: none"> • Good playing surface – restricted by steep banks which provide excellent spectator opportunities • Tired and ageing tennis and cricket practice net infrastructure • Limited play equipment in northeast and 

	<p>Initial Considerations:</p> <ul style="list-style-type: none"> • Explore the potential to acquire the adjacent (DoE) land. • There is a need to consider off road car parking which is extremely limited. • Exploring the potential to combine the two pavilions into one would assist with viability and management of the asset. • Potential limitations with trees on perimeter of the site will need to be assessed further.
<p>Dixon Park/Wally Hagan Basketball Stadium</p>	<ul style="list-style-type: none"> • New proposed play area and shade/seating to activate corner of Ommanney Street. • Poor quality surface (due to previous tipping on site) and ineffective use of space with ad hoc activity areas on fringe. • Unknown land conditions raise concerns in respect of future capability and capacity of development for formalised pitch sports. • Further guidance needed on adjacent land holding (equine and development use – denoted as swamp on plans). • Basketball facility provides onsite security and passive surveillance. It could however provide better integration with the reserve if redeveloped and re-aligned. • The Basketball facility provides four courts but there is evidence of leakage from roof and damage to courts (\$240k has been identified in the 2017/18 mid-year budget review to rectify). • Limited spectator infrastructure, poor changing room and ablutions; constrained storage and poor disabled access. • Car parking is limited and spills out onto road and adjacent commercial area. • Whilst an allocation has been provided within DCP13 to increase car parking on site by another 124 bays, this could only be met within the existing Dixon Park. • The ecological and historic/heritage value of the site needs to be investigated further. <p>Initial Considerations:</p>



	<ul style="list-style-type: none"> • Assess car parking provision and increase formal provision • Constraints on land development require clarification (land stability, contamination, adjacent use and remediation measures) • Explore re-alignment of Wally Hagan facility and incorporation of space to accommodate changing infrastructure to service potential development of Dixon Park as a rectangular pitch (x2). • Incorporate heritage and ecological/environmental considerations in any subsequent master plan for the site.
Santich Park	<ul style="list-style-type: none"> • Santich Park has been modernised and enhanced over the past decade and provides a functional good quality playing surface and associated club buildings/kiosk with high quality floodlighting to a senior oval and car parking capacity around the reserve. • There is a known issue with car parking locally from visiting teams and provision is limited given the use of the site as the Little Athletics regional centre and football training • Good quality play equipment and associated Little Athletics infrastructure. • Junior oval is located on the south portion of reserve – currently no floodlighting servicing the area.  <p>Initial Considerations:</p> <ul style="list-style-type: none"> • Car parking provision has been a problem locally and an increase in off-road parking is required (this has recently been addressed by increasing the informal parking around the reserve). • Evaluate options to provide a permanent second junior oval with floodlighting. This would require a relocation of temporary Little Athletics infrastructure (in particular the marked running track). • Additional fitness stations and jogging track could be included around the perimeter of the reserve.

Ownership records and current functionality of all reserves have previously been assessed by the City and table 1 below identifies the size, form and function of all reserves. The largest reserves of Beale Park, Davilak and Santich have the capability to provide extensive pitch infrastructure and have potential capability to be re-aligned to increase capacity further. Due to size limitations there is less capability on the other existing recreational reserves. The one exception is Dixon Park which is currently not used for formal pitch infrastructure.

Table 1: Current Reserve Ownership, Classification, Size, Embellishments and Identified Development Options (Source: City of Cockburn 2014-2024 Public Open Space Strategy)

Reserve	Owner	Management Order	Size (Ha)	Function	Classification	Status	Key assets	Development Options
Beale Park	City	Freehold	8.04	Sports	District	Advanced level of Embellishments	4 x seats/picnic settings; 8 x bins; 28 x fences; 1 x minor structures (gazebo, shelter); 4 x irrigation, 1 x playground	Phoenix Revitalisation Program
Dalmatinac	City	Freehold	2.81	Sports	District	Primary level of Embellishments	80 x seats/picnic settings; 1 x bins; 20 x fences; 6 x irrigation, 23 x minor structures (gazebo, shelter); 1 x playground	No Improvements Identified
Lucius	City	Freehold	2.48	Sports	District	Advanced level of Embellishments	2 x bins; 7 x fences	No Improvements Identified
Edwardes Reserve	City	Freehold	3.15	Sports	District	Advanced level of Embellishments	2 x seats/picnic settings; 4 x bins; 5 x fences; 2 x minor structures (gazebo, shelter); 2 x irrigation, 1 x playground	No Improvements Identified
Watsons Reserve	City	Freehold	1.99	Sports	District	Advanced level of Embellishments	2 x seats/picnic settings; 3 x bins; 18 x fences; 3 x irrigation, 1 x playground	Phoenix Revitalisation Program
Davilak	City	Freehold	6.41	Sports	District	Advanced level of Embellishments	2 x seats/picnic settings; 4 x bins; 17 x fences; 8 x minor structures (gazebo, shelter); 2 x playground	Hamilton Hill Revitalisation Program
Santich	State Govt	Public Recreation	5.75	Sports	District	Advanced level of Embellishments	7 x seats/picnic settings; 13 x bins; 17 x fences; 16 x minor structures (gazebo, shelter); 6 x irrigation, 3 x playground	No Improvements Identified
Dixon Reserve	State Govt	Public Recreation	4.18	For Passive POS	Neighbourhood	Minimal level of embellishments	5 x seats/picnic settings; 3 x bins; 7 x fences; 4 x minor structures (gazebo, shelter); 1 x irrigation; 1 x playground	NOS Destination & Hamilton Hill Revitalisation Program
Cockburn Coast Site	Landcorp	Potential lease	2.8	1.3 sport	Neighbourhood	Greenfield	To be confirmed	Integrated with Landcorp Shoreline Development

7 Summary of Initial Consultation Outputs

An extensive community and stakeholder consultation process was undertaken to establish the critical issues and potential solutions to developing the sporting reserves under consideration. This process is referenced below with the key themes referenced and addressed in the subsequent master planning process for each site.

7.1 Internal Officer Consultation

To support the desktop analysis and visual assessment of each site a series of meetings and workshops were undertaken with the City of Cockburn Council Officers responsible for various aspects of sporting infrastructure provision. These included:

- Parks and Environment
- Recreation
- Health and Environmental Services
- Asset Management
- Planning
- Leasing and Licensing
- Senior Executive

The consultation was undertaken at the initial stages where a number of critical considerations were required to be addressed during the subsequent site review and capacity assessment process. These can be summarised as:

Reserve	General Commentary
Beale Park	Boundary trees were considered to be of good quality with a Norfolk Island Pine protected adjacent to Kent St. The war memorial adjacent to Spearwood Avenue was considered to be of importance locally.
Lucius Park	The land on the western portion of Lucius Park (adjacent to Manning Park) was considered to be environmentally sensitive and no development would be accepted within the tree canopy. The changing facility provided for public toilets and in addition is the main changing facility servicing the NPL soccer pitch adjacent at Dalmatinac Park. Careful consideration of the future design is important to maintain the dual functionality.
Dalmatinac Park	The main consideration was land within the City's ownership – the soccer pitch upon which the NPL soccer

	matches are played. The remainder of the land in private ownership is not considered to be a City responsibility.
Edwardes Park and Watsons Park	Investment had recently been undertaken on Edwardes Park in a nature play facility which should remain unaffected. There was a lack of formal car parking infrastructure to service both reserves.
Wally Hagan Basketball Stadium	The Basketball Stadium was considered to have ongoing maintenance concerns related to water inundation through the roof. The current changerooms and toilet facilities aren't considered fit-for-purpose and all abilities access is substandard.
Dixon Park	A site which has reported ecological and historical value that requires further investigation. It has previously been used as a tip and is considered to be of poor ground quality. A ground condition survey has been commissioned to determine the capability of the land to be remediated for sports pitch purposes. This is referenced later in the report.
Davilak Oval	The oval contained a play area which was due to be decommissioned. Tennis infrastructure was considered to be poor. Development of a nature play area on the raised platform in the southwest corner was not going to proceed.
Santich Park	Significant concerns had been expressed by residents relating to car parking issues associated with football use.
Cockburn Coast	There are existing heritage components which are to remain on site and may impact on capability. This included a chimney stack which was to be the centerpiece of a community plaza. The adjacent primary school site would benefit from access to a shared car parking area.

7.2 Community Consultation

The community consultation process supporting the WSSPS aimed to build upon the previous consultation exercise undertaken for the CSRFP (feedback summarised in May 2017). A total of 125 people were engaged in the draft CSRFP planning workshops and face to face meetings. 130 contributors commented on the plan, whilst a further 737 visits were made to the website. The key points which emerged

from the CSRFP process included:

- Council has been asked to bring forward the provision of some facilities.
- Strong support for upgraded BMX facilities.
- Strong support for an Aboriginal Visitors Centre.
- Requests that toilet facilities provided for sporting facilities also be opened to the community.
- Specific comments raised about athletics, basketball, cricket, cycling, football, soccer and tennis.
- Support for upgrades of community facilities that are many years old, including an increase in facilities for community groups, young people and libraries.

The draft CSRFP consultation outputs report is provided at Annex 4.

It was not the intention to duplicate the CSRFP consultation process as part of the WSSPS. The intention was to build on the outputs of earlier consultation by undertaking a focused consultation process for the WSSPS which included:

- An online survey.
- 12 One to one and group meetings with sporting clubs currently using the sporting facilities.
- Two internal workshops with officers from the City across all technical disciplines with an interest in the development of each sporting reserve.
- Two internal workshops with the senior executive to provide guidance and direction for each site

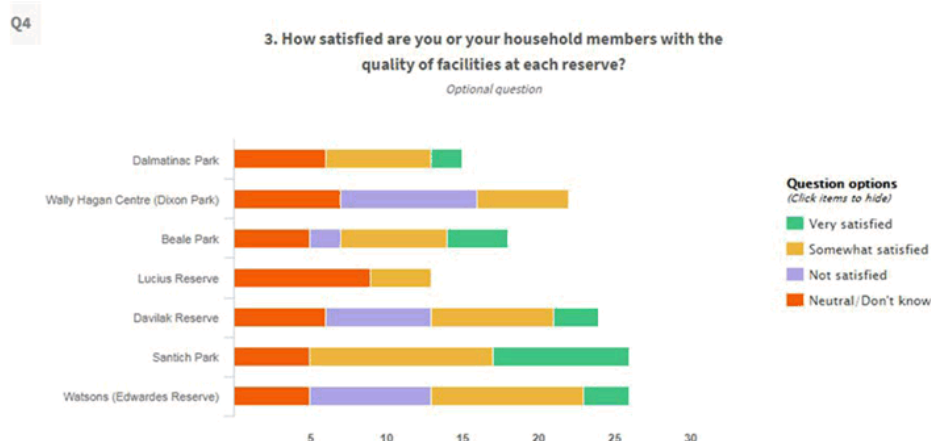
An online survey on 'Comment on Cockburn' was also sent to all sporting clubs in the City, and publicised via email newsletters. A total of 241 people visited the website. Overall, 46 people and one community group contributed to the survey by Friday 30 June 2017.

The survey respondents principally focused on the reserves they were familiar with and the main outcomes related to their satisfaction with the provision of infrastructure on each of the subject reserves and a series of facility development options provided for explicit comment. The key comments which emerged from the consultation process and supported by subsequent one to one meetings included:

- Wally Hagan is a popular venue in need of repair, particularly the leaky roof.
- There was high satisfaction with Santich Park, which is used for football and athletics.
- Ageing facilities – particularly Wally Hagan, Beale Park Clubhouse and Davilak Clubhouse.

- All clubs predicted significant growth.
- At both Davilak and Santich there was insufficient playing space to accommodate activities.
- The lack of suitable levels of floodlighting to support activities.
- Inadequate storage.
- The lack of changeroom provision to meet the growth in female sport.
- There was low satisfaction with Wally Hagan, Davilak Oval and Edwards Reserve (figure 7 below refers).
- Request by residents group for integrated sporting hub in North Coogee.
- Overall, the level of satisfaction with the quality of facilities on each reserve was mixed with a number of specific comments relating to the need to upgrade or replace infrastructure.

Figure 7: Satisfaction rating by respondents with the quality of facilities at each reserve



An overview of the specific comments received from the user groups and general community of each site is summarised below:

- **Beale Park:** The club requires a replacement clubhouse, improved drainage, floodlighting across the whole of the reserve, improved off road car parking, potential hybrid surface to increase carrying capacity and maintain 4 diamonds for T-ball. The community priority for investment was toilets, changing room, lighting, seating and general ambience. The Navy cadets were contacted during the consultation process but no formal response was received. Dialogue is however commencing between the City Officers and the cadets with a view to relocating within an existing community building within the City.
- **Dalmatinac Park:** The club require covered seating; increased floodlighting capacity; corporate facilities; media box/area; general facility upgrade; changing facilities and pavilion upgrade/replacement.
- **Lucius Park:** Changing rooms require significant upgrade or replacement, access to public toilets and upgrade of drainage across the site.
- **Watsons and Edwardes Park:** Enhanced changing rooms (at Watsons and Edwardes Park); a verandah at the front of Watsons Park pavilion to build viewing capacity; improved lighting at both parks; improved car parking; access to safe and secure toilet facilities; administration space for each club; baseball diamonds and storage. In addition, a synthetic track to potentially replace Coker Park for State Athletics Events was suggested.
- **Wally Hagan/Dixon Park:** The long term aspiration is for an 8-court facility and medium term is for 6 courts. All courts must be indoors. A new roof; workshop/shed for wheelchair basketball use; storage; changing facilities; increased function and kitchen/kiosk space. The community consultation re-enforced these priorities and included the development of shade, BBQ's, bike access, ground availability and pedestrian access.

In 2016 Fremantle Table Tennis Club expressed a desire to locate within the Wally Hagan Centre and identified a floor area of 1,600m² to be considered for the development.

- **Davilak Park:** Storage, enhanced function space; new unisex changing rooms and toilets; car park extension; additional cricket nets; indoor training facility; floodlight upgrade and develop an additional ovals. The tennis club require better quality court facilities in a better location. The community consultation process re-enforced these comments and in addition identified the need for better seating and increased park fitness equipment.

- **Santich Park:** An 8-lane synthetic track; increased floodlighting on the junior oval; car parking resolution; enhancements to changing/clubhouse facility; extended covered area, storage, lockers, interchange areas, replacement flooring and address drainage issues (pooling) between oval and clubhouse. The broader community consultation re-enforced these requirements.
- **Cockburn Coast Oval:** There are currently no existing user groups, sporting groups or clubs located within the precinct. Outputs from the extended community consultation process identified a shortage of community facilities and reserves in North Coogee. A request has been raised for a commitment from the Council to further investigate and workshop options for facility and reserve development in North Coogee.

The initial stakeholder analysis detailed report which underpinned the development of the initial site master plans is provided at Annex 5.

7.3 Additional Community Representation

Additional community representations have been received from:

- The Cockburn Community Wildlife Corridor representatives (CCWC)
- Hamilton Hill Community Group (HHCG)
- South Beach Community Group (SBCG)

The key points raised were:

- Support for the transfer of road reserves of Roe 8 and Roe 9 to other zoning.
- The Manning Ridge Coastal Corridor should be established along the ridge from Clontarf Hill to Woodman Point allowing for biodiversity, habitat and nature based recreation including well connected nature trails for walking, mountain biking and riding with views to Cockburn Sound.
- The historical, cultural and environmental significance of Dixon Park.
- Potential traffic issues and car parking generated by locating a sports reserve for Coogee residents at Dixon Park.
- The social significance of Dixon Park for local residents, their children and dogs.
- Based on population and City of Cockburn standard guidelines 'Coogee-North Coogee' should have two local sports spaces and one regional sports space. Potential sites for recreation and sporting infrastructure development have been put forward. This is referenced further within Section 11.9 where the detail provided by SBCG is referenced in greater detail.

The detail associated with the CCWC and HHCG response is provided at Annex 5.

8 Additional Supporting Information

In addition to the outputs of the one to one club consultation process, a number of the clubs provided supporting information to substantiate their claims for investment in the development of sport and recreational infrastructure on their respective sites. A summary is provided below, whilst the full detail is provided at Annex 6.

- Cockburn City Football Club and Spearwood Dalmatinac Sport & Community Club provided concept designs for expanded site infrastructure and the justification for the development which included:
 - At Beale Park: The provision of 5 sets of changeroom facilities, including provision for females.
 - Dalmatinac Park: The provision of a covered seating area to accommodate 1500 people, terrace viewing and upgrade of the lighting to 500lux.

It is however to be noted that the justification for both clubs incorporates Association/NPL requirements which go beyond broader community participation and use. This may not be considered as reasonable for the City of Cockburn to expend ratepayer resources without sourcing an economic return on the investment.

- Cockburn Basketball Association: The Wally Hagan Disability Access Audit, Financial statements and Cockburn Basketball Association Facility Report (draft) identified the need for enhanced disability access across the whole centre and as a minimum, unisex changing infrastructure and the provision of 2 additional courts.
- Cockburn Cricket Club (Seniors): An indoor training facility and increase from one oval to two at Davilak Park.
- Cockburn Junior and Cockburn Cobras Football Clubs: The ability to accommodate functions end of year functions at the Davilak Park site.
- Phoenix Park Little Athletics Club: A focus on replacing or enhancing meeting space, storage, changing and ablutions.
- Southern Spirit Football Club: The requirement for another set of changing rooms and a verandah.
- South Coogee Junior Football Club: The floodlighting of the junior oval as a top priority.

9 Technical Guidelines

There are a variety of guidelines which support the development of specific sports and associated infrastructure to ensure they, as far as practicable, are self-sustaining. A summary of the key guideline documents is provided at Annex 7. The Department for Local Government Sport and Cultural Industries (DLGSC) has also produced the *Sports Dimensions Guide for Playing Areas* which clarifies the precise spatial considerations for each sport (including safety turn-off areas). It also provides guidance in respect of pitch orientation. Together these documents are essential considerations when planning for new or upgrading existing sporting facilities.

Sport specific guidelines focus on the optimum level of sporting infrastructure provision and do not necessarily reflect the realistic obligations of a local government. Each facility therefore has to be dealt with on its own individual merits having regard to the needs of the sport and what is a fair and reasonable contribution to funding 'core' community elements. This will inevitably result in compromises being sought. In the consideration of all sites the following club requirements are essential components to consider:

- Home and Away Changing (including showers/toilets) – A minimum of two unisex changing facilities serving one oval/rectangular pitch site. Where the facility serves a multiple number of pitches the extent of changing room provision will be dependent on the capability of the club to stagger start times. It is imperative that changing facilities which remain unused for extensive periods are minimised.
- Umpires and storage infrastructure. These are essential components for the continued use of a reserve for sporting activities. The extent of provision should be identified on a case by case basis.
- Public toilets and utilities. Often public toilets can be combined with changing room infrastructure. It is important to ensure, where possible, public toilets are integrated with any club changing room.
- Social room and kitchen/kiosk. In order for clubs to conduct regular social gatherings and AGM's a social room of 100m² minimum should be considered which can be serviced by a kitchen/kiosk area (which has the potential to serve external clients on training and match days).
- Ancillary administration. Secure office space will be required on all club sites to ensure personnel records are secure and small meeting room space is available. First aid room. This is an essential component of sporting club infrastructure to meet minimum club requirements and potentially can double up where necessary as a drug testing area.

As a minimum the essential spatial requirements identified will need to be incorporated within the concept plan designs for all sites.

10 Needs Analysis

The needs analysis takes into account a number of key indicators. These include:

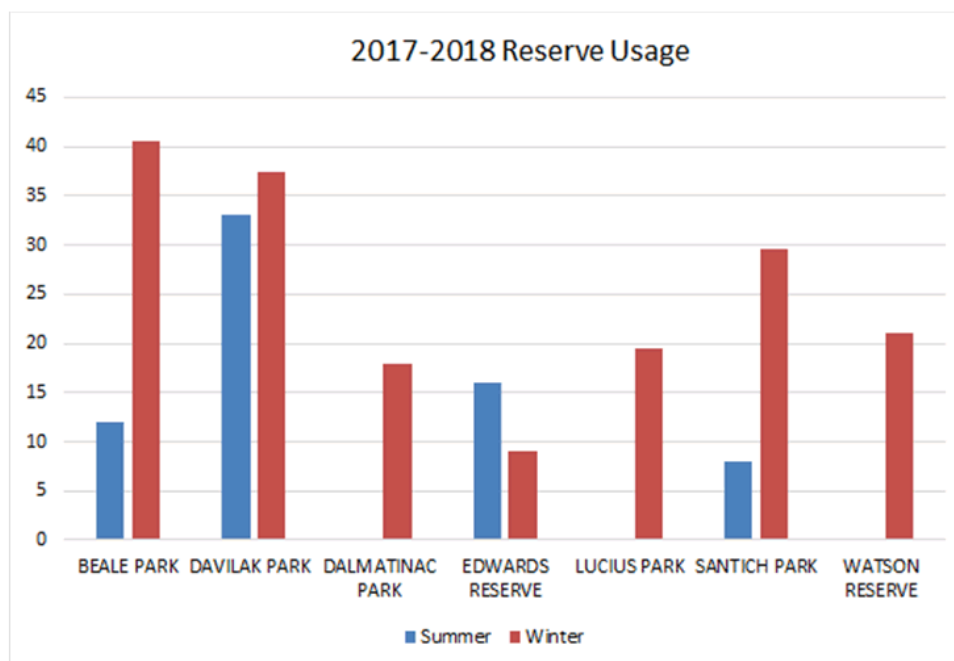
- Current oval/pitch usage and capacity.
- Current and projected future growth anticipated by each club.
- Industry development trends and generic participation implications.
- Population growth and projected demographic changes.
- Current facility status and limitations impacting on growth and accessibility.

This section aims to identify the implications of these indicators having regard to each user group and reserve.

10.1 Current Oval Usage and Capacity

The 2014-24 Public Open Space Strategy for the City of Cockburn highlights the usage of the reserves within the western suburbs. This is reviewed and updated regularly and the latest usage information is provided in figure 8 below.

Figure 8: City of Cockburn Reserve Usage (Source: City of Cockburn)



Based on research undertaken by the former Department of Sport and Recreation (WA) and Curtin University, it is estimated that the carrying capacity of rectangular pitches is up to 16 hours use and 25 hours for oval surfaces. This is however assumed that the quality and accessibility of all oval and rectangular playing surfaces are uniform. It should therefore be used as a guide which informs capacity rather than a hard and fast rule. In many circumstances, inefficient drainage or poor reticulation

may result in excessive wear and tear or lack of access which impacts on hours of availability/use. Hard court use is generally limited by available time and playing capacity associated with team numbers (home and away).

Table 2: Oval Capacity compared to DSR and Curtin University Guidance (Source: City of Cockburn)

	Winter Use	Summer Use
Beale Park	16 hours over capacity	3 hours under capacity
Lucius Park	4 hours over capacity	No booked usage
Dalmatinac Park	3 hours over capacity	No booked usage
Davilak Park	13 hours over capacity	8 hours over capacity
Watson Reserve	6 hours over capacity	No booked usage
Edwardes Reserve	16 hours under capacity	9 hours under capacity
Santich Park	4 hours over capacity	17 hours under capacity

Table 2 highlights that all ovals apart from Edwardes Reserve operate beyond capacity throughout the winter season. Beale Park and Davilak Park have in excess of 5 hours use per hectare in winter. Whilst a number of the ovals appear to have significant summer capacity capability, this merely allows for a period of rejuvenation and maintenance to be undertaken. It is likely however with the trend in playing rectangular pitch sports all year round and the growth in the women's game that available capacity on these sites in summer will become more constrained. Only Edwardes Park has capacity both in summer and winter periods to increase use subject to the quality and capability of the supporting infrastructure enabling more intensive use.

When the playing pitch facilities within the western suburbs are compared to the full oval infrastructure across the City of Cockburn it is evident that Beale Park, Watsons, Davilak and Santich Parks all out-perform the benchmark usage for winter use.



All sporting reserves, the subject of the analysis, with the exception of Santich Park is within the freehold ownership of the City. The Dalmatinac site however includes a split ownership with Lot 101 being within the City's control (as depicted on plan on the previous page).

10.2 Population Driven Demand for Oval and Rectangular Pitches

The Community Facility Guidelines produced by Parks and Leisure Australia (2012) highlights the provision of a variety of sports facility infrastructure necessary to service the needs of a current and emerging population. In reference to oval and rectangular pitch provision the following table highlights the current deficit of infrastructure related to playing pitch sports within the western suburbs population parameters:

Descriptor	Level of Provision by Population Number	Estimated Requirement
Sports Space (to potentially incorporate sports identified below)	1:4,000 5,000 Multiples of the standard may be used where a centrally located facility is provided to service a higher density population.	2016 – 6 to 9 spaces 2026 – 10 to 12 spaces 2036 -12- 15 spaces
AFL ovals	3:15,000 with at least one oval being capable for supporting a senior football game (AFL strategic plan)	2016 – 6 to 7 AFL Ovals 2026 – 9 to 10 AFL Ovals 2036 -11 to 12 AFL Ovals
Rugby Union/League	Area/location specific. To be determined by local circumstances and demographic mix.	To be determined by demand. No demand expressed at present
Diamond pitch sports	1:8,000 – 10,000 – youth 1:15,000 – 20,000 – adult	2016 – 2 adult pitches 2026 – 2 to 3 adult pitches 2036 - 3 to 4 adult pitches
Soccer pitches	1:3,000 to 4,000 depending on demographics	2016 – 8 to 11 pitches 2026 – 12 to 16 pitches 2036 -19- 15 pitches
Cricket ovals	1:8,000 – 10,000	2016 – 3 to 5 Ovals 2026 – 5 to 6 Ovals 2036 -6 to 8 Ovals
Athletics (grass and synthetic)	1:250,000 plus – Regional Level (synthetic). Grass provision – District level (over-mark existing public open space)	2016 to 2036 – 1 x over-marked existing public space No justification for synthetic track provision
Hockey pitches (grass and synthetic – water, sand based and alternatives)	1:75,000 for synthetic surface (WA Hockey Strategy) Grass provision to be area/location specific.	New facility being located adjacent to South Lakes High School will meet demand but will be subject to review relating to a second turf on the same site.

Based on this analysis the provision of rectangular and oval infrastructure within the western suburbs will be significantly below the accepted standards, particularly with regards to:

- Football (current deficit of 3 ovals),
- Soccer (currently meeting the minimum level of provision but unable to increase capacity under current site constraints) and
- Cricket (currently below provision and unable to increase capacity under current site constraints).

Whilst this is based purely on a population driven analysis and does not recognise the seasonality of the sports, it is nevertheless, clear the level of current provision in the western suburbs would barely meets the requirements of the current population base. In the light of further growth anticipated this can only be exacerbated by the current limitations placed on existing sporting grounds unless measures are taken to increase capacity by more effective and efficient planning of that space.

In addition, the study undertaken by Curtin University on behalf of the former Department of Sport and Recreation highlighted a deficit of POS in residential areas at Hamilton Hill (7.43%) and Coogee (6.28% when none was active POS). The combined total of Active POS was 19.46 hectares and only Munster and Spearwood had active POS provision above the minimum standard of 6.5m² to 7m² per resident. The level of active POS provision within the western suburbs currently meets the minimum standard but with the projected growth will fall below standard within the next decade unless action is taken to increase functionality on active POS reserves.

10.3 Alternative Modelling – The demand for Basketball Court Space

In addition to the information supplied in relation to the future requirements of Basketball, further analysis was undertaken with regards to potential court use. Current participation data is researched by Sport Australia and the most recent data was produced in January 2017. The data assesses broad participation parameters for organised and non-organised sport and for adult based sports, those which are driven by venue specific activity (which is also broken down into club based activities). It is assumed that adult participation predominantly would take place between the ages of 15 to 64. Children's participation covers the ages of 0 to 14 and when organised, is invariably based at a venue. Within the western suburbs an analysis has been undertaken based on the current and future projected population having regard to the likely generation of teams and need for training time within a venue. Team demand based on current participation rates is identified below:

	Venue Based (%)	2016	2021	2026	2031	2036
Western Suburb Children (0-14)	7.5%	436	562	664	738	798
Western Suburb Adults (15-65)	1.6%	362	433	480	523	573
Total Participants		798	995	1144	1261	1371

The total participant number is then assessed against a number of parameters which include:

- Each participant is likely to be a member of a team (6 persons per team)
- There will be two teams per game (home or away)
- Each game will consist of 50 minutes
- Training Requirements: Assumes a team train 90 mins per week on half a court
- Competition Requirements
- Court Usage capacity assumes
 - Weekday Use = 3pm to 9pm 5 days per week = 30hours
 - Weekend Use average = 20 hours
 - Overall Capacity = 50 hours per week
- No account for WABL matches and bump-in-bump out considerations are factored into the analysis. In addition, no assessment of the Wheelchair Basketball use or other programmed activity is factored in.

When assessing community need and capacity aligned to the model it indicates that currently demand exists for 3 basketball courts operating at or near capacity. By 2036 the demand, based on Western Suburb population growth will be for 5 courts. The table below refers:

Parameters	2016	2021	2026	2031	2036
Competition					
No of teams	133	166	191	210	229
No of games	67	83	95	105	114
No of game minutes	3325	4146	4767	5254	5713
No of comp hrs	55	69	79	88	95
No of courts req	1	1	2	2	2
Training					
No of training minutes	5985	7462.5	8580	9457.5	10282.5
No of training hrs	100	124	143	158	171
No of courts req	2	2	3	3	3
Total Court demand	3	4	4	5	5

It is clear therefore, that when operating effectively, from this basic assessment, the current infrastructure meets current needs for the Westerns Suburbs population. The catchment is however likely to be much broader and demand will increase over time due to population growth pressures. Whilst there is capacity to expand the hours of use based on this model, it does nevertheless highlight the constraints placed on the

association and potential limitations on future growth should the court space not be expanded to cater for growth.

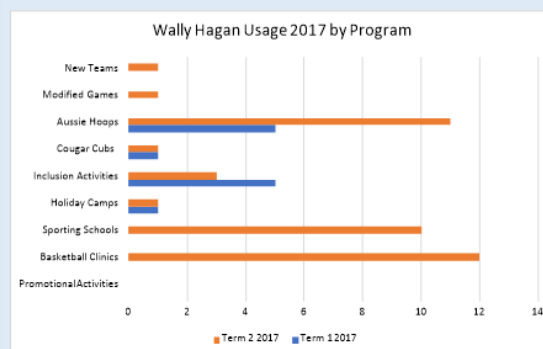
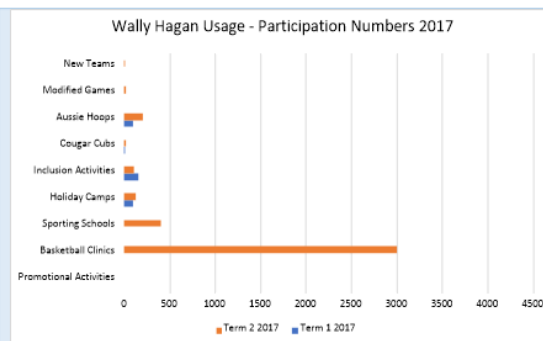
In comparing this analysis to the current basketball operations at Wally Hagan Stadium, it is estimated that they are operating at 95% capacity in catering for 172 teams (which operate between 3pm and 10pm on Mondays to Fridays; 7am to 10pm on Saturdays and 9am to 6pm on Sundays) using the Stadium weekly for 56 hours for both training and competition. This indicates that the club is utilising the facility on a weekly basis in excess of the industry benchmark. They do however not break the usage down on a court by course basis, therefore it is difficult to ascertain actual capacity. It does nevertheless highlight that the current usage in the absence of WABL commitments (but including wheelchair basketball).

In view of the above, in order to effectively cater for future demand and the need for the courts to provide opportunities for other sports and clubs, it is recommended that the optimum facility development is for 6 courts. This is subject to the outcome of further business case analysis and determination of indigenous and European heritage considerations and the potential acquisition or otherwise of the land being set aside for the Roe 9 extension.

10.4 Current Sports Club Growth and Capability

The table below identifies current club membership numbers and anticipated growth (where provided).

Club/Association	Current and Projected Growth	Comment
Cockburn Basketball Association Wally Hagan Centre	<ul style="list-style-type: none"> The catchment of the Association is identified as running from Fremantle southwards along the coast to north of Rockingham and eastwards to Bibra Lake and Aubin Grove. Current capacity on the courts is identified in the tables below. These highlight that a total of 83 activities were supported in terms 1 and 2 of 2017 with an overall participation of 12,327 people. In addition, 22 and 65 male and female junior teams (U18's) are supported and 44 men's, women's A, B and C grade teams are accommodated at the centre. 	<p>The current need is to make the building water-tight and address current inadequacies in spectator, storage, ablutions, changing room space and disability access components.</p> <p>Given current participation rates and partnerships which the CBA have developed, the capability of the centre to accommodate expanded user groups in future as a result of anticipated population growth will be compromised.</p> <p>The core hours are close to capacity and could justify the extension of the facility to accommodate two additional courts. Care however needs to be taken to ensure that the court infrastructure does not undermine existing dual use school sporting infrastructure. Current partnerships with schools does suggest</p>



- Current capacity within the centre is limited to off-peak times of 7am to 3pm Monday to Friday and after 6pm on Sundays. This is not untypical of basketball centres operated by both local government and Basketball Associations. At the core times from 3pm until 10pm

that this would not be the case as the centre provides a level of service which would otherwise not be available locally.

It is reasonable to assume that the limited availability of court infrastructure at core times would necessitate the provision of additional courts.

Current capacity indicates that the association have identified the critical user groups and are also beginning to focus on attracting use during the facility at off-peak times. This is evidenced through the partnerships which have been developed, particularly with disability wheelchair users (in spite of the lack of DDA compliance issues which have been identified).

The continued facilitation of state level use will impact on community use due to the need to allocate sufficient pump-in and bump-out time for major spectator events. This could be offset by additional court provision.

	<p>(Mon to Fri), Saturday (all day) and Sunday (9am to 6pm) the facility is estimated to operate currently at 95% capacity (205 training and competition sessions allocated out of a possible 215 – source CBA Facility Report 2017).</p> <ul style="list-style-type: none">• In addition to the above the CBA have developed a series of partnerships with other regular user groups including Red Dust Heelers (play in National Wheelchair Basketball League): FABS (Filipino Basketball Association - Perth); Schools (Port School, Perth Waldorf School, Kennedy Baptist College, Kerry St) and Inclusion Group (young adults with mental and physical disabilities)• The centre is used for 13 home games for both men and women's state league teams annually and for the Perth Lynx as their training venue. In addition, they operate the Cougar Classic (40 team competition over 4 weekends in March) and Night Hoops for at risk adolescents. Other users include the baby market, fencing, darts, dance, school carnivals and community badminton.• A recent club survey requesting input from juniors on CBA experience ratings identified facility security, stadium amenities and a complaints resolution as being significant issues. The chart below identifies the key issues (source: CBA)	
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	<p>Facility Security</p> <p>Stadium Amenities</p> <p>Canteen Choices</p> <p>Complaints Resolution</p> <p>Registration Process</p> <p>Opposition Friendliness</p> <p>Spectator Support</p> <p>Coach Behaviour</p> <p>Refereeing Quality</p> <p>Competition Standard</p> <p>Legend: Excellent – Good – Average – Poor – Unacceptable –</p>	
	<ul style="list-style-type: none"> Based on the clubs draft strategic plan, the club are seeking to increase usage to an annual participation rate of 36,400 through 255 programs. 	
Cockburn Tennis Club	<ul style="list-style-type: none"> Currently 10 family members and 25 social members. Saturday morning and Mondays – 15 children coached. Monday is used for cardio/social tennis 	<p>The current usage at Cockburn Tennis Club does not justify significant investment in the facility. The need for additional and enhanced infrastructure could not be proven based on current membership. The optimum solution would be to merge the club with an another and/or re-locate in</p>

		an area which is deemed deficient in tennis court provision (Anning Park).
Dalmatinac Club	<ul style="list-style-type: none"> • over 600 members and is self-funded. • Netball has around 180 girls on the two courts. • They see future development as a partnership between the state, local community and the city. • Current financial considerations indicate that the club benefit significantly from their ability to undertake social/private functions. Lawn bowls is also a substantial contributor to the profitability of the club. • Three Cockburn City Soccer Club first teams totaling 60 players play during the winter months. Two teams totaling 36 players from Spearwood Dalmatinac Amateur Soccer train once a week at Lucius Park and play on Sundays. • The bowls facility caters for eight teams plus social bowlers totaling 92 which play on a Tuesday, Thursday, Friday and Saturday in a summer competition and Thursday in a winter competition. • The darts team have up to 150 participants playing on a Monday, Tuesday and Wednesday nights. Up to 200 participants play once a month in a 'Legends' all-day event. • The current facility in not meeting NPL requirements is a major concern due to creating a lack of long term certainty for the future NPL activities on site. 	<p>Whilst the provision of improved /additional Netball courts and associated changing facilities could be considered a high priority the focus of the City's investment has been on the land within the City's ownership. This has focused the consideration on soccer provision and supporting the NPL changing and playing infrastructure. The need to enhance the changing facility between the Dalmatinac and Lucius Park sites has therefore been a focus as has the floodlighting provision servicing the NPL pitch at the Dalmatinac site. In this regard the need to upgrade the Lucius Park infrastructure is evident from inspecting the poor quality infrastructure which has limited capability to service community need and is not fit for purpose when compared to modern day sporting changing infrastructure guidelines. A decision however will have to be taken as to whether an upgrade to 500lux for floodlighting is the responsibility</p>



		of the City (beyond the standard recreational provision of 100lux).
Cockburn City Soccer Club	<ul style="list-style-type: none"> • The CCSC have developed a strategic plan which aims to increase registered player members by 5% annually and in particular increase female participation via the introduction of the miniroos program (establishing two female under age teams by 2018). • The club aspire to all three senior teams achieve a top four finish on an annual basis. • They have a stated target to increase Equal Opportunity Squad numbers by 20% (13 currently) • They are seeking to achieve 8 junior developed players in the league squad p.a. • The club wish to participate in the FFA cup (via winning State Cup) by 2018 • The club are committed to providing two referee and coaching workshops for volunteers/guardians per season • The club wish to provide an elite 3rd specialist training session per week (in season) 	<p>The current membership and potential growth in the highest participation sport in Australia indicates there is a need to provide enhanced facility infrastructure (more functionally adaptable to meet the current growth in female and junior soccer) and to meet the needs of the elite team and developmental pathway which has been created by the club.</p> <p>Whilst there is a desire for 5 changing facilities (to service 5 pitches), given that these are likely to be in use sporadically, it would be difficult to justify. A more effective use of the changing infrastructure through managing staggered kick-offs should be considered in advance of additional changing room provision.</p>
Southern Spirit Football Club	<ul style="list-style-type: none"> • 70 members and has been stable for some time (operating four teams). • It is all seniors and do not want to grow any more given limitations they have. 	<p>The club has limited capacity to grow. They are however located in a sub-standard changing facility which has been added to. The need to develop the infrastructure to meet a growing capability is therefore not evidenced. The focus for</p>

		the club should be to bring current club infrastructure up to a modern day spatial and capability 'fitness for purpose' standard with appropriate spatial components for ablutions and changing facilities, storage, clubroom and covered viewing area.
Phoenix Park Little Athletics	<ul style="list-style-type: none"> • They currently have 120 members. • There is currently no strategic plan in place but have aspirations to enhance the facility infrastructure on site. 	The current membership level has remained relatively stable. The level of infrastructure to service the membership base is however limited and is not of a current capability to provide sufficient indoor space to accommodate all training requirements of junior athletes. A focus of this site should be to bring the current sub-standard pavilion infrastructure up to a level which provides sufficient office space, spectator shade, ablutions and storage.
Cockburn Little Athletics and Cockburn Senior Athletics Club	<ul style="list-style-type: none"> • Approximately 320 members with an average of 350 over the past 5 years on the three associated satellite sites. 	A very strong association of Little Athletics Clubs which utilise Santich Park as the main venue for inter-club competition. The venue provides substantial infrastructure which could otherwise be located at Edwardes Park. The combined membership total would support one club

		within Metropolitan Perth, without the need to split activities on 3 sites serving smaller clubs.
Cockburn Cobras Football Club	<ul style="list-style-type: none"> In June 2014, there were 90 registered members, June 2015, 78 registered members, June 2016, 88 registered members and currently in June 2017, 143 registered members (77% residing within the City). 	The growth in football indicates that there is likely to be a greater demand for oval space within the western suburbs. This will become more important as the anticipated population growth emerges. It will be important to not only enhance clubhouse facility infrastructure to meet modern day sporting needs (unisex changing room provision and more effective circulation and general amenity).
South Coogee Junior Football Club	<ul style="list-style-type: none"> The football club have grown by 200 members over the past 3 years with an influx from Jandakot, Mundijong, Bibra Lake. 	Similar to the CCFC the growth in numbers will necessitate a greater demand for oval space within the western suburbs. This will become more important as the anticipated population growth emerges. The clubhouse facility infrastructure needs to respond to modern day sporting needs (unisex changing room provision and more effective circulation and general amenity).

Spearwood Bulls Softball Club	Spearwood Bulls currently play at Edwardes Park and whilst no participation figures were produced the club have indicated that they are inhibited by a lack of bespoke infrastructure. They have aspirations to grow and require the provision of two diamonds at Edwardes Park and access to a better quality clubhouse with storage for purpose built pitching mounds and home plates. Current membership levels are between 30-40. They have a temporary round disk they use as a home plate which needs to be stored on site	The club is operating at Edwardes Park have limited facility requirements other than access to a clubhouse, storage and viewing area. As a small club they can potentially be accommodated within the needs of Little Athletics and cricket. The main consideration will need to be for dedicated on-site storage for playing equipment.
Cockburn City T-Ball/Baseball Club	No information was provided during the initial and subsequent consultation process. Information provided by Spearwood Bulls Softball Club however indicated that membership was around 100 and they catered for 5 teams. They want to continue to play at Beale Park as their home ground where they play from 8:30am to 9:30pm on Saturdays and alternative Fridays (U11's). They also train three nights a week.	It is understood from previous consultation with the club that there has been significant growth in senior and junior members and there is a need to retain the existing 4-diamonds at Beale Park. This was confirmed in dialogue with CCSC who consider the use compatible with the use of the site for soccer. Main considerations are access to good quality club rooms and storage of equipment. The link with disability groups and disadvantaged groups will require consideration in the design of a new clubhouse which would service both the Tee Ball Club and CCSC.



11 Site Analysis: Developing the Concept Plans

The following section identifies the key components which were considered in order to develop the initial site master plans, facility capacity and capability. The initial site Master Plans are not included within this report. The detail which underpinned them and the subsequent evolution of the final agreed master plans is however referenced below by reserve. The final master plans referenced later in the report were developed having regard to the considerations raised above and the key challenges identified for each site.

11.1 Beale Park

Development Considerations	Challenges	Proposed Development
Replacement Clubhouse	Current Clubhouse is ageing and in need of replacement, lacking functionality and flexibility with changing room provision, function, office, storage and viewing. Recent investment (approximately \$105k) in sewerage connections have been undertaken and can be utilised for any future building redevelopment. There will be a need to accommodate office space for Friends of Community and to ensure the function area is of a size which meets the ongoing weekly operations of the soccer club and tee ball club. Whilst the club would wish to see an increase to 5 pairs of changing rooms, extensive function space and bar, office kiosk etc. the responsibility of the City is to maintain functionality and reflect realistic usage having regard to the effective management of the facility.	<ul style="list-style-type: none"> Relocated Clubhouse facility to include: <ul style="list-style-type: none"> 3 home and away unisex changing rooms Function space (260m²) External and internal storage areas Public toilets (including ambulant toilet)
Changing Rooms	Current changing room facilities are ageing and basic and do not meet modern day sporting standards. They are not sufficiently flexible to meet both male and female needs and have inbuilt deficiencies. They will need to be replaced and potential usage maximised. It is not	

	appropriate to develop a set of changing rooms for each pitch on site, but to ensure that sufficient provision is available to accommodate staggered kick off times. Changing room accommodation on most sporting sites are one of the highest costs and least utilised components of infrastructure and therefore usage can only be maximised through establishing effective management practices from the outset.	<ul style="list-style-type: none"> ○ Offices ○ First Aid ○ Referees/officials room ○ Bar and kiosk
Function area	The current function area is split from the bar area and has the capability to accommodate end of season wind ups and limited commercial value for local events/functions due to its age and appearance.	<ul style="list-style-type: none"> ● Acquisition of adjacent land on Kent Street and demolition of community buildings to repurpose the land as an extended car park
Kiosk	The current kiosk area serves from the eastern portion of the building with limited food preparation area.	<ul style="list-style-type: none"> ● Rationalisation and development of car park (185 bays) off Kent Street with protected Norfolk Pine as an Entry statement
Re-alignment of Playing Pitches	Current playing surfaces are limited by trees within the reserve and car parking which is entered from Hamilton Road and Kent Street. The rationalisation of trees within the site would provide greater capacity to utilise the playing area more effectively. If the Navy Cadets building and adjacent Life Without Barriers Building	<ul style="list-style-type: none"> ● 6 full size soccer pitches and one junior/small sided soccer pitch.
Tree Replacement	The current tree canopy areas are extensive on the southern, eastern and southwestern boundary of the site with extensive mature trees adjacent to the Navy Cadets building. Issues are created with casual off-road parking on the verge along Hamilton Road. Any future redevelopment will need to address this and extensive tree planting along Hamilton Road should be considered. Care will need to be taken	<ul style="list-style-type: none"> ● Relocated playground adjacent to pavilion. ● Phased removal of trees to

	to ensure sufficient offsets are provided for any loss of trees being considered centrally within the site to expand playing surface capability. A Norfolk Island Pine located on Kent Street will need to be protected	increase ground capacity and replacement on a 3:1 basis.
Car Parking	Current clubhouse is centrally located but serviced by substandard car parking off Kent Street and Hamilton Road. Car parking occurs around the site on verge during core training and match competition. This aspect needs to be minimised as far as practicable with the majority of parking to be located on evenings and weekends off Kent Street and Sussex Street.	<ul style="list-style-type: none"> • New floodlighting (100lux) to service all pitches, including power upgrade. • Mains sewerage connection • Additional tree planting along Hamilton Road to prevent unauthorized verge parking. • Relocation of Navy Cadets to a facility closer to the ocean.
Enhancing Floodlighting	Current floodlighting is considered to be inconsistent and inadequate for the site and usage for soccer. Enhanced floodlighting provision of 100lux luminance will need to be considered across the site.	
Accommodating T-Ball infrastructure	Current T-ball infrastructure exists on site without impacting significantly on soccer provision. The current four diamonds will need to be retained and provision of office space and shared use of pavilion will be required	
Current building infrastructure to the north of Beale Park	Two buildings which are ageing and have accommodated Life Without Barriers, Navy Cadets and Friends of the Community are currently restricting the capability and capacity of land. The area upon which the ageing buildings are located would provide extensive car parking to address concerns with verge parking if acquired as part of the overall site master plan development	

11.2 Dalmatinac Club

Development Considerations	Challenges	Proposed Development
Replacement Clubhouse	Current request for major investment in clubhouse is not justified as it is an independent club and little control could be exercised by the City of any investment on behalf of the broader City of Cockburn community. The clubhouse, netball courts, indoor sport provision and the social function infrastructure is in need of upgrade/replacement and should be part of ongoing dialogue between the City, SDC Football West and CCFC. There is however, not an immediate solution to this investment which in part is required to service the CCFC National Premier League (NPL) aspirations	<ul style="list-style-type: none"> Replacement changing facility on Lucius Reserve to include: <ul style="list-style-type: none"> 1 x home and away unisex changing rooms to service Lucius and Dalmatinac pitches (including use for National Premier League matches). Referees/officials room Cleaners store External storage Public toilets (including ambulant toilet) Floodlighting Upgrade to 100lux at Dalmatinac Park
Changing Room	Adjacent to Lucius Park. A requirement to incorporate a dual function to service the Dalmatinac elite football facility and Lucius Park. This facility is considered to be a high priority for both the community use of Lucius Park and to facilitate the support for CCFC NPL aspirations. The building has a number of design flaws and is near the end of its useful life. A complete replacement is warranted to provide sporting club changing infrastructure and public conveniences.	
Floodlighting	The floodlighting to land within the control of the City (the NPL pitch) at the Dalmatinac site is recognised as being substandard for elite level soccer use. Consideration will need to be given to the provision of enhanced floodlighting servicing the rectangular pitch to a 500lux luminance. This would comply to NPL standards for broadcasting capability. The City will need to determine the level of contribution	



	which is deemed reasonable to extend the infrastructure from 100lux (community standard for recreational soccer) to 500lux.	
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11.3 Lucius Park

Development Considerations	Challenges	Proposed
Pitch repositioning and floodlighting	The current configuration on site incorporates two rectangular pitches limited for junior use. As it is the overflow pitch area for CCSC it services an occasional functional use for junior soccer training. It also offsets any overplay at Beale Park. The site is restricted by existing banking between the two rectangular pitches and falls away towards Manning Park to the west. The lower rectangular pitch has one floodlighting column which provides for general training use but does not cover all of the grassed area. There is potential to increase the playing pitch area towards the slope and maximise the use of this space for training use (subject to enhanced training lights.	<p>The solution at Lucius Park is combined with Dalmatinac Park (referenced above). In addition, the following developments are proposed:</p> <ul style="list-style-type: none"> • Linked Footpath to Manning Reserve • Enhanced floodlighting on Lucius Park to 100 lux • Extension of Junior soccer pitch • Replacement boundary fencing with Dalmatinac and Residential properties
Changing Room	The changing facility is substandard and rarely used by the CCFC. The building is also unattractive and does not relate well to the playing surfaces. This is referenced in the Dalmatinac section as the replacement of the existing infrastructure is essential to increase functionality and use by both the NPL club and community users of Lucius Park.	
Car Parking	Current car parking is limited to 31 hardstanding bays with overspill permitted on the grassed area adjacent to the eastern rectangular	

	pitch. This informal arrangement appears to work and there is no obvious requirement to invest further in extending the formal car parking areas.	
Fencing	High level fencing is located adjacent to residential properties at Regina Court. This fencing is in need of replacement. Similarly, the fencing between the Dalmatinac site and Lucius Park is in need of replacement and has been vandalised by people breaking through the chain link mesh fencing area.	
Footpath access/dog walking	The park is utilised by local dog walkers and open access is maintained from Hamilton Road, Manning Park and Regina Court. Park embellishments could be considered to formalise the walking areas, but generally accessibility is good and usage appears high.	

11.4 Watsons/Edwardes Park

Development Considerations	Challenges	Proposed
Replacement Clubhouse and co-location	The current clubhouse building at Watsons Park has been developed incrementally and is over 50 years old. Whilst it serves the current requirement of the club it is sub-standard for modern day sporting use. Additional developments desired by the club are compromised by its current location on site and functional limitations. The steep bank to the rear is a safety concern and where possible this should either be fenced or incorporated within the future design of a replacement facility.	Options were explored to incorporate the adjacent education land for the sites development but was rejected by Department of Education. In view of the low levels of current participation associated with both reserves, limited investment is proposed to enhance opportunities for existing sporting groups which include: <ul style="list-style-type: none"> • Minor extensions to both Edwardes Park Pavilion and Watsons Park Pavilion to increase functionality and flexibility. • Enhanced floodlighting at Edwardes reserve to 100 lux. • Cricket nets at Edwardes Reserve • Optional Softball/Baseball infrastructure
Car Parking	Car parking is limited to a small row of car parking bays off road at Watsons Park and verge parking at Edwardes. Neither are meeting the needs of the users of both ovals and there is a need to consider alternative solutions.	
Repurposing of land	Consideration has been given to the repurposing of land between Watsons Park and Edwardes Oval to facilitate the development of a 100 bay car park and shared clubhouse facility. The Dept of Education have however confirmed that this would not be a viable solution due to the use of the land by Spearwood Alternative School as an environmental education zone. Similarly land to the north of Watsons Park clubhouse has been considered to contained car parking and clubhouse should the land present itself to the open market. This has been discounted due to the value of the land for residential development which would render its purchase cost prohibitive.	

Floodlighting	Floodlighting to Edwardes Park is considered to be substandard and in need of replacement to expand usage for soccer training and enhance the capability for Little Athletics. As a minimum the infrastructure should provide an even 100lux luminance level.	<ul style="list-style-type: none"> Optional off-road car parking extension
Athletics Infrastructure	Current athletics infrastructure is of a good quality following recent investment by Phoenix Park Little Athletics. This will need to be retained and any new development accommodate existing infrastructure	
Clubhouse at Edwardes Park	The clubhouse facility is isolated and functionally is limited providing club and public toilets, meeting room and limited storage and spectator shade. The building could be enhanced by extending to the south east towards the oval and increasing storage, meeting room and passive surveillance opportunities (including low level lighting around its perimeter).	
Playground/Nature Play	Recent investment has been made into a nature play facility in the southern portion of Edwardes Park adjacent to Lintott Way and Spearwood Alternative School. An all ages playground area is provided adjacent to the Southern Spirit Football Club. This is in an elevated position above the soccer pitch and of good quality.	
Baseball Infrastructure	There is no permanent baseball infrastructure on site. All is temporary and requires access to an enhance level of storage provision.	

11.5 Dixon Park/Wally Hagan

Development Considerations	Challenges	Proposed
Replacement Basketball Infrastructure	Currently provides a 4-court (sprung floor) provision which is considered to be of a good quality. The building is however lacking in many areas. The changing infrastructure is small and both public and WABL changing infrastructure is combined. The building is non-DDA compliant (the Disability Access Audit of June 2015 identifies a number of deficiencies). Storage is inadequate. The roof leaks (although a financial commitment has been given by the City to replace the roof to increase the life of the building). Seating and viewing areas are limited and the provision of the café and office area is compromised by a space limited entry/foyer.	There is a need to replace the current building and provide capacity for an additional 2 courts to facilitate further expansion. Three options have been considered: Option 1: Expansive Development <ul style="list-style-type: none"> • Develop a new four/six court basketball facility partly on Dixon Park and partly on adjacent land (currently within the control of Main Roads WA). Development to include community facility (gym, function space, public toilets, storage, group fitness) on Dixon Park. • Existing Stadium to be retained until new stadium facility is ready for occupation. • Development of 2 rectangular pitches on Dixon Park. • Development of new oval on adjacent Main Roads WA land with trotting track around.
Rectangular Pitch Development and changing facility	Currently the land to the rear of Wally Hagan is open reserve which due to previous concerns in relation to the land stability has not been used as an active reserve for sporting use. There is however capacity to accommodate two	

	<p>pitches to service the needs of rectangular sports. This would be subject to making the land good by either compacting and addressing the top surface or by removal of the tipped material and importing clean fill. Both options would require investment to address the playing field substructure by introducing appropriate drainage and reticulation to provide a viable sporting surface. If this were to be undertaken a changing room incorporating showers and toilets will need to be provided to encourage club use. The DCP commitment would enable this to be undertaken in conjunction with a shared use community facility to ensure the reserve has sufficient infrastructure to provide a viable club base.</p>	<ul style="list-style-type: none"> • Incorporate unisex changing room within the extended stadium to service the new rectangular pitches and oval. • New floodlighting to rectangular pitches and oval. • Relocation of skate park and pump track. • Relocate existing sump. • Enhance tree planting within and on the perimeter of the site to align with an ecological corridor and potential bush link • 249 bay car park. • Optional 2 basketball court extension
Environmental Link	<p>Research alluded to in previous sections has identified the need to incorporate an environmental link between Clontarf Hill and Manning Ridge. This will need to be incorporated within any development option considered for the development of Wally Hagan and Dixon Park to provide</p>	<p>Option 2: New Build Contained within Dixon Park</p> <ul style="list-style-type: none"> • Develop a new four /six court basketball facility over the existing stadium and reposition within Dixon Park. Development to include community facility (gym, function space, public toilets, storage, group fitness).

	the opportunity to extend tracks and trails to the coastal area	<ul style="list-style-type: none"> • Development of 2 rectangular pitches on Dixon Park
Oval Provision (Option)	If the opportunity was provided to acquire the current Roe 9 allocated land to the west of Wally Hagan/Dixon Park, this land would provide the opportunity to provide an additional oval and execute an environmental link from Clontarf Hill towards Manning Park. This would however need to incorporate the current equine trotting and exercise area. The acquisition of this land would also permit the re-alignment of Wally Hagan Stadium and enhance the car parking provision. All of this would need to be the subject of further discussions and agreements with Main Roads WA, current users of the land and local residents/community groups.	<ul style="list-style-type: none"> • Incorporate unisex changing room within the extended stadium to service the new rectangular pitches • New floodlighting to rectangular pitches • Relocation of skate park and pump track • Relocate existing sump • Enhance tree planting within and on the perimeter of the site to align with an ecological corridor • 190 bay car park • Optional 2 basketball court extension.
Equine use	Wherever possible the equine use, being part of the historic evolution of the area should be retained and the provision of horse exercise areas incorporated within any future planning for the area.	Option 3: Reclad existing building and extend <ul style="list-style-type: none"> • Develop off existing basketball stadium and create additional two courts and community facility (including gym, function space, public toilets, storage, group fitness).
BMX retention or relocation	The current location of the BMX track to the northwest of Wally Hagan centre will	

	need to be considered in all development options. To deliver the requirements of the DCP and ensure sufficient space is available to provide an additional two basketball courts, the track will need to be re-aligned/relocated.	<ul style="list-style-type: none"> • Redevelop existing two-story element of basketball stadium to increase functionality. • Development of 2 rectangular pitches on Dixon Park • Incorporate unisex changing room within the extended stadium to service the new rectangular pitches • New floodlighting to rectangular pitches • Relocation of skate park and pump track • Relocate existing sump • Enhance tree planting within and on the perimeter of the site to align with an ecological corridor • 167 bay car park
Provision of DCP committed infrastructure	The DCP relating to the expansion of Wally Hagan is explicit in that it needs to be expended on Dixon Park. No opportunities exist to secure the investment if this is not achieved. A decision will need to be taken by the Council as to whether it is critical to retain the DCP investment and provide a potentially compromised development or to redevelop Wally Hagan and Dixon Park unencumbered by the DCP requirements.	



11.6 Davilak Oval

Development Considerations	Challenges	Proposed
Clubhouse Development	The current clubhouse is sub-standard and does not meet modern sports facility guidelines for the provision of cricket and AFL. The building, whilst structurally sound is ageing and compromised by an inadequate internal layout and lack of provision for shared male/female use.	<ul style="list-style-type: none"> • New clubhouse facility • Gutting of existing clubhouse and retention for a temporary period for storage (until the end of its useful life)
Development of additional Oval with floodlighting	Currently the site is limited due to high banking which rises to the north around the existing oval. Land to the south and southwest is compromised by a raised area which has been used for junior cricket and training. The land however is poorly utilised and provides the potential to extend the oval capability with the provision of an appropriately sized junior oval	<ul style="list-style-type: none"> • Development of a second junior oval • Relocated cricket nets • Relocated playground adjacent to pavilion.
Car parking provision	Current car parking is limited and substandard to meet the needs of both adult and junior training and competition. Alternative provision to on-road car parking needs to be sourced.	<ul style="list-style-type: none"> • Phased removal of trees to increase ground capacity and replacement on a 3:1 basis.
Play Equipment	Play equipment lies in the north east corner of the site and is due for replacement in 2025/26. The play area is relatively isolated in its location adjacent to Rockingham Road. A greater usage could be achieved with a stronger alignment to the clubhouse	<ul style="list-style-type: none"> • New floodlighting (100lux) to service all pitches.

Fitness Station and accessibility to reserve	<p>The City have recently installed a fitness station adjacent to the clubhouse in place of a sand play area.</p> <p>There is no all abilities footpath access around the site which would increase connectivity</p>	<ul style="list-style-type: none"> • Footpath network and fitness equipment around perimeter of the site • Relocation of the Tennis Club to Anning Road • Development of new 153 bay car parking area • Relocation of Drainage sump
Provision of Cricket Nets	There are five cricket nets located on the southern boundary of the site which are in need of upgrade. The mature tree cover adjacent has impacted on their maintenance and whilst an important resource could be relocated within a more functionally appropriate site.	
Retention or Relocation of Tennis Infrastructure	The current tennis infrastructure is tired and in need of significant investment to bring back into effective use. Whilst playable the courts (5 senior and 4 short tennis) are experiencing excessive wear and tear and the clubhouse building provides limited opportunities other than as a small meeting room and kitchen. Existing toilets and storage areas require replacing due to age and poor functionality. Land to the east is showing signs of subsidence and will require retaining. Club membership is low and is unlikely to grow given the poor quality of infrastructure. Consideration should be given to re-locating the tennis infrastructure elsewhere and utilising the area to enhance the football and cricket infrastructure and usage of the reserve.	
Tree Replacement	The current tree canopy areas are extensive on the eastern and western boundary of the site with extensive mature and semi-mature trees also positioned internally within the site adjacent to the nets and tennis courts. Any future redevelopment will need to consider removal of internal trees and some boundary trees and the planting of offsets.	



	Care will need to be taken to ensure sufficient offsets are provided for any loss of trees being considered centrally within the site to expand playing surface capability.	
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11.7 Santich Park

Development Considerations	Challenges	Proposed
Clubhouse Redevelopment	The existing user group have intimated a need to improve the clubhouse and address drainage issues on site. Whilst the facility has been upgraded and the structure is sound, the functionality is limited.	<ul style="list-style-type: none"> • Re-alignment of Little Athletics infrastructure to enable floodlights to be placed around junior oval. • Re-alignment of throwing circles and new run-up long and triple jump tracks. • Introduction of perimeter footpath with fitness equipment and seating. • Enhanced tree planting adjacent to the Stock Road boundary and on perimeter of
Development of Junior Oval with floodlighting	Currently in place but not floodlit. The permanent floodlighting of the oval will necessitate the relocation of the grass athletics track to the north which potentially conflicts with the permanent athletics throwing areas.	
Additional Car parking	Current car parking is substandard to meet the needs of a senior AFL Club for both match days and for training. This would only be exacerbated if not addressed through the provision of additional off-road car parking provision.	
Fitness Station and path	Currently there are limited opportunities for people of all abilities to access the reserve via a bound path. The lack of social infrastructure and fitness stations do not encourage the use of the park by non-sports club users.	



Re-alignment of athletics infrastructure	There are a series of jumping pits and throwing circles to support Little athletics on the site. The grass running track is marked up and located on the southern oval. If the southern oval is to be floodlit, the potential impact on the track would render it incapable of being used. It would therefore need to be moved northwards. This in turn would necessitate the throwing areas to be re-aligned to ensure the throwing areas for shot put (formal throwing circle), Discus (formal throwing circle) and javelin (informal grass provision) are orientated in a southerly direction. There would be no impact on the existing jumping pit areas.	<p>site.</p> <ul style="list-style-type: none"> Extended car parking area to 122 bays to increase off road car parking capability. Enhancement to clubhouse building to provide unisex changing rooms, enhanced air conditioning, removal of carpet internally and replaced with hardwood flooring and address drainage issues adjacent to the clubhouse and oval. Existing playground to remain until the end of its useful life.
Tree cover	Currently the tree cover is limited to thin perimeter planting with a number of mature and semi-mature trees principally located on the northern boundary with Asquith and Shelley way. Shade is limited on the southwest, southern and eastern boundary.	
Existing Play Infrastructure	The existing play infrastructure on site will require replacing and re-alignment in due course. They have limited value in their current isolated location and the area could be used for additional tree planting.	

11.8 North Coogee Oval Development

Development Considerations	Challenges	Proposed
Oval development	The allocated site under the Robb Jetty Local Structure Plan is restricted by the development and allocation of land for a primary school; heritage fig trees and heritage chimney stack. Care needs to be taken to ensure the minimum oval provision and run-off can be achieved.	<ul style="list-style-type: none"> Heritage Fig Tree Corridor retained with walkway through Heritage Chimney is retained and incorporated within a plaza/piazza to the north Off-road 61 bay car parking provided to the south New clubhouse facility with public toilets and unisex changing rooms. Floodlighting to oval (50 Lux)
Clubhouse	Due to the single oval provision, a detached clubhouse facility will be required to service the needs of a future club with an appropriate level of storage, ablutions, function, kiosk and changing accommodation. In addition, shade around the building will need to be provided. The optimum location of the building due to space limitations would be to the south of the oval.	
Car parking	Car parking provision will need to be accessed adjacent to the clubhouse facility to ensure sufficient off-road parking bays are provided to offset any irregular car parking on road verges.	
Tree Heritage Area	The importance of retaining and enhancing the heritage fig corridor has been emphasised to retain the local character of the area.	
Piazza Commitment	The importance of retaining and enhancing the heritage fig corridor has been emphasised to retain the local history of the area. The chimney represents an important local landmark and will encourage activation of the reserve and has the potential to increase passive surveillance during the day.	
Play areas	Due to limited opportunities within close proximity of the site an all ages playground will be important to encourage family use.	

11.9 North Coogee: Current Considerations

The Draft CSRFP identified a shortage of community facilities and reserves in North Coogee and as a result, recommended the development of Western Suburbs Sporting Precinct Study.

The proposed Cockburn Coast POS provision is identified on the adjacent plan (figure 9) together with the 2km North Coogee central catchment. The plan identifies the overlapping district catchments (2km) of both Beale Park and Davilak Park which extend to incorporate the full extent of the North Coogee planning area.

Consideration however, has been given to the acquisition and development of land within the North Coogee precinct. These are identified at figure 10 below. This includes the potential acquisition of three potential oval sites to fulfil sporting needs of the emerging population:

- Location 1 (North of current site): This impacts on the BRT Line and would require removal of proposed main street reducing the overall activity centre and impacting its viability. (Not supported).
- Location 2 (West of Railway line): This land is a highly constrained site and would impinge on the foreshore area. It significantly encroaches on coastal setback line and contains the best quality vegetation along the foreshore reserve. (Not supported).
- Location 3 (Lots 30, 31, 32 Cockburn Rd). This is an already cleared site and has minimal impact on coastal activity centre. Furthermore, it does not impact on East to West green links. (Potential to acquire).

Of the 3 potential sites identified, location3 is the only option considered possible. However initial costs for the purchase of the additional POS indicate that the purchase of lots 30, 31 and 32 would be approximately \$8.8m with a consequential

Figure 9: North Coogee central location and 2km catchment overlap with current sporting infrastructure

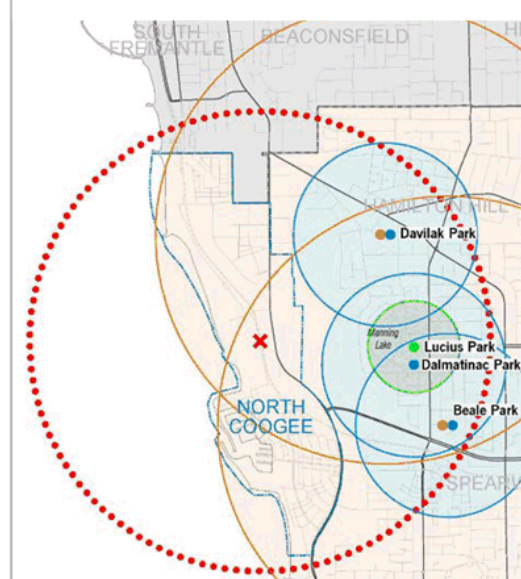


Figure 10 Potential land acquisition for sporting reserves within the Cockburn Coast Precinct



reduction in developer contributions of \$7.55m due to the loss of developable land. An approximate cost for the development of one oval with associated clubrooms is \$4m. Based on the cumulative costs the acquisition of the appropriate size land and development of one oval within the Cockburn Coast area is estimated at \$20.35m.

In addition, the development would essentially be a duplicate Local level POS across a main road from Cockburn coast POS. As such, due to the significant investment required to achieve a local POS this option is not recommended.

The development of Cockburn Coast POS is critical to ensuring sufficient level of POS is provided. An opportunity exists to bring the development forward through entering a lease agreement with Landcorp. It is recommended that this opportunity be further investigated.

Additional opportunities for POS development in North Coogee have been put forward by South Beach Community Group.

Those identified for additional consideration by South Beach Community Group includes land acquisition and development to offset the need for sporting space. Three lots, or portions of, for additional sports and recreation facilities in North Coogee should be acquired. These include:

- Lot 2108 Bennett Avenue. Owned by Landcorp. Increase area of POS proposed on this lot. Create a usable, people oriented, multipurpose sports and recreational area and a central community hub for the suburb. Suggested final purpose: local sports field and community centre.
- Lot 802 Robb Rd. Owned by West Australia Planning Commission. Heavily contaminated site. Suggested final purpose: skatepark and netball court (winter)/overflow parking (summer). Due to contamination levels DoH recommends concreting site.
- Lot 803 Robb Rd. Owned by West Australia Planning Commission. Remove Robb Rd from Rollinson Rd to proposed Robb Jetty Plaza; divert traffic to Anchorage Drive. Suggested final purpose: green POS creating recreational bush or park areas.



Figure 11 Lot Location of South Beach Community Group suggested additional POS Provision

The lots are all referenced at figure 11. It was requested the following be undertaken:

- Update WA legislation relating to development areas with high population densities to increase the minimum requirements for public open space and to remove areas such as drainage from being included in calculations for public open space.
- Engage the Public Transport Authority in discussions to promote the urgent requirement for a public transport solution in North Coogee.

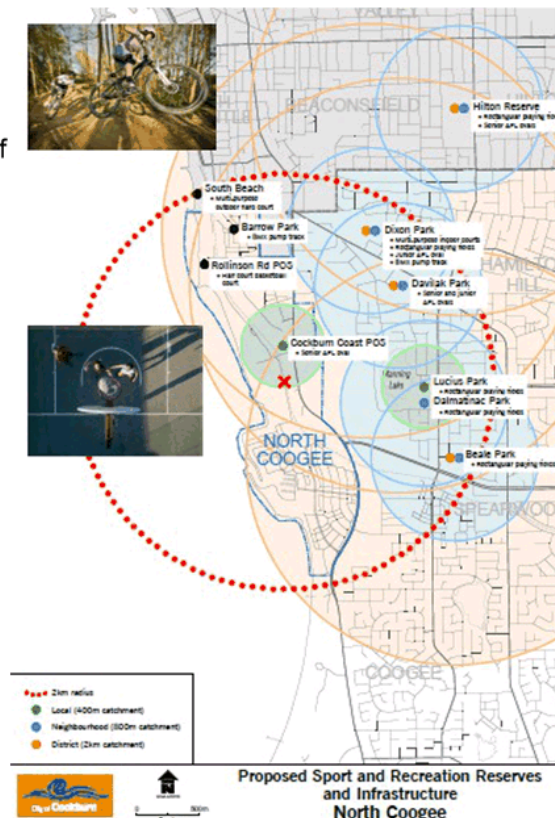
The additional information provided by South Beach Community Group does have some merit which will require further investigation. The following however should be noted:

- Lot 802L is a contaminated site and has previously been discussed with the WAPC. It may be possible to have a capped option for the provision of netball/ basketball courts.
- Lot 803 L is a conservation reserve contains high value flora and fauna and will remain a passive POS.
- Lot 2108L is also a contaminated site which belongs to Landcorp and has a landscape concept plan developed.

Two out of the three options may provide additional recreational space but will not provide the level of infrastructure which the investment across the existing western suburb sporting reserves will provide. It is recommended that these sites be explored further outside of the remit of this analysis.

Figure 12 highlights the potential impact of the extended catchments of investment in expanding the capability of all reserves within close proximity to the North Coogee development area. Extended development at Dixon Park would in addition enhance the potential opportunities of current and future residents within North Coogee to gain access to sporting opportunities.

Figure 12: Proposed Cockburn Coast sport and recreation reserves and overlapping catchments of existing sporting reserves



12 Draft Report Outcome of Community Consultation

The draft report was released for feedback on 15th June 2018 and closed for comment on 24 August 2018. The consultation process included:

- City officers and the consultant meeting different community and sporting club representatives at various sports venues for discussions on the plans and immediate feedback and subsequently more detailed written feedback.
- A mailout to residents living 400m from the various parks, inviting them to complete an online survey on Comment on Cockburn.
- An email newsletter inviting the general population to comment on the plans to upgrade sporting facilities.

The consultation process was also reported by both local newspapers which subsequently led to 456 online surveys being completed with the website receiving 2,700 views and a further 10 letters submitted. 334 respondents support or strongly supported the plans and 51 were opposed or strongly opposed the plans. 70 were unsure or expressed no interest.

Wally Hagan Basketball Stadium and Dixon Park received the most interest amongst the community with 256 indicating a direct interest compared to the next site (Davilak Park) indicating 125 interested parties. Beale Park was also of interest to a high number of people (86), whilst the remainder received less than 50 responses indicating a direct interest in the parks/reserves.

12.1 Community Representation Following Advertising the Draft Plan

An overview of the comments received are provided at Annex 8. In summary the key points raised included:

- Parking around Strode Ave.
- Noise and traffic impact of higher capacity venues.
- Removal of mature trees.
- Overdue need to upgrade clubrooms.
- Proposed location of new features questioned regarding sun, rain and views.
- Need to provide for passive recreation and dog walking.
- Rates increase from upgrades.
- Need to remove Dixon Park from plan and deal with it separately.

With Wally Hagan Basketball Stadium and Dixon Park developments receiving the most diverse comments it is important to understand where the main issues of

contention are placed. The table below identifies the extent of comments received across all of the active sporting reserve proposal sites:

Site	Strongly Support	Support	Unsure	Oppose	Strongly Oppose	No interest
Wally Hagan/ Dixon Option 1	181	50	65	6	56	66
Wally Hagan/ Dixon Option 2	22	43	78	58	150	62
Wally Hagan/ Dixon Option 3	44	159	80	10	59	65
Davilak	122	63	53	7	11	149
Dalmatinac/ Lucius Park	54	84	64	3	5	181
Beale Park	85	74	54	7	7	181
Watsons/ Edwardes Park	52	59	81	3	2	189
Santich Park	46	85	70	7	7	179
Cockburn Coast Oval	54	95	68	5	7	168

12.2 Letters from Clubs and Community Representative Groups

The table below references letters from clubs and groups in summary and the responds to concerns raised:

Community Group	Comment/Concerns	Response
Cockburn Community Wildlife Corridor	<ul style="list-style-type: none"> Dixon Park and Davilak Oval did not meet with wide approval. A more comprehensive consultation than the survey was required before final plans could be adopted. The three options at Dixon Park fail to take into consideration Aboriginal, cultural and environmental issues. The planning is premature and should be considered when the Roe 9 corridor future is resolved. The loss of mature trees. 	<ul style="list-style-type: none"> Whilst the group do not support any of the three options at Dixon Park the option to do nothing, given the current deficit in sporting space within the western suburbs is not appropriate. Discussions with Main Roads WA need to be undertaken to secure the previous Roe 9 allocated land and the plans provide a baseline to enter those discussions. The loss of mature trees can be mitigated by additional planting. Heritage, cultural and environmental concerns will need to be addressed in the subsequent detailed planning stages.
Landcorp	<ul style="list-style-type: none"> LandCorp is broadly supportive of the City's initiative to consider appropriate provision of active recreation facilities in the western suburbs of Cockburn and wish to work with the City to ensure recreation proposals align with approved structure plans and historic stakeholder agreements. LandCorp understands that the South Beach Community Group has expressed a desire for larger areas of active open space within Shoreline and the wider Cockburn Coast redevelopment area. It is not however supportive of the open space 	<ul style="list-style-type: none"> The boundary at Cockburn Coast Oval has been adjusted to reflect current agreed. The additional recreational options put forward by South Beach Community Group are not part of this study and will be considered under a separate process. Concerns have been raised in respect of development adjacent to Lot 51 (adjacent to Dixon Park). Floodlighting on adjacent ovals will be designed to minimise light spill without detriment to existing or future residential developments. The potential activity which may cause noise/disturbance (skate and race track) has, in response to the comments, been

Community Group	Comment/Concerns	Response
	<p>on Bennett Avenue being increased in size to accommodate active open space uses. This is due to the extensive planning that has been undertaken to date and the additional land requirements which would result in LandCorp's gross developable area being reduced.</p> <ul style="list-style-type: none"> The advancement of the Cockburn Coast Oval at Shoreline is supported and they will assist in enabling delivery of the infrastructure. It is recommended a working group be established to further progress the design of the Oval. 	<p>relocated away from the boundary with Lot 51 to minimise any potential concerns. It should however be recognised that it currently exists adjacent to Lot 51.</p> <ul style="list-style-type: none"> Remediation work on Lot 51 was undertaken at the City's cost to enable development and was predicated on providing the 10% POS adjacent to Dixon Park.
South Beach Community Group	<ul style="list-style-type: none"> Require more sport and recreation facilities in North Coogee and Coogee and feels current proposals are insufficient. They require a comprehensive strategic approach to sporting facilities. (including consideration of an additional POS for kickabout, netball court, a skatepark or a South Beach Surf Club) Additional consideration of public transport accessibility options and end of trip cycling infrastructure. Coogee and North Coogee are two suburbs with completely different anticipated population growths and densities. Anticipated populations and density for North Coogee should be reviewed to accurately inform the 	<ul style="list-style-type: none"> The desire to provide more sport and recreation infrastructure is supported by this study. The study is however focused on active sporting reserves and not broad recreational infrastructure. This is being dealt with under a separate process (as referenced earlier in the report). The issue associated with public transport is noted and should be addressed through the broader structure planning processes in the vicinity of each site (in particular to ensure access with Wally Hagan Basketball Stadium and Dixon Park is enhanced). Similarly, connectivity can be improved and enhanced through linking footpath and cycleways as part of a broader planning and design process. Options to enhance the connectivity have been produced in the

Community Group	Comment/Concerns	Response
	<p>WSSPS.</p> <ul style="list-style-type: none"> • They are supportive of proposals to upgrade Wally Hagan and additional sporting facilities at Dixon Park but are not supportive of current options. No alternative solution is however proposed and reference is made to increasing the basketball facility to 8 courts. • Connectivity to the east from North Coogee is compromised by manmade barriers. The response advocates that Dixon Park should not be planned beyond its capacity. 	<p>supporting plans.</p> <ul style="list-style-type: none"> • Population growth and density of the two residential areas are recognised. An estimation of potential population growth is provided in the report and the sporting reserves which principally meet the growing populations needs in North Coogee will be located at Davilak Oval, Dixon Park and Beale Park. The option to purchase additional land within the North Coogee area is not financially viable. • Whilst the group have stated they do not support the three current options for Wally Hagan Basketball Stadium and Dixon Reserve, alternative solutions have not been put forward. The current proposals reflect the available capacity at Dixon Park and potential opportunities on adjacent allocated Roe 9 land should it be secured. This would offer the optimum sporting return for the local community.
Hamilton Hill Community Group	<ul style="list-style-type: none"> • The group believe the sporting needs to be overestimated and request further evidence of undersupply. • Support an upgrade and extension of Wally Hagan. However, this upgrade should not be proposed in the context of the options included in the DWSSPS. • There is a bias towards locating sporting facilities in the northern precinct. This imbalance will not meet the needs of current and future residents. • Beeliar Regional Reserve is not 	<ul style="list-style-type: none"> • The report has been updated to incorporate further analysis of capacity and as a result, future demand for both oval and indoor court space. The reference to 16 and 25 hours use for rectangular and oval pitch space is a guide and assumes each surface is of equal quality and accessibility. In practice this is not the case. Other analysis based on population projections in accordance with Parks and Leisure Australia Community Provision Guidelines, 10% POS requirement of new development, participation trends and industry benchmarking all indicate an



Community Group	Comment/Concerns	Response
	<p>acknowledged in the study.</p> <ul style="list-style-type: none"> The siting of the facilities proposed in all options is inefficient, cramped and will result in an oversupply of playing fields in this area. The proposed options for Dixon Park are one-dimensional in their determination to superimpose sporting facilities onto a multifaceted and complex site. 	<p>undersupply within the western suburbs.</p> <ul style="list-style-type: none"> No alternative solution has been put forward to address the deficiencies of Wally Hagan Basketball Stadium nor are there alternative opportunities to address the recognized deficiencies in active sporting reserves in the western suburbs. Beeliar Regional Reserve does not provide for formal club based sporting activities and therefore is not applicable to this study. As referenced above, the heritage, cultural and environmental concerns will be addressed through more detailed planning and assessment.
Coogee Beach Progress Association	<ul style="list-style-type: none"> It is clear that the Study has a strong focus on existing Sporting Facilities. The development of a comprehensive strategic approach to sporting facilities in the western suburbs to meet community needs have not been addressed by this study. As a consequence, there is significant additional work required in some areas. The Cockburn Basketball Association needs have only been partially addressed in the Study recommendations. The Dixon Park consultation meeting concluded that the three Dixon Park redevelopment concept options were not acceptable, and wanted them removed from the Study, as being quite premature. The development of facilities on Cockburn 	<ul style="list-style-type: none"> The study provides a comprehensive strategic approach to the delivery of active sporting reserve infrastructure for the current and future population of the western suburbs. It is not the purpose of the study to extend into play, passive and incidental recreation opportunities. The Dixon Park meeting did not resolve that all options on the site were unacceptable. Responses received indicate that there is general support for option 1 (preferred) and option 3. There is strong opposition to option 2. The Basketball Association have confirmed that there needs are being addressed but will be the subject of more detailed planning. The Coogee Golf Course is not included as part of this study and is being considered under a separate design process. There is no justification for the development of a

Community Group	Comment/Concerns	Response
	<p>Road and Rockingham Road are impractical for North Coogee.</p> <ul style="list-style-type: none"> There is no reference in the Study to the long awaited Coogee Golf Course, proposed for the ridge/valley areas east of Port Coogee, and both north and south of Ocean Road. Santich Park does not have space for their badly needed eight lane synthetic track which could support some 1200 athletes across Senior Athletics and Little Athletics. The South Coogee Reserve is only a relatively short distance from Santich Park and would be far more suitable for development as a Regional Sporting Precinct. Western Suburb Sporting Precincts generally, suffer from inadequate car parking due to these facilities being squeezed into Developer Contribution parcels of land. 	<p>synthetic athletics track within the City of Cockburn and state government have made their views on future provision known. They would not support an additional synthetic athletics track in Southern Metropolitan Perth which would undermine existing provision at the state athletics centre and at Ern Clark Reserve, within the City of Canning. South Coogee Reserve is therefore not an option for such development. In addition, South Coogee Reserve is 2km away and a local level reserve. It is therefore constrained and not suitable for such provision. Furthermore, this was not requested by the senior and Little Athletics clubs.</p> <ul style="list-style-type: none"> The issue associated with car parking has been addressed on all plans. Without any further detail on inadequacy, the comment in relation to DCP parcels of land is not supported.
Cockburn Basketball Association	<ul style="list-style-type: none"> The CBA is more than just a basketball association, it is the home of the Cougar Family with more than 1600 members comprising junior and senior domestic teams, junior and senior state league teams, the Red Dust Healers National Wheelchair Basketball League teams and the Filipino Australian Basketball Society of Perth. To cater for current and future growth they require six indoor courts 	<ul style="list-style-type: none"> It is evident that the Basketball Association favour the extensive development incorporating the Roe 9 allocated land. This is the option which should be pursued as a priority. If the option cannot be secured through subsequent negotiation with Main Roads WA, option 3 should be pursued as it provides the optimum level of court provision. All other aspects regarding the need to develop a stadium capable of hosting the Australian Junior

Community Group	Comment/Concerns	Response
	<p>ready for use on completion of the facility.</p> <ul style="list-style-type: none"> • They also require corporate facilities, recognise playing heritage and be Australian Junior Championship compliant. • An agreement similar in nature to the existing arrangement at Wally Hagan Basketball Stadium is required. The association favour option 1 although there are concerns over funds being made available to secure the 6-court option. They do not support option 2 as it would not provide a sustainable solution for the association but endorse option 3 	<p>Championship would be subject to detailed design development.</p>
Cockburn Little Athletics	<ul style="list-style-type: none"> • Concern expressed in relation to access to the equipment storeroom. • Loss of significant grass area to car parking. • Location of high jump sites. • Uncertainty over the location of shot put rings. • A new running track to the northern oval would need to be surveyed and concerns about a slope. • Overlapping of throwing events during competitions. • Maintaining sufficient shade viewing to parents. • Suggestions have been made to introduce lighting to the southern oval to 	<ul style="list-style-type: none"> • The development at Santich Park can accommodate all existing Little Athletics infrastructure. High Jumps are currently located within the centre of the grassed track which is surveyed at the start of each year. This will not change. During competition throwing events will be located on the southern oval and shot put rings are proposed to be relocated. • There is no specified limitation on slope for grass athletics tracks. Nevertheless the ground is relatively flat and in good condition on the northern oval and will be maintained to a level which supports continued Little Athletics use of the site. • The issue of car parking has been addressed by modifying the original proposed site development and introducing a 35 bay car parking option to

Community Group	Comment/Concerns	Response
	<p>rationalise football training.</p> <ul style="list-style-type: none"> Develop nose to tail perimeter parking and a new car park in the north east corner of the site. 	<p>the north east corner of the reserve.</p> <ul style="list-style-type: none"> In addition, the proposed track to the north has been adjusted to ensure sufficient space is provided between the jumping pits and athletics track to accommodate the provision of temporary shade structures for parents and spectators.
Phoenix Park Little Athletics Club	<ul style="list-style-type: none"> At the moment the space allocated to athletics at Edwardes Reserve is too small and the undercover area is inadequate for the proper social gatherings for the club. If a new building is not able to be built then the existing one needs to be upgraded and expanded. The current lack of car parking space at both Edwardes Reserve and Watsons Oval. A suggestion is made to purchase Lot 21 for this purpose. Flood lighting at Edwardes Reserve is inadequate for any night-time activity. 	<ul style="list-style-type: none"> The comments referencing Edwardes Reserve and Watsons Oval have been addressed with the provision of extensions to existing infrastructure. The purchase of Lot 21 would not be a viable solution as it is likely to attract a high sale value and be cost prohibitive. The proposed development at Edwardes and Watsons will provide enhanced floodlighting (at Edwardes Park) for training and the additional provision of nets for cricket and infrastructure for baseball.
Friends of the Community	<ul style="list-style-type: none"> Friends of the Community need housing in the new project so we have a vested interest. The group need office space and warehousing as well as somewhere to meet and a kitchen to prepare meals. 	<ul style="list-style-type: none"> As a result of the proposed development at Beale Park, the Friends of the Community and Cockburn Navy Cadets will need to be relocated. A commitment is given to provide alternative accommodation in advance of any development which may result in either group having to vacate current premises.

12.3 Responding to Community Feedback

The general tenure of feedback was in support of the development options proposed with limited opposition to all developments, with the exception of Dixon Park and Wally Hagan Basketball Stadium.

The development options for Dixon Park consider the current issues associated with the green space being underwater and unusable for approximately 6 months of the year. The development of the area into active greenspace would allow an increase in the amount of time that the space is usable for the purpose of a variety of informal recreation activities, and not just sporting use, which would be a relatively small percentage of overall park usage (15-20 hours per week). At all other times they would be available for passive recreation, picnics, dog walking etc.

The dog off leash area is to remain at Dixon Park and will be used as a model for the potential extension to other similar parks where active spaces are being used as off-lead dog areas. This has been pursued in a number of local governments where the local population have an active interest in maintaining the quality of local amenity, and effectively self police the use of the activity space.

However, there were some aspects which required greater consideration and amendments to the plans which are now reflected in modified options. Annex 9 refers. These are summarised in the table below:

Site	Comments	Amendments
Beale Park	<ul style="list-style-type: none"> Loss of trees. Car parking off Kent Street was considered to be a potential problem and reference was also made to the danger associated with the existing car parking arrangement. Reference was made to the loss of existing buildings for Friends of the Community and the Navy Cadets. 	The plan seeks to replace tree planting on a three to one basis and whilst a total of 58 trees are to be removed, the tree loss has been minimised. Additional tree planting is proposed on the road verge adjacent to Hamilton Road to discourage verge parking. The existing community groups are to be re-located prior to any development commencing (see the following section).
Lucius Park Dalmatinac Park	<ul style="list-style-type: none"> Concern has been expressed relating to the boundary treatment and impact on residential properties 	Additional tree planting adjacent to the northern boundary has been incorporated.

Site	Comments	Amendments
Edwardes Park and Watsons Park	<ul style="list-style-type: none"> Concern was identified with the alignment of the grass running track and the lack of dedicated parking. 	<p>The revised plan incorporates a re-aligned grass athletics track and re-positioned cricket nets to reflect the response of the consultee's.</p> <p>Formal chevron parking bays have now been identified within the road verges.</p>
Dixon Park and Wally Hagan Basketball Stadium	<ul style="list-style-type: none"> Similar concerns raised by community groups to those raised above by CCWC, CBPA, SBCG and HHCG. Loss of dog walking area. Noise and disturbance as a result of increased use and activity. 	<p>As referenced above the plans have been adjusted to take into account connectivity options.</p> <p>Option 2, whilst the least preferred option is still provide as an alternative but is not put forward as a preferred solution.</p> <p>The area is to be considered as a self policed dog off leash area.</p> <p>The noise potential has been reduced through the relocation of the skate park/bike track within the newly planted areas adjacent to the Wally Hagan Stadium</p>
Davilak Oval	<ul style="list-style-type: none"> General support for the development but opposition to the relocation of the clubhouse on the east. Increased car parking on the east. Loss of trees. 	<p>The clubhouse has been re-aligned along the western edge of the senior oval and a car parking area created to the rear. In addition, the fitness and play equipment has been relocated to the southwest of the new clubhouse development.</p> <p>The relocation has resulted in a reduced overflow car parking area on the east and reduction in tree loss.</p>
Santich Park	<ul style="list-style-type: none"> Increase in car parking area to the south of the Little Athletics store room was objected to due to potential traffic flow and impact on Little Athletics area. 	<p>The car parking area has been reduced and an alternative car park placed in the north east corner of the reserve as an alternative overflow parking area.</p>

Site	Comments	Amendments
Cockburn Coast	<ul style="list-style-type: none"> Insufficient POS for the coastal area. 	The option to develop additional sporting reserves has been considered in the report and no cost effective measures are available. The provision of alternative recreational options will be pursued outside of this planning process.

12.4 Displaced User Groups

The impact of development at Beale Park will result in buildings within the northern section of the site (adj to Kent Street) being demolished. The most north-western building (community house, 13 Kent St) was leased to Life Without Barriers who in mid-2018, moved to another location. Subsequently the City has not issued a lease for the building to any other group and has plans to demolish the building in late 2018.

The larger building immediately east of the community house (15 Kent St) is occupied under a lease of two community groups, the Friends of the Community and the TS Navy Cadets (Cockburn). The Friends of the Community is a charitable organisation servicing events providing hot food and coffee and funds are then re-invested back into the community (turnover of approximately \$60,000 per annum and provides donations and grants to individuals and groups in the community of approximately \$18-20,000 per annum).

The TS Navy Cadets (Cockburn) are a personal development program for young people conducted by the Australian Navy. Primarily local cadet units, including the one at Cockburn is facilitated by local volunteers and is supported through grants from various organisations as well as the Royal Australian Navy. Currently the group has approximately 10 youth cadet members, although in recent years has been up to 25 members. Indoor and outdoor activities are facilitated, including many boat activities.

Subject to further detailed investigation, indicatively the both groups have identified the following needs:

Friends of the Community

- Minimum of 100 -120m² of lockable storage for Food Van (Caravan), BBQ Trailer, Community Trailer, Van, General Storage
- Access to a 15-20m² office
- Access to a meeting space (could be hired externally)
- Access to a kitchen (could be hired externally)

TS Navy Cadets

- 80-100m² of lockable storage for canoes, boats, uniforms, camping equipment.
- Access to a 10m² office
- Access to a meeting space/classroom
- Access to an open area (for marching, drumming activities)
- Secured wall for a rifle safe.
- A location preferably closer to the ocean.

Alternative options have been considered for both groups and a number of options existing including:

- **Coogee the Coogee Surf Lifesaving Club** at Poore Grove which incorporates a large storage area as part of the facility, as well as various meeting rooms and function spaces, toilets and change areas. The current storage area is at capacity; however, there is external developable space of approximately 100-120m² available that is in close proximity to the ocean.
- **South Coogee Agricultural Hall**, 739 Rockingham Road, Munster includes a 120m² meeting space, toilets, meeting room, small kitchen and access to approximately 20 car park bays. The facility is underutilized with the current leaseholder, Jerviose Bay Sea Scouts use the facility only on Friday evenings. There is appropriate space on site to develop to support the needs of both groups, while gaining access to the Hall. Notably, the groups lease ends in 2021 and will be up for review.
- In 2017 the City constructed a new **Men's Shed** at 2 Sullivan Street, Cockburn Central on 50% of the existing site. The remaining 50% (2,000m²) is clear and undeveloped. Given the site is in the Cockburn Central Industrial area, it is central that suits the Friends of the Community and away from residents suiting the activities of the TS Navy Cadets (Cockburn).
- **12 Poletti Road** is a 4ha developed site which includes the Old Jandakot School (heritage listed), which is community space available for hire. It has two refurbished spaces approximately 40m² and 50m² in size and a small kitchen that is part of the 40m² space. It is underutilised and only three regular groups utilise the facility, including the Jandakot Lakes Lions Cub, the Spanish Baptist Church and the Cockburn Country Women's Association. It has the potential to be hired by both groups. A second building on site includes a 50m² meeting space, 40m² kitchen and approximately 30m² of office space. This could be available but would require additional storage space to be provided.
- **Cockburn Power Boat Association:** The potential to explore opportunities to store boats and look at an alternative solution for room hire.

Due to the need to undertake detailed investigations a \$500,000 allocation has been set aside as part of the Beale Park estimated project costs to support the re-location of both groups.

13 Costings

Indicative construction cost estimates have been prepared by Donald Cant Watts Corke Surveying Services for the proposed developments as depicted on the Concept Master Plans for each site.

A summary is provided below and incorporates design contingencies, contract contingencies, headworks, professional fees, into the cost of each item. More detailed costings are provided at Annex 10.

Table 3: Indicative Costs for all Facility Options

Project	Estimated Costs (Inc. 6 Court Wally Hagan Devpt)
Beale Park (including displaced activities)	\$9.66M
Davilak Park	\$7.4M
Watsons/Edwardes	\$3.84M
Dalmatonic/Lucius	\$3.15M
Cockburn Coast Oval	\$4.25M (plus \$11.45M land purchase at an agreed time through DCP13)
Santich Park	\$2.3M
Wally Hagan/Dixon Park	
• Option One	\$36.51M
• Option Two	\$33.66M
• Option Three	\$25.51M
Total Estimated Construction Costs Ex GST inclusive of all contingences, professional fees and allowances	\$56.12M - \$67.12M (plus \$11.45M land purchase for Cockburn Coast Oval at an agreed time through DCP13)

These costs show that the total of all works comes to between \$56.12M - \$67.12M for the development of all sites with a 6 court Wally Hagan option. It is to be noted that a further \$11.45M is required to purchase the Cockburn Coast Oval. This is accounted for within the DCP13 agreement and will be expended when development thresholds are reached.

14 Cost Benefit Analysis

Based on the potential developments of the western suburbs sporting reserves the overall increase in additional useable oval/formal sporting space will be 6.85 hectares (conservative estimate). This includes the following:

Site	Additional Sporting Pitch Infrastructure	Additional Useable Sporting Space
Wally Hagan/Dixon	2 rectangular pitches and a potential oval.	4ha
Davilak	1 junior oval	0.85ha
Dalmatinac/Lucius	Extended junior pitch	0.1ha
Beale	Increased senior pitch capability	0.6ha
Watsons/Edwardes	No change – improved functionality	0ha
Santich	Formalised floodlit junior oval (currently used for Little Athletics)	0ha
North Coogee	1 oval (previously allocated)	1.3 h
TOTAL POTENTIAL ADDITIONAL SPORTING SPACE		6.85ha

The estimated required investment in the western suburbs sporting reserves will be between \$56.12M to \$67.12M depending on the optimum development scenario for Wally Hagan Basketball Stadium and Dixon Park (\$30.61M of which is for all sites excluding Wally Hagan Basketball Stadium and Dixon Park).

An investment of \$67.12M will deliver an increase of 6.85ha at a cost of approximately \$9.8M per hectare. The investment of \$56.12M will deliver an increase of 4.65ha at a cost of \$12.07M per hectare. The costs associated with the overall development will be partially offset by current committed development contribution which includes:

- Wally Hagan Basketball Stadium and Dixon Reserve: The DCA funding is estimated to be \$2,790,348
- Beale Park Sports Facilities: The DCA funding is estimated to be \$2,430,627
- Cockburn Coast Sport Oval and Clubroom: The DCA funding is estimated to be \$11,448,122 (which includes the full cost for acquisition of the land).

When the DCP contribution is considered, the overall cost imposed on the City reduces by between \$1M to \$2M (when the land acquisition cost is removed). If any of these projects were not to proceed the development contribution elements would be lost and under the terms and conditions of the Developer Contribution Plan cannot be transferred to another site.

Commentary has previously been provided in section 11.9 on the potential development of land parcels for sporting and recreational use within the Robb Jetty Precinct. The following sites were put forward:

- Site 1: North of current proposed Active Sporting Reserve site.
- Site 2: West of the Railway line.
- Lots 30, 31, 32 Cockburn Road.



Option 3 was identified as the only viable option. However the option to purchase this land would:

- Achieve 1.8ha of Active open space
- Require the purchase of lot 30, 31, 32 Cockburn Rd and development of a POS and community space. Current land value is \$8.8M
- Reduce potential DCP income by \$7.55M due to loss of developable land
- Cost approximately \$4M to develop one AFL oval, associated clubrooms and parking

The overall cost of this option is \$20.35M which would provide additional public open space at a cost of \$11.3M per hectare. The actual cost in relation to the creation of an active sporting reserve would be \$15.65M (providing 1.3ha of sporting reserve) without addressing the high cost issues associated with the development of the sports and recreation hub at Wally Hagan Basketball Centre and Dixon Park (for which the majority of costs are not related to the provision of sporting reserves).

If the cost of developing the basketball stadium were to be taken out of the costs associated with the development of sporting space at Dixon Park and the adjacent land the cost for developing the sporting space would be between \$6M for two rectangular pitches and \$12M for the two rectangular pitches and the oval (conservative estimate having regard to the ground conditions and need to provide changing rooms to service the sporting space). When the cost is adjusted and added to the costs of developing the other additional sporting reserves under the WSSPS, it would be equivalent to a cost of \$5.5M to \$6.3M

per hectare, significantly lower than the cost of acquiring and developing additional land at North Coogee.

In view of these circumstances the highest value return which addresses both increased provision of active and useable sporting reserves and the development of the sport and recreation hub is the development of western suburb infrastructure as recommended within this report.



15 Summary Overview of Key Findings

The research and outcomes of the consultation process has confirmed the following:

- There is an under provision of oval space within the western suburbs which is impacting on opportunities to meet current community sporting needs
- Over the next 20 years, given the anticipated population growth there will be a deficit in rectangular pitch facilities to meet the emerging need of the community.
- Current indoor court provision for basketball currently meets demand but has limited capacity to expand competition and developmental programs to meet the needs of the anticipated growth and demographic changes in the western suburbs.
- Current active sporting facility infrastructure within the western suburbs is ageing and in need of replacement to comply with current trends, community sporting expectations and sustainable development which now has a greater focus on the growth in women's sport and multi-functional use of club based facilities.
- There is a recognised under-provision of active sporting reserves within the Coogee and North Coogee suburb. This under provision can be offset by the advancement of the Cockburn Coast Oval at Shoreline and increased capacity on existing active sporting reserves, particularly at Dixon Park, Davilak Oval, Beale Park and Lucius Park. All of these facilities lie within the catchment of the growing coastal corridor.
- The majority of respondents to the consultation process are supportive of the development proposals associated with all of the active sporting reserves which are the subject of this study. The one exception is Option 2 related to the development of Dixon Park which is not recommended to be pursued further.
- The majority of concerns raised by respondents to the community consultation process can be addressed through the modification to the concept designs associated with the current process or through further engagement with the local community and consideration of specific development principles when undertaking the detailed design process. This includes:
 - Further research related to Indigenous and European heritage associated to the development of Dixon Park and the appropriate recognition of matters of significance.
 - Enhanced tree planting to offset the removal of existing trees at Beale Park and Davilak Oval.
 - The use of materials to be used to be sensitive too and reflect the

local setting of the active sporting reserves.

- Mitigating the potential loss of residential amenity by imposing specific performance measures in respect of floodlighting, noise related activity and provision of car parking.
- Enhancing public transport and dual use connections to the active sporting reserves and surrounding recreational POS.
- There are no other potential opportunities within the western suburbs to increase the level of active sporting reserves without entering into costly land acquisition processes. This would not be a viable nor an affordable option for the City to consider.

16 Recommendations

That Council:

1. Endorses the WSSPS.
2. Considers the proposed infrastructure development within the CSRFP and the 10-year Long Term Financial Plan process.
3. Enters into formal discussions with Landcorp to develop a lease agreement for the land identified for the Cockburn Coast Oval development with the view to bringing the development forward.
4. Enters into discussion with Main Roads WA to determine whether the road reserve adjacent to Wally Hagan Basketball Centre can be acquired to provide an extended sporting reserve combined with Dixon Park.
5. Undertakes further consultation with current clubs and user groups in relation to all reserves to further develop the plans in a staged manner in accordance with their needs.
6. Investigate the feasibility of the options identified for the Dixon Park development in consultation with various key stakeholders and adjoining landowners. This is to include further detailed assessment of Options 1 and 3 to include:
 - Progress discussions with Landcorp in respect of the boundary treatment and commitment to POS provision within the Landcorp controlled land.
 - Detailed design of the boundary treatments, wetland garden, floodlighting, car parking surface treatment, connectivity and recreational use of the area.
7. Inform the South Beach Community Group of the options for sporting facility and reserve development to service the emerging needs of the North Coogee resident population. In particular:
 - Lot 802L – Progress discussions with WAPC with a view to coming to an agreement on remediation and management orders.
 - Lot 2108L – Progress discussing with Landcorp about the inclusion of passive recreation spaces within this site.
8. Commits to undertake the necessary geotechnical, heritage and environmental assessments to further proof up the Dixon Park, Wally Hagan and Davilak Reserve sites to confirm the required remediation measures and cost implications necessary to develop each site.
9. Undertakes further site analysis on potential locations for both the Navy Cadets and Friends of the community to be relocated in advance of any development to secure their future. Sites are to include, but not limited to:

- Coogee Beach Surf Life Saving Club
- 12 Polletti Road
- South Coogee Agricultural Hall
- Men's Shed at 2 Sullivan Street

10. Undertakes further detailed designs on each site in a staged manner and the subsequent development of a tree replacement strategy.

11. Supports the development of a 6 court Recreation Centre development at Dixon Park subject to a future business case analysis.

15 Annexes

15.1 Annex 1 – Document Review

The following documents have been reviewed to support the recommendations made within the report:

Document	Precis of Main Considerations	Implications
City of Cockburn City of Cockburn Strategic Community Plan 2016 – 2031	<p>The Strategic Community Plan 2016 – 2026 sets the City's direction and lists our strategic aspirations. The following is of particular relevance to this study:</p> <ul style="list-style-type: none"> - City Growth: planning for the City's population growth whilst maintaining our strong financial position – (3) Ensure growing high density living is balanced with the provision of open space and social spaces. - Community, Lifestyle and Security: Providing safe, attractive, healthy programs and infrastructure for a diverse range of activity and people. (1) Provide residents with a range of high quality accessible programs and services; (2) Provide for community facilities and infrastructure in a planned and sustainable manner (4) Create and maintain recreational, social and sports facilities and regional open space. <p>Community consultation outcomes expressed the following aspirations:</p> <ul style="list-style-type: none"> - Adequate facilities to accommodate growing high-density living including provision of open space, play grounds with adjoining cafés and a cinema. - Mapping and promoting community, recreational and cultural facilities and services. 	<p>The key implications for sporting facility provision within the western suburbs are:</p> <ul style="list-style-type: none"> - The need to ensure appropriate level of public open space and sporting infrastructure is available to meet growth whilst also being managed within established financial constraints. - Ensuring that there is a range of services and infrastructure that meets the diverse demographic needs

Document	Precis of Main Considerations	Implications
Buildings Asset Management Plan 2014-2017	<p>Identifies buildings with high PQS of deficiencies including: Beale Park Hall/Change Rooms – Total: 257, Yr 2010: 86 – 33%; Yr 2013: 37 – 14%.</p> <p>Beale Park - 10 year renewal program of 15/16 - \$16,130 (Renewals SPM) and upgrade of \$300,000 (Upgrade PFTD); 16/17 \$21,472 (Renewals SPM) and upgrade of \$400,000 (Upgrade PFTD); 17/18 \$8,244 (Renewals SPM) and upgrade of \$300,000 (Upgrade PFTD); 18/19 \$7,873 (Renewals SPM); 19/20 \$9,854 (Renewals SPM); 20/21 \$9,232 (Renewals SPM) 21/22 \$10,083 (Renewals SPM); 22/23 \$12,218 (Renewals SPM) 23/24 \$22,308 (Renewals SPM); 24/25 \$43,939 (Renewals SPM). Internal funding in 2014/15 - \$70k for clubrooms design and upgrade other \$30k. \$600k DCF in 2016/17 Upgrade (DCF) \$980k in 2017/18 and (other) \$1.72M.</p> <p>Wally Hagan – 10 year renewal program of 15/16 - \$34,360 (Renewals SPM); 16/17 \$12,252 (Renewals SPM); 17/18 \$20,318 (Renewals SPM); 18/19 \$1,500 (Renewals SPM); 19/20 \$178,052 (Renewals SPM); 20/21 \$2,645 (Renewals SPM) 21/22 \$45,038 (Renewals SPM); 22/23 \$13,770 (Renewals SPM) 23/24 \$20,764 (Renewals SPM); 24/25 \$43,939 (Renewals SPM). Internal funding in 2014/15 - \$70k for clubrooms design and upgrade other \$30k. \$195 stadia building improvements in 14/15 from upgrade other. \$779,700 DCF and \$500k external funding in 2015/16 for Wally Hagan/ Dixon Res.</p> <p>Lucius Park - 10 year renewal program of 16/17 - \$13,069 (Renewals SPM); 17/18 - \$3,644 (Renewals SPM); 18/19 - \$50 (Renewals SPM); 19/20 \$9,480 (Renewals SPM); 20/21 \$23,475 (Renewals SPM) 21/22 \$9,718 (Renewals SPM); 22/23 \$2,160 (Renewals SPM) 23/24 \$800 (Renewals SPM). Upgrade other \$30k allocated in 14/15</p>	<p>The financial considerations for the management of existing assets is substantial and highlights the critical importance of developing infrastructure which is both sustainable (complying with the City's sustainability objectives), fit for purpose and viable for the main user group (i.e. is able to generate sufficient income to enable the club to re-invest).</p>



Document	Precis of Main Considerations	Implications
	Davilak Oval Clubrooms - 10 year renewal program of 15/15 - \$2,132 (renewals SPM) and upgrade CoC \$30k for flooring; 16/17 - \$9,718 (Renewals SPM); 17/18 - \$31,222 (Renewals SPM); 19/20 - \$3,200 (Renewals SPM); 20/21 \$8,536 (Renewals SPM) 21/22 \$7,446 (Renewals SPM); 22/23 \$20,172 (Renewals SPM) 23/24 \$22,616 (Renewals SPM). Upgrade other \$85k allocated in 14/15; \$120k in 15/16.	
Community Sport and Recreation Facilities Plan 2016 – 2026 (DRAFT)	<p>The plan concludes:</p> <ul style="list-style-type: none"> - There is a distinct undersupply of playing fields across the City, in particular in the neighbourhood and district categories. - The resulting issue of existing reserves being relatively small in size and the City not having any large multi-use sporting hubs as can be seen in other Local Government Authorities. - By 2026 the City's population will drive a need for a further 2 district and 6 neighbourhood reserves – this will require existing facilities to be master planned, re-aligned and potentially include land swaps/freehold purchases 	<ul style="list-style-type: none"> - There will continue to be issues associated with the provision of public open space and oval provision due to the inadequate level of large multi-functional sporting hubs. - The need to re-align and consider the redevelopment of existing infrastructure is potentially the only way in which any deficit within existing developed areas can be addressed. - In addition, there may be a requirement to purchase additional land, which may not be an effective use of limited resources.

Document	Precis of Main Considerations	Implications
Community Sport and Recreation Facilities Plan 2016 - 2026	<ul style="list-style-type: none">– Sporting grounds are the most important facility to respondents with a 94% rating as important or very important. This is followed by recreation centres and the youth centre both with 82%.– Considering the gap between the importance and satisfaction levels, the top two priorities for community facility improvements and development would be.<ol style="list-style-type: none">1. Sporting grounds2. Recreation centres– The lack of facilities in Coogee, North Coogee was identified, together with better shared use of school ovals, without fencing around the school site.– The need for a larger sporting facility/reserve of a regional size i.e. 15-20ha was strongly suggested.	The raw data from the consultation process indicates: <ul style="list-style-type: none">- Sporting grounds and recreation centres rank as the highest two priorities for facility improvements with residents.- The need to provide larger sporting facilities is evidenced to support multi-functional uses.- Cockburn City Football Club have a need to upgrade and replace ageing infrastructure.- Cockburn Cougars have a need to upgrade tired and ageing infrastructure.- Phoenix Lacrosse Club require a new ground with lights.- Cockburn Netball Club require additional floodlit court space.- Little athletics require additional infrastructure to accommodate storage and provide more effective shade.
Community Needs Assessment - Task Three Report (Community Perspectives)	<p>Cockburn Basketball Association Key needs, issues, trends</p> <ul style="list-style-type: none">- Accessible, welcoming and inclusive facilities- Declining rate of volunteers- Governance and risk management issues (responsibilities)- Cost to participate in sport- Transition, conversion and retention of juniors <p>Plans, priorities, vision for the future:</p> <ul style="list-style-type: none">- Internal systems and processes- Junior development and senior transition- Participation programs in schools- Education and training of volunteers- Financial management and revenue raising- Research and analysis of current and future numbers- Develop a female and male Olympic basketballer from City of Cockburn- Inclusive sport catering for needs of indigenous, <p>Cockburn City Soccer Club Key needs, issues, trends</p> <ul style="list-style-type: none">- Ageing facilities- Growing club	

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	<ul style="list-style-type: none"> - Currently in the NPL <p>Plans, priorities, vision for the future:</p> <ul style="list-style-type: none"> - Upgrade and expand Beale Park and Dalmatinac Park - Improved lighting at Beale Park - Improved Parking - Upgrade of Clubroom facility <p>Cockburn Cougars Softball Club Key needs, issues, trends</p> <ul style="list-style-type: none"> - Expansion of facilities - Development of fields - Growth of club with senior and junior members - Growth of tee ball - Equipment rejuvenation - ongoing - Saturday morning ground access to grow into tee-ball. - Lack of specialised maintenance. - Players moving from one club to another <p>Plans, priorities, vision for the future</p> <ul style="list-style-type: none"> - Renovation/extending club rooms or relocation to a purpose built ground 	<p>multicultural and disabled athletes</p> <ul style="list-style-type: none"> - Possible shared facility (multi-use basketball, netball, volley ball and badminton) <p>Fremantle Croatia Soccer Club Key needs, issues, trends</p> <ul style="list-style-type: none"> - Sharing community facility does not allow our club to have a true home identity - Barrier to expansion. - Promotion to the Saturday Leagues requires specific criteria to be met i.e. Main grounds enclosed with boundary fencing <p>Plans, priorities, vision for the future</p> <ul style="list-style-type: none"> - Establish true club home - Change name to identify with community based on club room location - Establish junior participation - Establishing summer tenants i.e. to share facilities. Allow for all year round usage. - Establishing junior and senior teams for various sports and participation levels for broader community. - Facilities that can cater for more than one sport so the 	<ul style="list-style-type: none"> - Cockburn Basketball association require additional / replacement court space which could be shared with other indoor court sports. - Fremantle Croatia Soccer Club require their own dedicated home base which may be shared with other sporting groups. - Cockburn Cricket Club / Cockburn Junior Cricket Club require additional clubroom, changing facilities and ablutions with the space and the ability to cater for both adults and juniors. One facility with weather training facilities for cricket is needed to provide for players in Coogee/North Coogee. - Phoenix Park Cricket Club require greater access to playing surfaces with the appropriate level of servicing infrastructure. Lack of storage is a

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	<p>(summer/winter, men/women's/juniors)</p> <ul style="list-style-type: none"> - Get full 12 month use of oval for weekends. - A club business plan for growth of member and ground - Retention of members and recruitment drive. - Getting involved in schools and disability centres – clinics. - Upgrade equipment and keep the parents/carers costs down - Start up Tee-ball for summer 2016/17 - Work with Kidsports to get more disadvantaged families involved. <p>Phoenix Lacrosse Club Key needs, issues, trends</p> <ul style="list-style-type: none"> - Need a facility in a growing area - Need bigger area for safety - 2 or 3 ovals required - Distance for people to travel - No “new” kids in the area - Need lights <p>Plans, priorities, vision for the future</p> <ul style="list-style-type: none"> - New ground and facility 	<p>facility can be used all year round.</p> <p>Cockburn Cricket Club / Cockburn Junior Cricket Club Key issues and needs or trends</p> <ul style="list-style-type: none"> - Two clubs need to have access facilities to be able to provide opportunities for players in the Coogee/Coogee North – one facility is needed - When facilities are shared by multiple clubs (x2 seniors / 2x juniors) some of the clubs are not provided with access to water/toilet/shade - Sufficient storage when facilities are shared - Junior clubs only have access to one toilet that males and female's adults and children have to share - Decent facilities that allow for players, parents and spectators to have security and safety (sun etc.) - Leasing arrangements to allow for all stakeholders to have equal access to facilities (such as each club needs to provide one rep into an 	<p>significant issue which needs to be addressed. The relocation of clubrooms to Beeliar is suggested.</p> <ul style="list-style-type: none"> - The fencing association require a long term permanent home for national events particularly from the Asia regions to replace current facility in North Coogee. - The Cockburn BMX Club is lacking the ability to facilitate state and national training and events. This needs to be provided with the ability to generate income to sustain club activities.

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	<ul style="list-style-type: none"> - Lights - Move to a growth area <p>Phoenix Park Little Athletics Club Key needs, issues, trends</p> <ul style="list-style-type: none"> - Continuing good standard of facilities that are maintained to a high level. - Participation rates need to increase to ensure ongoing viability of clubs then council support - Facilities keeping pace with community expectations - Parental involvement for youth sport is an issue <p>Plans, priorities, vision for the future</p> <ul style="list-style-type: none"> - Continue to pursue maintenance and upgrade of facilities - Provision of training of coaches – funding assistance - Join with other facility users to pursue club and storage facilities for equipment. - Clubrooms and shade for spectators <p>Cockburn Netball Club (training based in Hamilton Hill) Key needs, issues, trends</p>	<p>overarching board to allow for concerns and decision making)</p> <p>Plans, priorities, vision for the future</p> <ul style="list-style-type: none"> - All weather training facilities for cricket - That sporting clubs are a vital tool for the City to provide services to its residents. <p>Phoenix Cricket Club Key needs, issues, trends</p> <ul style="list-style-type: none"> - Senior clubs are growing and demand for facilities growing - Would like to grow membership by 1 extra side (11 members) - Current membership is spread over 3 suburbs (Coolbellup, South Lake and Beeliar). - Relocation of our clubrooms to Beeliar. – additional ground at Beeliar. – Access to clubrooms and facilities at Beeliar - Growth of juniors and senior members in the Beeliar area <p>Plans, priorities, vision for the future</p>

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	<ul style="list-style-type: none"> - Space – growing club. Require larger facility for training. - Participation - Incentives for volunteers - Rapid growth/rapid decline in older areas - Upkeep of club rooms and grounds - Outdated facilities - Volunteers/parent participation - Bigger grounds – training facilities - Recruiting players in older growth - Club being in Cockburn area, competition in Fremantle - Council working with Fremantle council to assist in development <p>Plans, priorities, vision for the future</p> <ul style="list-style-type: none"> - Additional court space as opposed to drawing out volunteers over 5 nights - Upskilling coaches, through coaching, coaches subsidising or playing in full and Incentives for coaches 	<ul style="list-style-type: none"> - Growth and development of juniors to support senior club growth - Consolidate from 3 wards in the City to one - Growth in interest in cricket in community - Require more grounds as our club grows - Opportunity to share with winter sports like soccer - Require dedicated clubroom with bar/club area. - Dedicated use during the season – identity - Storage facilities required <p>Fencing Association of WA (Excalibur)</p> <p>Key needs, issues, trends</p> <ul style="list-style-type: none"> - Given that sports are attended by participants in shorter periods i.e. try before you buy, we need to offer a wider range of sports that can be done or carried out over the whole year rather than seasonal and only during daylight hours <p>Plans or priorities for development in the future</p>



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	<ul style="list-style-type: none"> - Court space to expand club numbers/members - Incentives for coaching/training to retain players at club - Ensure joint ventures with the Council are supported to make plans and projects work together - Lift employment constraints around sporting commitments, flexible fees 	<ul style="list-style-type: none"> - A long term permanent home for national events particularly from the Asia regions. The current club house is near the North Coogee population growth area and is threatened by closure as the land becomes developed. - Shade facilities with other martial arts and indoor football clubs so that the costs of running a wide range of services to a wide range of age groups is available to a larger population. <p>Cockburn BMX Stadium (Bibra Lake) Key needs, issues, trends</p> <ul style="list-style-type: none"> - Volunteers - Advertising, getting the sport out there - Fundraising - Facility maintenance and up keep - Security <p>Plans, priorities, vision for the future</p> <ul style="list-style-type: none"> - Bring the track and facilities up to a world level - Bring fun back into the club - Grow the canteen - Have a strong committee

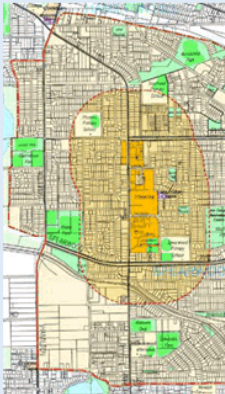
Document	Precis of Main Considerations	Implications
	<ul style="list-style-type: none"> - Bring a Cockburn rider to an Olympic level - An international track – BMX WA/Cycle West 	
DCP Report: Development Contribution Plan 13 (Community Infrastructure) – (9 September 2016)	<p>Infrastructure identified includes:</p> <ul style="list-style-type: none"> - Regional Facilities: <ul style="list-style-type: none"> o Coogee Beach Surf Club \$7,626,000 total DCA funding is \$3,732,774. o Coogee Golf Complex (excluding the pro-shop and restaurant component) Estimated total cost \$8,200,548 DCA funding is estimated to be \$4,014,004. - Sub-Regional Facilities – western suburbs <ul style="list-style-type: none"> o Beale Park Sports Facilities. Approximately 8ha in total with active reserve space at approximately 4ha (soccer, t-ball and baseball). 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. 906 players. Football West expects a 7% increase in the membership of soccer clubs in the south west zone of Fremantle, Melville Cockburn and Kwinana from now till 2031. Len Packham clubroom development estimated total cost \$5,284,518 DCA funding is estimated to be \$2,314,883 o Western Suburbs Skate Park – Complete. Estimated total cost \$312,014 DCA funding is estimated to be \$136,678 o Bicycle Network – West. The location of the proposed works is in accordance with the adopted Strategic Bicycle and Footpath Plan. Estimated total cost \$5,224,091 (total project). DCA funding is estimated to be \$2,288,413 o Dixon Park/Wally Hagen Facility Development (excluding café component). Upgrading and a 2500 m2 extension of the 	<p>The DCP report highlighted the following as being of significance:</p> <ul style="list-style-type: none"> - Coogee Beach Surf Club - completed. - Coogee Golf Complex – DCA commitment outstanding. - Beale Park Sports Facilities – DCA commitment outstanding. - Western Suburbs Skate Park – completed. - Bicycle Network – DCA commitment outstanding. - Wally Hagen/Dixon Reserve – DCA commitment outstanding. - Munster Recreation Facility – DCA commitment outstanding. - Cockburn Coast Sporting Oval and Clubrooms – DCA commitment outstanding.

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	<p>existing Wally Hagen Basketball Stadium to include a café, dry side recreation and fitness and sporting club facilities to accommodate overflow sports and toilet/change room facilities. The proposal also includes two additional car park areas, totaling approximately additional car 124 bays. 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 land fill site. 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. The future of the facility lies in the development of alternative services including a full suite of fitness services to provide opportunities to the community on the western side of the City. Estimated total cost \$6,066,600 (excluding café component – approximately 150m2 in size). DCA funding is estimated to be \$2,657,474</p> <ul style="list-style-type: none"> - Local - Specific Suburbs <ul style="list-style-type: none"> o Munster Recreation Facility: Develop a recreation reserve with requisite change rooms. Building approximately 1,000m2, including facilities for sporting clubs 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 Landcorp development of Australian Marine Park. As part of the development of the Technology Park, Landcorp 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. Estimated total cost of \$1,056,903 with the City portion being \$662,953. The DCA funding is estimated to be \$393,950. 	

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	<ul style="list-style-type: none"> ○ Cockburn Coast Sport Oval and Clubroom (including land cost) 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. 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: <ul style="list-style-type: none"> ▪ General change rooms, meeting hall and under croft 2x200m² ▪ Kitchen 40m²=40m² ▪ General Toilets & Showers 2x42.5m² ▪ 34 car parking bays ▪ External works & services <p>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. Estimated total cost \$13,867,458. DCA funding is estimated to be \$11,290,191. Referenced in the Robb Jetty Local Structure Plan</p>	
City of Cockburn Public Open Space Strategy 2014 – 2024	<p>The Public Open Space Strategy will provide direction to guide the future provision, enhancement and management of open space in the City of Cockburn. The City manages over 300 parks. Public Open Space is defined as publicly owned land which has existing or potential value for a variety of purposes including recreation, sporting facilities, community development, conservation and public amenity. In respect of sporting reserves, the following actions are identified:</p>	<p>The Public Open Space Strategy identifies the need to:</p> <ul style="list-style-type: none"> - Prepare design guidelines for the promotion and utilisation of sports

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Preliminary Site Investigation of Dixon Park (Dec 2008) Golder Associates	<ul style="list-style-type: none"> - 3.2.1 Prepare design guidelines that promote the utilisation of existing sports grounds for recreation space for the local communities outside of sports usage times (e.g. shade, seating and paths). - 3.2.2 Undertake a Sport Oval Carry Capacity study to determine the maximum patronage limitation of the active sporting area to ensure that functionality is maintained. - 3.2.3 Develop a policy for the management of active sports ovals to ensure quality, bookings and usages are delineated to meet community expectations. - 3.2.4 Align the POS Strategy with the Sport & Recreational Strategic plan to ensure the management and provision of active sports ovals is facilitated to meet the demands of future the communities. <p>4.27 ha site bounded to the south by Starling Street, the east by Hurford Street and to the north by Ommanney Street. Based on the site inspections, information obtained during the historical search and interviews it was considered that the site has three areas of potential environmental concern (APEC):</p> <ul style="list-style-type: none"> - APEC 1 – the landfill activities which occurred on-site in the 1970s. General waste including household, building material, inert and possibly chemicals may have been disposed of at the site as part of the landfilling process. - APEC 2 – the sump located on south-east corner of site. he sump receives stormwater discharge from the area to the east of site. Stormwater in urban areas has the potential to impact groundwater by carrying contaminants into the subsurface. - APEC 3 – the possibility for the site to contain potential acid sulphate soil (PASS) or actual acid sulphate soil (AASS). Limited data was available regarding the potential for ASS on-site, in particular that associated with the former swamp-like area. 	<p>grounds. These have yet to be completed.</p> <ul style="list-style-type: none"> - Undertake a sporting oval carrying capacity stud – this has yet to be completed. - Develop a policy for the management of sporting ovals. - Ensure strong alignment with the Sport and Recreation Strategy. <p>The Dixon Park preliminary study identifies a number of issues which require a resolution to be found, if the site is to be used for a purpose other than passive recreational use. This includes:</p> <ul style="list-style-type: none"> - Remediation of landfill will be required to remove contaminants and stabilise the land. - The need to avoid disturbing acid sulphate soils. - The potential relocation of the existing sump.

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	<p>The following staged approach in investigating the potential contamination associated with the APECs was recommended:</p> <ul style="list-style-type: none"> - Undertake a limited preliminary intrusive environmental investigation to determine the lateral and vertical extent as well as the composition of the landfill and potential for ASS. - Based on the outcomes of the results, a SAP would be prepared for a detailed site investigation (DSI). <p>Depending on the outcomes of the limited environmental investigation and DSI and the proposed future land-use, a health risk assessment and site management plan may be required.</p> <p>Underground utilities include:</p> <ul style="list-style-type: none"> - Water Corporation had infrastructure located along the eastern boundary of Dixon Park within the site boundaries. - The results from Western Power indicated they had infrastructure along the eastern boundary of Dixon Park however the plans suggest that it was outside the site boundaries. Among the infrastructure was a substation located on the south-east corner of the property. - The information provided by WAGAS networks indicated that there was a low-pressure line on the southern boundary of the site within the Starling Street Park. - A service line to the basketball stadium enters the side to the east of the car park. - A low-pressure gas line also borders the site in the north-east corner of the site on Ommanney Street. - The information provided by Telstra indicated a line entering the site for the basketball stadium which also splits off to three dead lines. A second line entered the site along the eastern boundary across from Spiller Street. 	<p>All of the above needs to be incorporated within a future site management plan.</p>

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<p>Phoenix Central Revitalisation Strategy and Activity Plan Final Report May 2009</p> 	<p>It provides a strategic framework for improvements to the Phoenix town centre and parts of the suburbs of Spearwood and Hamilton Hill for the next ten years.</p> <p>The study area included:</p> <ul style="list-style-type: none"> - MacFaul Park; - Dubove Park; - Beale Park; - Lucius and Dalmatinac Parks; and - Goodchild Park. <p>Of the ideas considered, the redevelopment of the facilities at Beale Park and the creation of a link between Watson Oval and Edwardes Park by buying a portion of some existing school grounds.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> - Engineering Services to develop and adopt a public-realm refurbishment program for upgrading public open space in the Phoenix Central project area based on recommendations B to K. This should reflect a needs analysis of the future community and the appropriate role of each park in meeting the needs. - Engineering Services and Community Services to commence the Beale Park study (community consultation, relocation of State Emergency Services, expansions of sports grounds, redevelopment of clubroom facilities). - Engineering Services and Community Services to commence the MacFaul Park study (community consultation, demolition of Joe Cooper Recreation Centre, improvements to park). - Engineering Services to improve Goodchild Park (clubrooms and facilities). 	<p>The revitalisation strategy identifies a number of facility improvements which should be considered in respect of the future development of the existing developed area:</p> <ul style="list-style-type: none"> - The purchase and re-use of education land to more effectively utilise the space at Watsons and Edwardes Park. - Expand the Beale Park Sports Ground.

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Public Health Plan 2013-2018 (City of Cockburn)	<p>While the City's current focus is on new and improved infrastructure for sport, recreation, walking and cycling, and some policies relating to smoking, alcohol and nutrition, there is a need for much more especially in light of evidence showing that sedentary living, poor nutrition and alcohol/drug use contributes to obesity and poor mental health in the community.</p> <p>Provision of early intervention health services for children, sufficient to address need: Infrastructure development, planned by the City through its Sport and Recreation Strategic Plan, to upgrade parks and sporting facilities (including the swimming pool) will provide improved services and activities for this age group. Capacity building for sporting clubs and associations also identified in the Plan will enhance opportunities for an increased number of young people to participate in community based teams of a wider range of sports and increase the likelihood of sustainability of these activities in the future.</p> <p>Of the recommendations identified, the following are relevant:</p> <ul style="list-style-type: none"> - Improve access to sport and recreation services and facilities for people with disabilities, CALD and/or indigenous residents - Investigate a major new regional sporting facility with Dept Sport and Recreation and Cities of Canning and Melville. 	<p>The public health plan re-emphasises the importance of early intervention to increase levels of physical activity and reduce sedentary lifestyles. This will include:</p> <ul style="list-style-type: none"> - upgrade parks and sporting facilities (including the swimming pool) to provide improved services and activities. - Building capacity in sporting clubs. - Improving accessibility or people with disabilities, CALD and/or indigenous residents. - Working in partnership with neighbouring local governments to increase access to regional level infrastructure
Robb Jetty Local Structure Plan	<p>The Robb Jetty precinct has been allocated five neighbourhood parks which have been strategically located so that residents are within close walking distance to a neighbourhood park.</p> <p>Sports Oval (District Open Space 2)</p> <p>In addition, a 1.3 hectare sports oval is strategically located adjacent to the school.</p>	<p>The current plans indicate a small level of local/neighbourhood provision which will need to be supported by access to district and regional level infrastructure</p>

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Sport and Recreation Strategic Plan 2009	<p>The plan, which is in the process of being superseded references the following:</p> <ul style="list-style-type: none"> - Wally Hagan Stadium: While the facility was heavily utilised through 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. The future of the facility lies in the development of alternative services including a full suite of fitness services to provide opportunities to the community on the western side of the City. - Spearwood Bowling Club – located on Azelia Road at the Dalmatinac Club. Competed with Cockburn Bowling Club for members but with its relocation should have a positive impact on the growth of this club. - Tennis Facilities: The City of Cockburn has one main Tennis facility that operates from Davilak Oval. The current club and facilities are 50 years old and there has been limited growth throughout recent years. Potentially re-allocated to Netball. 	<p>The plan, whilst in the process of being updated and replaced provides important historic data with regards to:</p> <ul style="list-style-type: none"> - Wally Hagan - The future of the facility lies in the development of alternative services including a full suite of fitness services to provide opportunities to the community on the western side of the City. - The need to focus on sustaining Spearwood Bowling Club. - The potential relocation of tennis with netball.
City of Cockburn Annual Business Plan 2016/17	<p>Actions to be undertaken 2016/17 as identified in the City's Corporate Business Plan</p> <ul style="list-style-type: none"> - Finalise and implement the Community, Sport & Recreation Facilities Strategic Plan 2016 – 2019 - Develop and implement the Coastal Activities Guide - Develop Western Ward Suburbs Sports and Recreation Needs and Feasibility Study 	The annual business plan and corporate business plan emphasises the importance of effective strategic planning to justify investment in sport and recreation infrastructure.
City of Cockburn Corporate Business Plan 2016/17 – 2019/20	<p>The Corporate Business Plan 2016/17 – 2019/20 maps the City's key priorities, projects, services and actions over the next four years. Reference is made to:</p> <ul style="list-style-type: none"> - Key objective 3: community, lifestyle and security - 3.2 Provide for community facilities and infrastructure in a planned and sustainable 	

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City of Cockburn Sustainability Action Plan 2015 / 16	<p>manner; 3.4 Create and maintain recreational, social and sports facilities and regional open space.</p> <p>The plan references the 2016-2019 Sport and Recreation Plan as being a core document containing details of the planned facilities and identifying future investment.</p> <p>The City of Cockburn's Sustainability Action Plan 2015/16, forms part of the City's integrated reporting platform. This platform guides the strategic direction of the City towards sustainability. The following broad strategic interventions are relevant:</p> <ul style="list-style-type: none"> - Objective Gov 2 - Adopt best practice in sustainable procurement and asset management - Objective Env 5 - Implement best practice water management strategies. - Objective Soc 2 - Provide well located community services and facilities to meet identified community needs and facilitate healthy lifestyles. - Objective Soc 1 - Enhance social inclusion, equity and diversity. 	<p>The sustainability plan highlights the importance of more effective use of resources in the management of assets whilst also ensuring that all facilities provide for open access, recognising equality and diversity of use.</p>
State and Regional Strategic Planning Documents		
Outer Metropolitan Perth and Peel Sub-Regional Strategy	<p>Theme: Accessible: All people should be able to easily meet their education, employment, recreation, service and consumer needs within a reasonable distance of their home. Strategies include:</p> <ul style="list-style-type: none"> - Connect communities with jobs and services. - Improve the efficiency and effectiveness of public transport. 	<p>The Outer Metropolitan Perth and Peel Sub-Regional Strategy states that all people should be able to easily meet their education, employment, recreation, service and consumer needs within a reasonable distance of their home. This must make</p>



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South Metropolitan Peel Sub-Regional Planning Framework Towards Perth and Peel@3.5million May 2015 Draft	<ul style="list-style-type: none"> - The key actions identified to facilitate sustainable growth include a more efficient use of land through urban consolidation, integration of infrastructure and development, co-location of services and the strategic location of employment opportunities. - The structure plans are to provide strategic guidance to government agencies and local governments on land use, land supply, land development, environmental protection, infrastructure investment and the delivery of physical and community/social infrastructure for each sub-region. - The framework sets out proposals to identify sites to meet the growing requirements for regional sport and recreation facilities; - It states that Cockburn Central has the potential to be a key commercial and retail service provider in the sub-region while also leveraging potential synergies with health, sport/recreation and education facilities to become a sports/recreation and health precinct. - In respect of community and social infrastructure the plan specifically references Sport and Recreation. It states that the predicted population growth will result in increased demand for additional regional and district-level sporting facilities within the sub-region that will be met through a combination of existing and new recreation sites. The future use of existing sites and facilities will be maximised to cater for some of this additional demand. 	<p>effective use of public transport.</p> <ul style="list-style-type: none"> - As with the Central Sub-Regional Planning Framework, this document sets out the development principles to accommodate future growth within the South Metropolitan and Peel Sub-Regional area. - The draft document is an important planning consideration which impacts on future provision for residents in the western suburbs. - It is to be noted that a number of sites have been identified for new provision but that many of these sites are constrained environmentally and have still yet to be fully assessed in respect of their capability. They are unlikely to impact on the need within the western suburbs.

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Our Bike Path 2014-2020: A strategic framework for cycling in Western Australia	<p>The plan maps a vision and framework that will be used to guide the future development and growth of cycling in Western Australia.</p> <ul style="list-style-type: none"> - Participation: To get over 1 million Western Australians regularly riding by 2020. - Transport: For cycling to achieve a transport mode share of 5% by 2020. - Female Participation: To reduce the disparity between men's and women's participation in cycling. - Children's Participation: To move the % of kids riding to school closer to the levels of the 1970's. - Safety: To reduce the number of serious bicycle injuries every year. - Image: To dramatically improve community perceptions of cycling as a safe and enjoyable activity. - Sporting Success: To increase the number of Western Australian cyclists winning gold at national championships. - Infrastructure: To increase the number of cycling infrastructure facilities in metropolitan and regional WA (includes cycle paths, mountain bike trails and cycle sport facilities) every year. <p>Of the challenges the following are relevant:</p> <ul style="list-style-type: none"> - We have an inadequate number of cycle sport facilities. - The financial and workforce capacity of our cycling organisations and clubs is fragile, which is limiting the breadth and depth of impact they can have in our community. - Our cycling organisations still tend to operate in isolation, with operational and functional duplication in many areas, and limited instances of collaboration and resource sharing. 	<ul style="list-style-type: none"> - The bike plan should be referenced when making any potential bid for resources. - The critical importance is to demonstrate how projects will increase participation and the mechanisms which are to be put in place to monitor and evaluate the impact of investment (i.e. by increasing female and children's participation and increase safety).

Document	Precis of Main Considerations	Implications
Emerging Constraints for Public Open Space in Perth Metropolitan Suburbs: Implications of Bush Forever, Water Sensitive Urban Design and Liveable Neighbourhoods for Active Sport and Recreation (DSR, CSR and Curtin University)	<p>Study findings (which included input from the local governments of Gosnells, Armadale, Cockburn, Rockingham, Wanneroo, Stirling, Melville, Subiaco and Nedlands) concluded:</p> <ul style="list-style-type: none"> - Both Bush Forever and WSUD has caused a reduced supply of active open space, and that the implementation of LN may have also caused a reduced supply of active POS. - There is a shortage of grounds in this corridor given the number of grounds being heavily used, and that this shortage is due to fewer grounds being provided in the Bush Forever and WSUD constrained suburbs. - Additionally, there is an issue of 'spatial equity', where the residents of the new suburbs of Cockburn have to travel much further to access these playing fields than the residents in the established suburbs. - Suburbs setting aside around 1.4% of the suburb for active open space will likely meet the demand. For suburbs with significantly less than this, serious consideration needs to be given to providing additional active open space. - As a guide to planners, and not a fixed criterion, setting aside around 7m² per resident as active open space would be adequate. By extension, anything significantly less than this figure would seem inadequate and serious consideration needs to be given to providing additional active open space. - The WAPC's policy framework does not adequately address the active open space needs of Perth, particularly taking into account the predictions of an additional half a million people in the region by 2031. - There is an urgent need for a study into the supply of active open space in all of these suburbs and to then determine any existing and predicted future needs. 	<ul style="list-style-type: none"> - The main output from the Curtin University research is the identification of 7m² as the minimum level of public open space required to serve the needs of each resident. This was subsequently modified to 6.5m² following further analysis. - The study emphasises that within the urban growth areas, the allocation of public open space and in particular, active open space continues to be deficient and ill-conceived.

Document	Precis of Main Considerations	Implications
Active Open Space - Playing Fields Centre for Sport and Recreation – Curtin and Department of Sport and Recreation) 2013	<p>The research found:</p> <ul style="list-style-type: none"> - In delivering significant environmental and social benefits, the unintended consequence of implementing Bush Forever, Water Sensitive Urban Design and Liveable Neighbourhoods planning policies has been a reduction in the amount of open space able to accommodate organised sport. - The new suburbs in each of the fringe growth subregions of Perth already have a shortage of active playing fields. <p>The research concluded:</p> <ul style="list-style-type: none"> - If the provision of the support facilities is taken into account, the total shortfall of open space required for active sport by 2031 is around 495 hectares across Perth and Peel. <p>Without a change to the relevant planning policies and without the State Government stepping in to provide additional active open space as Regional Open Space, this shortage can only get worse</p>	The document identifies that there has been a reduction in the amount of open space able to accommodate organised sport. New suburbs in each of the fringe growth subregions of Perth already have a shortage of active playing fields.
Classification framework for public open space (Department of Sport and Recreation) 2013	<p>Within the Classification Framework for Public Open Space, different types of POS infrastructure are categorised by primary function: recreation, sport and nature space; and by expected catchment: local, neighbourhood, district or regional open space.</p> <p>Descriptions of primary function comprise:</p> <p>Recreation space</p> <ul style="list-style-type: none"> - Provides a setting for informal play and physical activity, relaxation and social interaction. - Includes open parkland and gardens, community gardens, corridor links, amenity spaces, community use facilities, civic commons or squares. <p>Sport space</p> <ul style="list-style-type: none"> - Provides a setting for formal structured sporting activities. - Includes playing surfaces, buffer zones and supporting infrastructure such as clubrooms. 	<ul style="list-style-type: none"> - Previous Research has indicated that sporting use and catchment will largely be dependent on the sporting activities serviced by a particular site. - Sports such as hockey and rugby league to historical locational characteristics tend to experience larger catchments that sports such as soccer and tennis which are predominantly

Document	Precis of Main Considerations	Implications
	<p>Nature space</p> <ul style="list-style-type: none"> - Provides a setting where people can enjoy nearby nature. - Includes sites managed to encourage recreational access while protecting local ecological and biodiversity values. <p>Catchment category descriptions are based on expected purpose, typical size and how far a user might travel from their home to visit parkland, and include:</p> <p>Local Open Space</p> <ul style="list-style-type: none"> - Usually small parklands that service the recreation needs of nearby residents. - 0.4ha to 1ha in size and within 400 metres or a 5 minute walk. <p>Neighbourhood Open Space</p> <ul style="list-style-type: none"> - Usually provide a variety of features and facilities with opportunities to socialise. - 1ha to 5ha in size and within 800 metres or a 10 minute walk. <p>District Open Space</p> <ul style="list-style-type: none"> - Usually designed to provide for organised formal sport and inclusion of substantial recreation and nature space - 5ha to 15ha in size and within 2 kilometres or a 5 minute drive. <p>Larger areas of Regional Open Space are expected to serve one or more geographical or social regions and attract visitors from outside any one local government (LG) area. Size will be variable and dependent on function. When sport space is identified as a necessary regional function, land allocations for playing fields and sports facilities are expected to be upwards of 20 hectares in area.</p>	<p>more evenly spread within the metropolitan area (although this is not always the case).</p> <ul style="list-style-type: none"> - It is important to recognise the limitations placed on all public open space sites with natural and made infrastructure including sumps, stormwater drainage channels, trees, protected bushland, environmental constraints and water management obligations.
Sports Dimension Guide for Playing Areas (2016) (Department of	<p>The guide provides advice on:</p> <ul style="list-style-type: none"> - Sports surfaces from a playing perspective. - Line court marking which advocates shared use of court infrastructure due to the cost and space factors. 	<p>This guide is to be used for the spatial layout of any infrastructure identified as being required to meet</p>

Document	Precis of Main Considerations	Implications
Sport and Recreation) Strategic Directions for the Western Australian Sport and Recreation Industry 2016-2020 (Department of Sport and Recreation)	<ul style="list-style-type: none"> - The optimum orientation of outdoor playing areas <p>The document provides vision and direction for Western Australia's Sport and Recreation Industry. The following key challenges relevant to the development of Sporting infrastructure over the next five years are:</p> <ul style="list-style-type: none"> - PUBLIC OPEN SPACE AND URBAN FORM: Urban parklands and green spaces for sport and active recreation are integral components of urban infrastructure and make a significant contribution to community health and wellbeing. In order to deliver public open space which meets the needs of communities into the future we must be efficient with resources, focus on the function of sites, provide equitable access to facilities and secure strategically important regional scale spaces. - COMMERCIALISATION: A small number of high profile sports with significant participation bases and integrated competition structures now have robust commercially oriented business models, while community-based sport and recreation organisations are increasingly reliant on public investment for their survival. Public investment in sport and recreation organisations should factor in the capacity of these organisations to source commercial revenue. - FINANCIAL [UN]CERTAINTY: The sport and recreation industry must optimise the value derived from public and private funding in tight fiscal circumstances. Sport and recreation stakeholders must be strong advocates for the many benefits that are enabled by continued investment. - LIFE COURSE AND LIFE STAGE PARTICIPATION: The achievement of improved participation rates in sport and recreation, and more broadly active lifestyles, will require innovative responses to the life course and life stage circumstances of Western Australians. A combination of expanding pioneering initiatives and 	<p>emerging community need within the regional area.</p> <p>Strategic Directions for the Western Australian Sport and Recreation Industry 2016-2020 identifies the following which need to be considered in the development of sporting infrastructure:</p> <ul style="list-style-type: none"> - In order to deliver public open space which meets the needs of communities into the future we must be efficient with resources, focus on the function of sites, provide equitable access to facilities and secure strategically important regional scale spaces. - Community-based sport and recreation organisations are increasingly reliant on public investment for their survival. Public investment in sport and recreation organisations should factor in the capacity of these

Document	Precis of Main Considerations	Implications
	adapting successful concepts from other jurisdictions can stimulate healthier and socially beneficial outcomes for our community.	<p>organisations to source commercial revenue.</p> <ul style="list-style-type: none"> - The sport and recreation industry must optimise the value derived from public and private funding in tight fiscal circumstances. - The achievement of improved participation rates in sport and recreation, and more broadly active lifestyles, will require innovative responses to the life course and life stage circumstances of Western Australians. A combination of expanding pioneering initiatives and adapting successful concepts from other jurisdictions can stimulate healthier and socially beneficial outcomes for our community.
State Sporting Facilities Plans		
Bowls WA Strategic Facilities Plan	The Strategic Facilities Plan is to ensure that the provision of bowls facilities is carried out in a manner that is sustainable and in the best interest of the sport. Needs are to be assessed on a number of factors including the sustainability of the club, current facilities and the growth potential of the	Bowls WA Strategic Facilities Plan seeks to ensure that the provision of bowls facilities is carried out in a manner that is

Document	Precis of Main Considerations	Implications
	club. Local government authorities and clubs are to use the Strategic Facilities Plan as the basis for planning and development of bowling clubs and facilities. This should be carried out in consultation with the Department of Sport and Recreation, Bowls WA and other relevant stakeholders	sustainable and in the best interest of the sport. No sites or specific developments related to the western suburbs are identified.
Football West Strategic Facilities Plan	One of the aims of the project is for Football West and DSR to develop a classification system within a football hierarchy, based on the sustainability of individual clubs that will serve as a basis to plan for future infrastructure provision and upgrades. Recommendations were made with regard to the need for additional rectangular pitch provision in specific zonal areas. The recommendations were based on anticipated population growth and anticipated growth within the sport at different age/competition levels.	The 2006 Football West Strategic Facilities Plan contains recommendations based on the need for additional rectangular pitch provision in specific zonal areas. It has never been formally pursued by the State Sporting Association and is now considered to be out of date.
Tennis West Strategic Facilities Plan	A requirement for longer term strategic direction to determine the need for facilities, how facilities should be developed in the future and the appropriate approach to management, community access and ongoing improvements. The plan relates principally to establishing standards of provision, processes and broad strategic developments. The next level of development is critical i.e. sub-regional analysis and identification of site specific requirements.	Tennis West Strategic Facilities Plan advocates a requirement for longer term strategic direction to determine the need for facilities, how facilities should be developed in the future and the appropriate approach to management, community access and ongoing improvements.
WACA Strategic Facilities Plan	A clear focus for all stakeholders when planning for cricket facility provision should be on the needs of the player. Achieved through recognition and use of the "facilities planning triangle" outlined under the WA Cricket Philosophy.	WACA Strategic Facilities Plan contains recommendations based on



Document	Precis of Main Considerations	Implications
	The strategy does not appear to have been developed beyond its initial publication by the WACA. Many of the recommendations would have required significant involvement of Regional Development Mangers working with clubs to implement the recommendations. It is not evident however that this has occurred.	the need for additional infrastructure and states that these ultimately should be based on the needs of the player. The strategy does not appear to have been developed beyond its initial publication by the WACA and is now considered out of date.
Western Australian Football Commission Strategic Facilities Plan	One of the aims of the project was to develop a classification system within a football hierarchy, based on the sustainability of individual clubs that will serve as a basis to plan for future infrastructure provision and upgrades. The plan incorporates future facility needs based on population growth which specifies a significant increase in teams (and therefore need for football ovals). Reference is made to the facility requirements of each standard of play and provides commentary on the key facility components which may be utilised in developing the district level strategies/plans.	Western Australian Football Commission Strategic Facilities Plan advocates a classification system within a football hierarchy, based on the sustainability of individual clubs that will serve as a basis to plan for future infrastructure provision and upgrades. The plan incorporates future facility needs based on population growth which specifies a significant increase in teams (and therefore need for football ovals).
Netball Strategic Facilities Plan	The intention of the plan is to: 1) Identify future facility requirements for both sports within Western Australia for the next 15 years and a process for prioritising and securing potential investment to deliver the plan.	Reference is made to the importance of the ARC in providing regional level infrastructure to support the growth and development of

Document	Precis of Main Considerations	Implications
Basketball Strategic Facilities Plan	<p>2) Establish the framework within which the State Sporting Association (SSA) of Netball WA can provide support and guidance to its affiliated associations ("associations") and local government.</p> <p>The outcomes of the court demand assessment for netball facilities to 2016 were that the existing level of provision of netball courts is meeting or exceeding demand in all regions except for the Peel Region based on broad community use under assessed population parameters.</p> <p>Netball WA's priority development areas within the Metropolitan Region include their Coastal region (which includes the Cities of Fremantle, Cockburn and Rockingham). Reference is made to the City of Cockburn currently constructing a regional aquatic and recreation centre (the ARC) with up to an additional six courts, which will be used for basketball and netball.</p> <p>Of the recommendations it states:</p> <p><i>"Explore the potential opportunity for Coastal Netball Association to locate competition or administrative activities at the centre (The ARC). Netball WA provide facility advice and strategic support in respect of potential usage through agreement, management of the facility asset and potential contribution of the association to operational costs."</i></p>	the Coastal Netball Association.
	<p>The intention of the strategic plan is to:</p> <ol style="list-style-type: none"> 1) Identify future facility requirements for both sports within Western Australia for the next 15 years and a process for prioritising and securing potential investment to deliver the plan. 2) Establish the framework within which the State Sporting Association (SSA) of Basketball WA can provide support and guidance to its affiliated associations ("associations") and local government. <p>Within the Metropolitan Region significant population growth is forecast for the Armadale, Canning, Cockburn, Gosnells, Joondalup, Perth, Rockingham, Stirling, Swan and Wanneroo local government areas. The Metropolitan Region is also a priority development region for BasketballWA.</p>	Basketball Strategic Facilities Plan identifies both the opportunity at Cockburn ARC and the need to consolidate infrastructure at Wally Hagan. Facility advice and support is identified as a priority to ensure the sport is sustainable and viable in the regional area.



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	<p>In addition, it states there is a need to clarify the future of the Wally Hagan Centre in the City of Cockburn which is identified in the City's sport and recreation plan as a recreation centre with a gym. Cockburn is one of the few associations with room for growth and is currently reviewing its governance and strategic direction.</p> <p>Of the recommendations contained within the plan the following are relevant:</p> <ul style="list-style-type: none"> - Work with the basketball user groups on the potential transition to new and extended court facilities at the Cockburn Regional Aquatic and Recreation Centre. To provide facility advice and strategic support in respect of the development of a new association by influencing the potential usage through agreement; management of the facility asset and potential contribution of an association to the facilities financial management. - Provide facility advice and strategic support to the Association in respect of appropriate governance models and its long-term business plan to facilitate the association's growth and future financial viability. 	
Overview	<p>A review of the facility plans identifies a number of common threads which can be summarised as:</p> <ul style="list-style-type: none"> • The strategic documents vary from being explicit in identifying sites for development whilst others are generic in advising on the approximate location of facilities in accordance with population growth. • With the exception of the WAFC strategic plan, no strategic facilities plan has been developed to incorporate implementation and delivery. • The role of local government is critical to the implementation of the majority of recommendations in respect of facility development. • The strategic plans have, with the exception of WAFC, not been reviewed on a regular basis to determine their currency. 	<p>Summary conclusions to be considered include:</p> <ul style="list-style-type: none"> - The role of local government is critical to the implementation of the majority of recommendations in respect of facility development and there is no commitment to funding. - Strategies have been developed in isolation

Document	Precis of Main Considerations	Implications
	<ul style="list-style-type: none"> The strategies have been developed in isolation with little regard to ground sharing, colocation and compatible uses. The Department of Education is highlighted as being a significant partner in delivering the facility development outcomes identified in the majority of strategic facility plans. The majority of the strategies are linked to funding available through CSRFF. 	<p>with little regard to ground sharing, colocation and compatible uses.</p> <ul style="list-style-type: none"> The Department of Education is highlighted as being a significant partner in delivering the facility development outcomes identified in the majority of strategic facility plans. The majority of the strategies are linked to funding available through CSRFF.
National Participation Data		
AusPlay: Participation data for the sport sector: Summary of key national findings October 2015 to September 2016 data (Australian Sports Commission)	<p>The national data output identified:</p> <ul style="list-style-type: none"> Over 17 million Australians aged 15 or over (87%) participated in a sport or physical activity in the last 12 months. Nearly 3.2 million children (69%) participated in some form of organised sport or physical activity outside of school hours. Adult men and women participate at similar levels across the life stages. However girls 9-11 years old are slightly more likely to participate in sport or physical activity (at least once a year) compared to boys of the same age. 	<p>Key Conclusions highlight:</p> <ul style="list-style-type: none"> Australian adults tend to play sports for longer durations than non-sport related physical activities. However, they participate in non-sport related physical activities more often than sport. Women are more likely to participate in sport or physical activity for



Document	Precis of Main Considerations	Implications
	<ul style="list-style-type: none"> • 11.6 million Australians (59%) aged 15 or over are participating in sport or non-sport related physical activity three or more times per week. • 2.5 million Australian children (54%) aged 0 to 14 are active at least once a week through organised sport/physical activity outside of school hours. Only 19% or 0.9 million children are active at least three times per week. • Australian adults tend to play sports for longer durations than non-sport related physical activities. However, they participate in non-sport related physical activities more often than sport. • Women are more likely to participate in sport or physical activity for physical and mental health reasons and to lose or maintain weight than men. • Men are more motivated by fun/enjoyment and social reasons than women. • For adults up to middle-age, time pressure is by far the main barrier to participating in sport or physical activity. Poor health or injury then also becomes a main factor. • The main barrier to young children's participation in organised out of school hours sport or physical activity is their parents' perception that they are too young to start playing. • Sport clubs are the primary avenue for children to be active (except for children aged 0–4, who are more likely to be active through other organisations). • Sport clubs are not the main choice for participation in sport or physical activity in Australia for adults aged 18 years and over. • While sport clubs are the main avenue for both girls and boys, throughout childhood boys (50%) are more likely to be active through club sport than girls (33%). 	<p>physical and mental health reasons and to lose or maintain weight than men.</p> <ul style="list-style-type: none"> - Men are more motivated by fun/enjoyment and social reasons than women - For adults up to middle-age, time pressure is by far the main barrier to participating in sport or physical activity. Poor health or injury then also becomes a main factor. - Sport clubs are the primary avenue for children to be active (except for children aged 0–4, who are more likely to be active through other organisations). - Sport clubs are not the main choice for participation in sport or physical activity in Australia for adults aged 18 years and over.

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	<ul style="list-style-type: none">• The use of technology for sport or physical activity is popular with 39% of the Australian adult 'playing' population. Its popularity is highest amongst younger adults, particularly younger women.• Recreational walking is the most popular physical activity for Australians overall followed by fitness/gym activities.• Swimming is the activity of choice for a large proportion of Australian children, ahead of football in second.	

15.2 Annex 2 – Sports Specific Influences

Sport (SSA)	Strategic Planning	Current Approach
Bowls WA	Bowls WA Strategic Facilities Plan: Seeks to ensure that the provision of bowls facilities is carried out in a manner that is sustainable and in the best interest of the sport.	Unchanged
Football West	Football West Strategic Facilities Plan: The need for additional rectangular pitch provision in specific zonal areas was identified. It has never been formally pursued by the SSA and is now considered to be out of date.	No Strategic Plan
Tennis West	Advocates a requirement for longer term strategic direction to determine the need for facilities, how facilities should be developed in the future and the appropriate approach to management, community access and ongoing improvements.	A new WA facilities plan is in the process of being developed. Currently advocating re-purposing of 2 court infrastructure and development of 12-16 court regional facilities.
WACA	Contains recommendations based on the need for additional infrastructure to be based on the needs of the player. The strategy has not been developed and is now considered out of date.	Current planning on zonal levels based on building the strength within existing clubs. Female participation is the major growth consideration with growth in age competitions at U13, U15, U18.
WAFC	Advocates a classification system within a football hierarchy, based on the sustainability of individual clubs that will serve as a basis to plan for future infrastructure provision and upgrades. The plan incorporates future facility needs based on population growth which	A review of the strategy is imminent but current initiatives and planning processes suggest the population capture is 25% of catchment primary schools. Female participation is a major concern

	specifies a significant increase in teams (and therefore need for football ovals).	with current facility infrastructure inadequate to accommodate growth.
Netball	The Strategic Plan of 2015 confirms that current facility requirements are currently being met in Metropolitan Perth. However, the quality of infrastructure in many areas is in need of investment/improvement. The Metropolitan Region is a priority development region for Netball WA.	Netball WA are seeking to improve the quality and provision of outdoor court space wherever possible. Regional Centres currently exist in Fremantle, Canning and at Success
Basketball	The Strategic Plan of 2015 confirms that current facility requirements are currently being met in Metropolitan Perth. However, the quality and accessibility to infrastructure in many areas is a concern which impacts on the development of the sport. In respect of future growth and facility provision there is potential for an under provision of basketball courts in Metropolitan Perth by 2026.	Basketball WA consider the local associations as being the catalyst for growth and development of the sport and encourage as a minimum a 4 court facility will provide for the initial needs of an association. The longer-term aspiration would be to develop 6 to 8 court facilities to address current accessibility issues faced by the sport.
Cycle Sports (Westcycle)	Focus on Road/Track/BMX/ Mountain Bike/Transport. A mountain bike strategy has been endorsed and published. Also, Regional Master Plans have been produced which advocate the need for site connectivity and integration of cycling infrastructure where possible.	Implementing the strategies and advocating for increased levels of end of trip facilities and opportunities for all ages to undertake a variety of recreational and competitive activities.
Softball/ Baseball	No Strategic Plan – Softball are seeking to achieve a minimum of 5% growth per annum and grow to 5,000 participants by 2020. Softball attracts a lower socio-economic	Approach to facility development is deferred to the clubs

	demographic as it's fairly cheap in comparison to other sports. The transition from Tee Ball to Baseball is approximately 10%.	
Rugby Union	No Strategic Plan in place but focus is on supporting existing club infrastructure and identifying green space to expand junior development.	No additional infrastructure required in the western suburbs. Potentially use of grass pitches for extended club activity long-term.
Rugby League	No Strategic Plan in place but focus is on supporting existing club infrastructure and supporting the growth of Touch Rugby.	Access to grass playing surfaces to facilitate the growth of Touch - no other infrastructure required.
Athletics and Little Athletics	No strategic plan in place. LA is currently going through a strategic review with the potential to merge with AWA. LA presence in western suburbs is high and need to retain and potentially expand infrastructure is high.	Maintain and enhance current LA infrastructure at Santich Park and Edwardes Park.
Hockey	Current strategic facilities plan (2009) is in need of review. Focus is on supporting existing club infrastructure and meeting the challenge of transferring the sport from grass to turf. New infrastructure at South Lakes will cater for Western Suburb Growth.	Focus on South Lakes and emerging developments in other local government areas (Victoria Park, Curtin University, Town of Cambridge, City of Gosnells etc.)

15.3 Annex 3 – Participation and Usage Trends

The Australian Sports Commission in December 2016 published AusPlay: Participation Data for the Sports Sector. The data highlighted a number of participation trends in Australia across the sports sector between October 2015 and September 2016. The key national trends referenced in the published document are identified in Appendix A. Subsequently state and territory data were provided in January 2017 which highlighted a variety of participation trends within each sport and recreational pursuits. This data covered the following aspects:

- Demographics of participants (adults)
- Demographics of organised participants outside of school hours (children)
- Organisation/venue use (adults)
- Type of organisations/venues used - selected organisations (adults)
- Frequency of participation (adults)
- Frequency of participation (children)
- Top motivations for participation (adults)
- Sport or non-sport related participation (adults)
- Participation by activity - top 15 activities (adults)
- Organised participation by activity - top 10 activities (children)
- Organisation/venue use by activity - top 15 activities (adults)
- Type of organisations/venues used by activity - top 15 club sports (adults)
- Non-playing roles (adults)

The main assumptions of Ausplay are:

- Adults and Children: For the purposes of AusPlay an adult is a person aged 15 and over and a child is a person aged 0-14.
- Duration of Activity: For each activity done within the last 12 months, all players were asked how long the most recent session had lasted. There were no minimum or maximum limits set. An average duration was calculated for each person from the durations they gave for their different activities, and this was used as an indicative session duration for reporting durations per person.
- Frequency of Activity: For each activity done within the last 12 months, all adult and child players were asked how many times, in total, they had done it (including any practice or training). The frequencies given by each person for each of their activities were summed for reporting the total frequency of participation in any sport-related or non-sport-related activities per person.
- Sample and Margin of Error: The AusPlay results are based on a sample and are therefore subject to sample error. Sample error is measured by the standard error and the margin of error. Knowledge of the standard error, or

the margin of error, enables the 95% confidence intervals to be constructed around survey results and also enables statistical significance testing to be carried out.

The data identified the following general participation trends which are relevant to WA:

- Australian adults tend to play sports for longer durations than non-sport related physical activities. However, they participate in non-sport related physical activities more often than sport.
- Women are more likely to participate in sport or physical activity for physical and mental health reasons and to lose or maintain weight than men.
- Men are more motivated by fun/enjoyment and social reasons than women
- For adults, up to middle-age, time pressure is by far the main barrier to participating in sport or physical activity. Poor health or injury then also becomes a main factor.
- Sport clubs are the primary avenue for children to be active (except for children aged 0–4, who are more likely to be active through other organisations).
- Sport clubs are not the main choice for participation in sport or physical activity in Australia for adults aged 18 years and over.

Figure 13: Adult Participation by Activity in WA (Source: Ausplay)

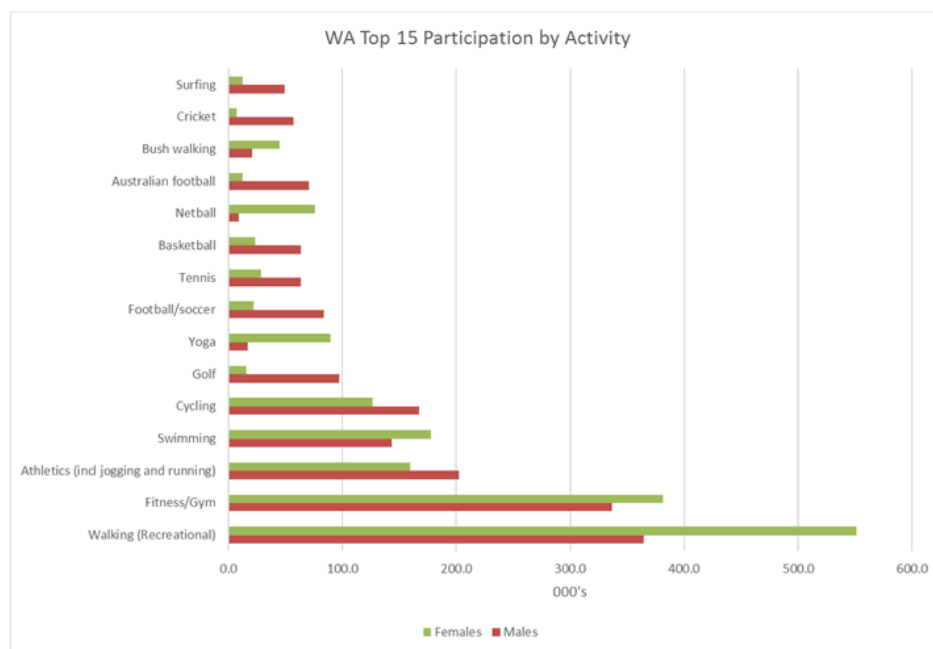
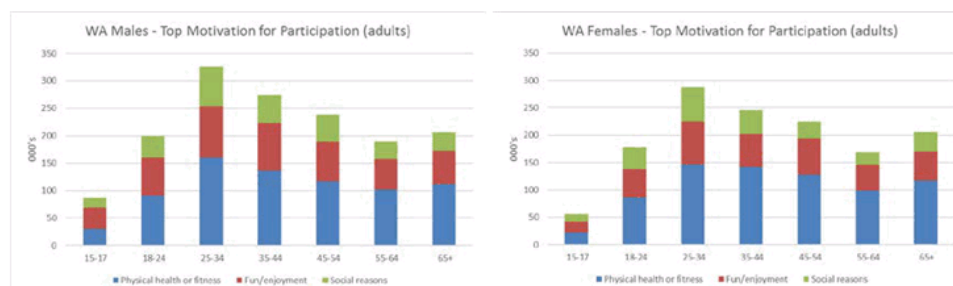


Figure 14: WA Adult Males and Females Top Motivation for Participation (Source: Ausplay)



- Boys and Girls out of school hours activity is dominated by swimming.
- The second most popular OSH activity for boys is football (soccer) followed by Australian Football and cricket.
- The top organisation/venue based activities for adults in WA is fitness/gym which is almost 4 times that of swimming, the second most popular. Yoga, pilates and volleyball are also in the top 15 activities which are venue/recreation centre based.

Figure 15: Organisation/Venue Based Use by Activity for WA Adults (source: Ausplay)

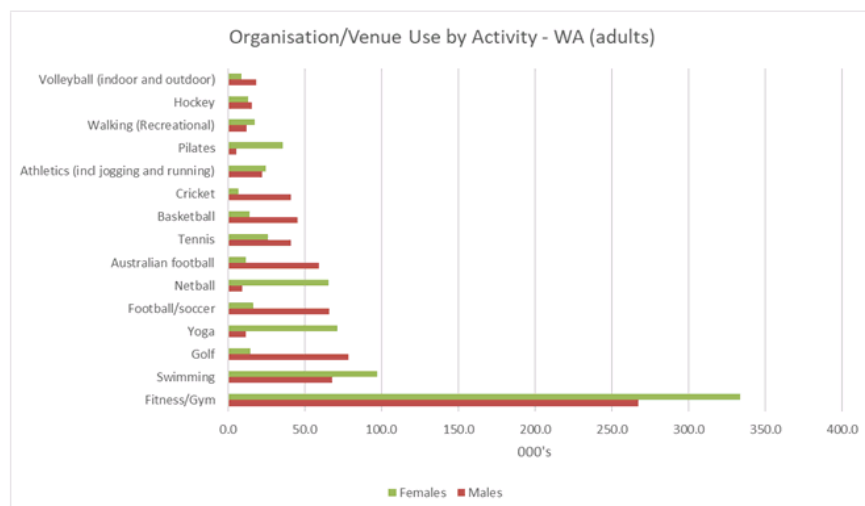


Figure 16: WA Male Adult Participation Rates (Source: Ausplay)

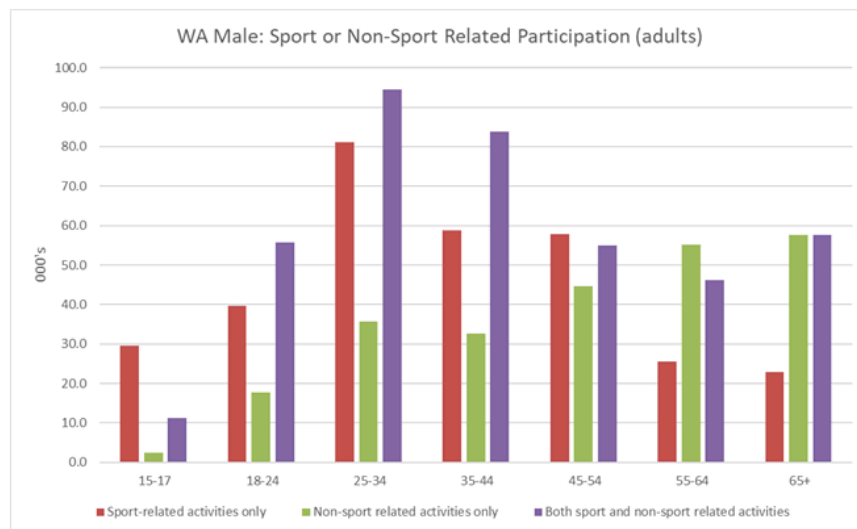
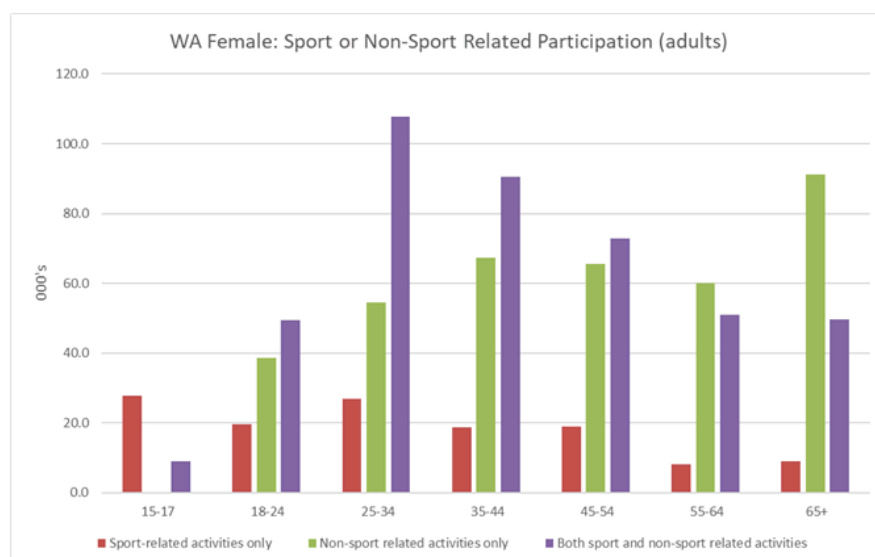


Figure 17: WA Female Participation Rates (Source: Ausplay)



- In respect of motivation, physical health or fitness is the main motivation for men or women to participate in sport and recreational activities.
- In respect of recreational activities, walking is the most popular adult activity followed by fitness/gym, running, swimming, cycling, golf and yoga. It is to be noted that all of these activities can be undertaken in isolation and are non-contact in nature.

The WA AusPlay results have been used to identify the current and projected player/participant data for the Western Suburb catchment area. It is used as one mechanism to assess and analyse demand for infrastructure within a given locale

(the catchment). In order to determine the need, assumptions have to be made in respect of numbers required to sustain a particular sport and recreational activity.

The data referenced below is compiled using:

- Ausplay participation data
- Forecast id population data for each catchment broken down in accordance with the following:
 - o A broad Western Suburb catchment incorporating the main suburbs within the boundary of the City of Cockburn.
 - o Assessment on 5-year population based increments from 2016 to 2036.
 - o The catchment does not take into account any significant barriers relating to accessibility at this stage nor does it incorporate population data from the neighbouring Cities of Fremantle, Melville, Rockingham and Kwinana.
 - o Multiplying the catchment population by the participation rates in 5-year increments from 2016 to 2036.

The key outputs are contained below:

- The key venue based sport and recreational activities for adults are swimming and gym activities (table 7 below refers).
- 13,673 adults in 2016 within the catchment were likely to participate in fitness/gym related activities in venues. In 2036, taking into account population growth, this is likely to increase to 19,886 (a 50.7% increase in participation numbers).
- 7,306 adults in 2016 within the catchment were likely to participate in swimming related activities in venues. In 2036, taking into account population growth, this is likely to increase to 10,626.
- When it comes to organised club based sports participation rates at venues, the main sports are Golf, Australian Football, Football/soccer, Tennis, Netball, Basketball and Cricket. When combined in 2016 within the catchment, these venue based sports are likely to have 14,307 adult participants and by 2036 will have 20,809 adult participants.

Table 7: Western Suburbs Projected Participation rates 2016 to 2036 amongst adults

Participation Rates by Activity (Adults)	2016	2021	2026	2031	2036
Walking (Recreational)	20,845	24,092	26,364	28,321	30,316
Fitness/Gym	16,336	18,880	20,661	22,194	23,758
Athletics (incl jogging and running)	8,235	9,518	10,416	11,189	11,977
Swimming	7,306	8,444	9,240	9,926	10,626

Cycling	6,691	7,733	8,463	9,091	9,731
Golf	2,563	2,963	3,242	3,483	3,728
Yoga	2,416	2,792	3,056	3,282	3,514
Football/soccer	2,408	2,784	3,046	3,272	3,503
Tennis	2,101	2,428	2,657	2,854	3,055
Basketball	1,977	2,285	2,500	2,686	2,875
Netball	1,927	2,227	2,438	2,618	2,803
Australian football	1,882	2,175	2,381	2,557	2,737
Bush walking	1,478	1,708	1,869	2,008	2,149
Cricket	1,449	1,675	1,833	1,969	2,108
Surfing	1,397	1,614	1,767	1,898	2,031
TOTAL	79,011	91,317	99,932	107,347	114,913

- The gender split related to the top 15 activities undertaken in WA highlights a significantly higher level of female activity in non-competitive sport compared to males (with the exception of Netball).
- Overall participation across both genders in walking, fitness/gym, athletics, swimming and cycling is high. This also emphasises the relatively lower levels of participation in organised sport.
- In respect of sport related activities, core participation age cohorts for adults indicated a higher propensity for females to take part in non-sports based activities whilst males under the age of 44 generally focused on sports based participation. As people age, there is a propensity to move away from sport to non-sports based activities (walking, gym, fitness and non-contact recreational activities).
- When the overall participation rates are assessed within the catchment, walking for recreational purposes is the most popular pastime. It is however to be noted that fitness/gym, athletics (including jogging and running), swimming and cycling are extremely popular recreational activities.
- Children's participation in the top ten sports highlights the role that swimming plays in the formative years. It is clearly the most dominant sport due to the focus on learn to swim, water play and squad swimming up to the later teenage years.
- The gender split related to the top 10 activities undertaken by children in WA highlights a significantly higher level of female activity in non-competitive sport compared to males (with the exception of Netball and Gymnastics). It is nevertheless clear that swimming is the most dominant activity as participation level are more than double the second most popular activity of football/soccer).

Figure 18: Participation Rates - Males, Females and Combined for the top 15 Activities in WA

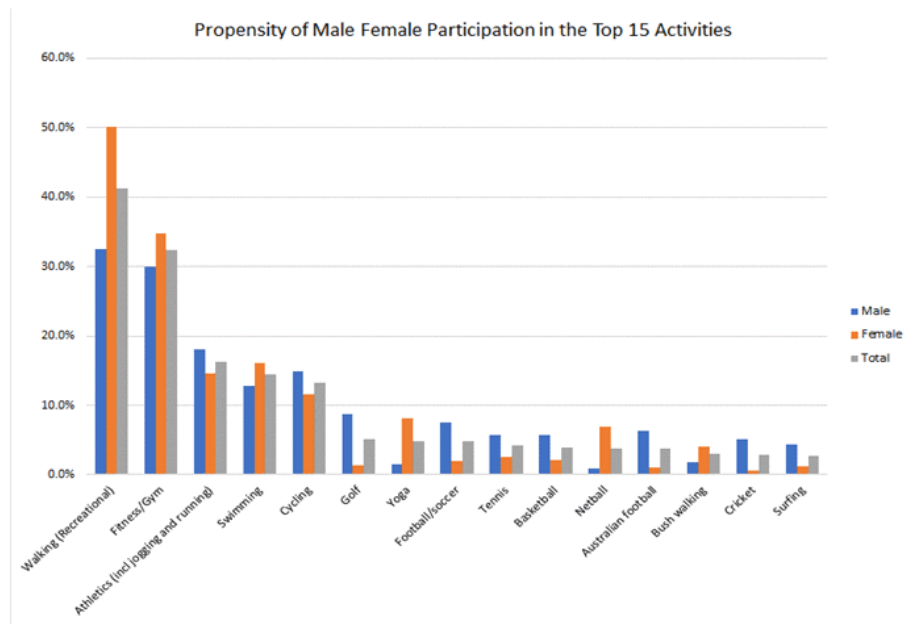
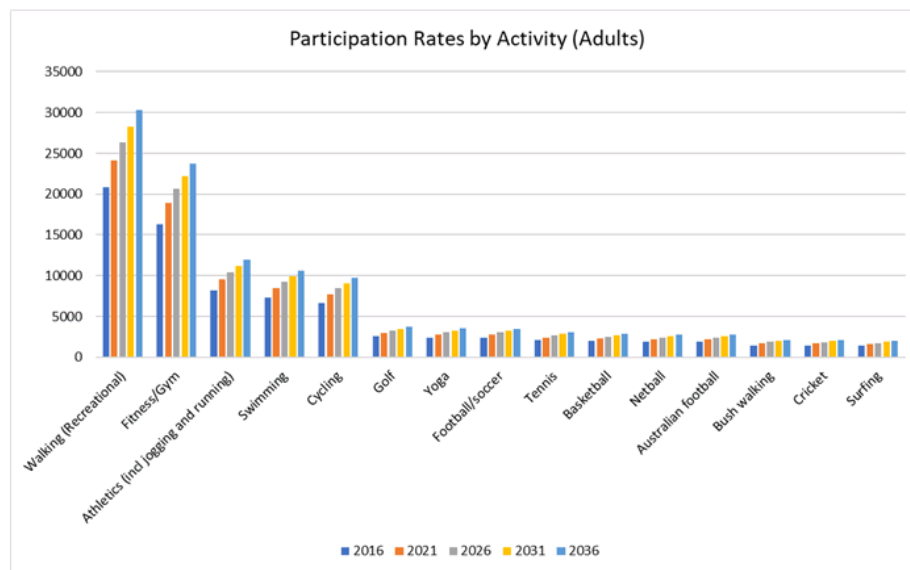


Figure 19: Western Suburbs Adult participation rates by activity



- Adults participation in the Top ten sports highlights the role that walking and gym/fitness plays in their life. This confirms the view that organised sport is less important to adults than children.

Figure 20: Top 10 Sports: Percentage of children within WA participating

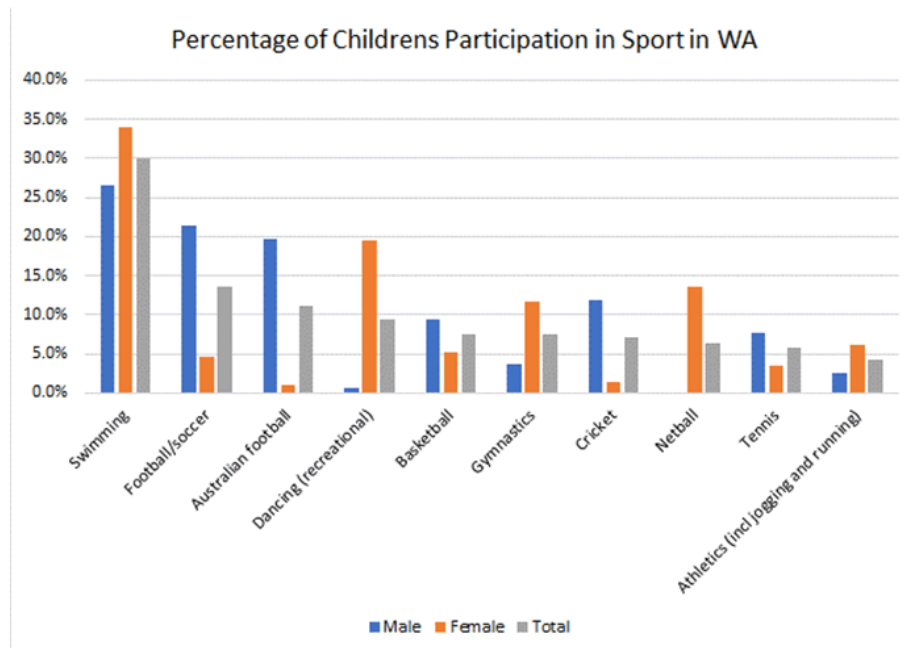
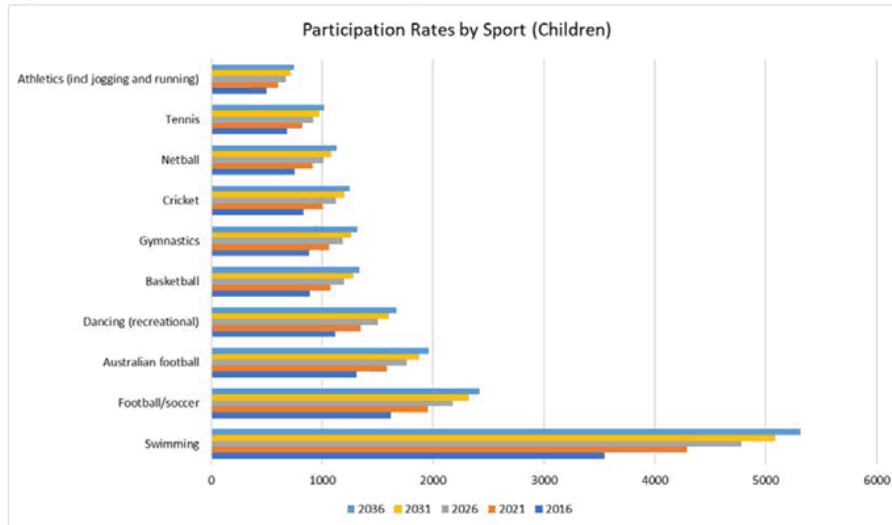


Table 8: Children's participation rates by sport in the Western Suburbs

Participation Rates by Sport (Children)	2016	2021	2026	2031	2036
Swimming	3,550	4,292	4,782	5,088	5,314
Football/soccer	1,617	1,955	2,178	2,317	2,420
Australian football	1,308	1,582	1,763	1,875	1,959
Dancing (recreational)	1,117	1,350	1,504	1,600	1,671
Basketball	891	1,077	1,200	1,277	1,333
Gymnastics	881	1,065	1,186	1,262	1,318
Cricket	835	1,009	1,124	1,196	1,249
Netball	753	911	1015	1,080	1,128
Tennis	681	823	917	976	1,019
Athletics (incl jogging and running)	497	601	669	712	744
TOTAL	12,129	14,665	16,339	17,383	18,155

Figure 21: Children's Participation in the Top 10 Sports 2016-2036



15.4 Annex 4 – Initial Draft Stakeholder Consultation Report



Western Suburbs Sporting Precinct Study
Community Consultation
Outputs (Working Draft)

Dave Lanfear Consulting | City of Cockburn | August 3, 2017

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1. Background

The City of Cockburn is undertaking an analysis of the potential development of sporting reserves within the Western Suburbs. This has resulted from a recognition that a significant amount of forecasted residential growth is projected to occur in this part of the City. As a result, the draft Community, Sport and Recreation Facilities Plan has recommended a coordinated approach be applied to the future facility and reserve provision in the area. As part of the strategic analysis to enable informed investment decisions to be made by the Council having regard, in particular, to sustainability outcomes consultation has been undertaken with the users of the following reserves:

- Davilak Oval
- Wally Hagan Centre
- Dickson Reserve
- Dalmatinac Park
- Beale Park
- Lucius Reserve
- Santich Park
- Edwardes Park and Watsons Reserve

The interviews with the clubs associated with each active sporting reserve followed the following questioning format:

Questions
1. Provide an overview of what your association/club does: <ul style="list-style-type: none"> a. Current activities b. Location of activities c. Type of use d. Growth over the past 3-5 years e. Typical age profile f. Membership numbers g. Current catchment area h. Capacity on current site/within the region. i. Gaps in current provision on your current site/within the region.
2. What current development programs do you run/operate and what is emerging?
3. What is the future growth aspiration for the Club/Association within the City?
4. Is there anything that is currently inhibiting growth or the level of provision for the sport/ your club?
5. What facilities do you currently operate from and are the facilities adequate? <ul style="list-style-type: none"> a. Meeting/Activity Rooms

<ul style="list-style-type: none"> b. Toilets c. Car parking d. Ability to provide secure bookings e. Accessibility f. Security g. Competitions/Events
<p>6. What are the future growth aspirations?</p> <ul style="list-style-type: none"> a. Current facility b. For the Regional area
<p>7. What type of access to facilities would you require and when?</p> <ul style="list-style-type: none"> a. Space/size b. Location c. Facility composition d. Indoor/outdoor space e. Supporting infrastructure f. In partnership with...?
<p>8. What could you deliver if additional facilities were made available in addition to what you currently provide?</p>
<p>9. What are you able to provide in support of your operations?</p> <ul style="list-style-type: none"> a. Volunteer training and development b. Ability to pay/financial contribution c. Service for the local community not provided elsewhere d. Social or service function
<p>10. Any other comments?</p> <ul style="list-style-type: none"> - Management of infrastructure - Financial commitment - Cost parameters - Shared Use/ Joint Use - Local government partnership

In addition, a broader community consultation process was undertaken which raised the following specific questions:

- Have you, or a member of your household, visited, accessed or used any of the following sporting reserves and facilities in the last 12 months?

- On average, how often would you or a member of your household visit, access or use the sporting reserves identified?
- When visiting, accessing or using the reserves, what is the main activity(ies) that you, or members of your household undertake?
- How satisfied are you or your household members, with the quality of facilities at each reserve?
- If, you answered "not satisfied" with facilities at a reserve, could you please indicate why that is the case?
- What are the key improvements/developments you would like to see at each Reserve/Facility?

This information was collated and the key commentary and development considerations is presented in the following sections for reference.



2. Selected Active Sports Grounds

The following Clubs and associations were engaged during this process:

Facility/Reserve	Club	Representatives
Beale Park and Dalmatinac Park:	Cockburn City Soccer Club Inc. (Lessee of Beale Park)	President - Heidi Lazzaro
Joint Meeting with Football Clubs	Cockburn City Soccer Club Inc. (Lessee of Beale Park)	Jason Petkovic
Awaiting Response from T-Ball/Baseball	Cockburn City T-Ball/Baseball Club	President - Paul Fowler
	Spearwood Dalmatinac Club Inc	President - Ivo Radonich
	Spearwood Dalmatinac Soccer Club Inc	Peter Marinovich
Watsons/Edwardes Reserve:	Southern Spirit Soccer Club (Lessee of Watson Reserve)	President - Guiseppe Romito
Individual Meetings with Clubs	Southern Spirit Soccer Club (Lessee of Watson Reserve)	Secretary - Jack Monaco
Awaiting response from Softball Club	Cockburn Junior Cricket Club	President - Stan Koios
	Cockburn Senior Cricket Club	President - Ranko Matic
	Phoenix Park Little Athletics Club	President - Angela Bond
	Spearwood Bulls Softball Club	President - Garth Paparone
Dixon Reserve/Wally Hagan:	Cockburn Basketball Association (Lessee of Wally Hagan Centre)	Operations Manager - Graeme Pratt
Meeting with Association	Cockburn Basketball Association (Lessee of Wally Hagan Centre)	President - Scott Harris
Davilak Reserve:	Cockburn Cricket Club (Lessee of Davilak Reserve)	President - Ranko Matic
Joint Meeting with Football and Cricket Clubs	Cockburn Junior Cricket Club	President - Stan Koios
	Cockburn Cobras Football Club	President - Andrew Pearce
Individual Meeting with Tennis Club	Cockburn Junior Football Club	President - Wayne Fernie
	Cockburn Tennis Club (Lessee of Tennis Facilities)	Secretary - Ronan Oshea
	Cockburn Tennis Club (Lessee of Tennis Facilities)	Member - Bronwyn Halley
Santich Park:	South Coogee Junior Football Club	President - Jamie Blight
Individual meetings with all clubs	Cockburn Little Athletics Centre	President - Liz Goncalves
	Cockburn Athletic Club	President - Coral McCooley

No sporting groups or community representatives were identified to consult with at this stage in respect of Cockburn Coast Oval.

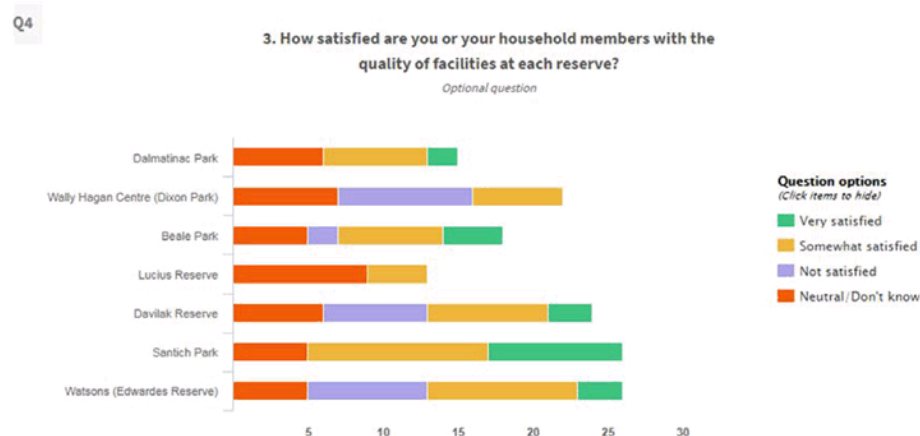
In addition, an online survey on 'Comment on Cockburn' was sent to all sporting clubs in the city, and publicised via email newsletters. A total of 241 people visited the website. Overall, 45 people and one

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community group contributed to the survey by Friday 30 June 2017. The key comments which emerged from the consultation process included:

- Wally Hagan is a popular venue in need of repair, particularly the leaky roof.
- There was high satisfaction with Santich Park, which is used for football and athletics.
- There was low satisfaction with Wally Hagan, Davilak Reserve and Edwards Reserve (figure 1 below refers).
- Request by residents group for integrated sporting hub in North Coogee.

Figure 1: Satisfaction rating by respondents with the quality of facilities at each reserve



The survey respondents principally focused on the reserves they were familiar with and the main outcomes related to facility development options is provided in the sections below.

Reference is made under section 3 to comments received by a community group and one respondent suggesting that the consultation processes should have included other areas/sites.

2.1 Beale Park

The meeting with representatives of Cockburn City FC identified the following:

- The current clubhouse is in an ideal location in respect of access and allows an excellent view of two pitches.
- Would be keen on developing 5-a-side competition on site and this may be possible if a hybrid (part grass/part synthetic) surface were to be installed.
- Issues with drainage when weather conditions turn due to low lying nature of the site.
- They wish to continue the partnership with Teeball and Baseball as the seasons work well together and the partnership has been positive. Soccer will continue to be the prime use of the site.
- Redevelopment is dependent on the buildings adjacent to the reserve.
- Lighting was upgraded 5 years ago and is good over two pitches.
- Lack of site servicing – sewerage on septic's and inconvenient/costly (Note: this issue is budgeted for by the City of Cockburn this year and will be resolved).

- The club operate 12 months of the year and can only see that expanding further.

Club Facility Requests

- Replacement Clubhouse
- Improved drainage
- Floodlighting across the whole of the reserve
- Improved off road car parking
- Introduction of hybrid surface to increase carrying capacity and introduce more intensive 5-a-side football activity (income generating potential).

Community Consultation Responses and Implications:

Outcomes from the community consultation process indicated the following facility development options for Beale Park:

- Priorities for improvement include the toilets, changing room, lighting, seating and general ambience.
- Of the respondents, the uses of the reserve identified were for soccer, casual play and personal/group fitness.

Direct feedback comments included:

- 'In regards to Beale Park, it requires major upgrades to the club rooms as they are outdated, toilets are old. The most important thing there is no flood lights to the front two pitches on Hamilton Road, when winter comes the juniors are training in half dark conditions - safety concern. Some junior teams have relocated to the other side (east of club rooms) and that is creating overcrowding (no room to train). If we want our kids to play sport, any sport we need facilities that are safe and upgraded. The clubs will not grow and attract young kids if they are old.'
- 'Beale Park has been the home of junior soccer for a number of years. By improving both venues (including Davilak) they can become better utilised by the main stream public and hopefully create better revenue for the clubs'.

DEVELOPMENT OPTIONS

It was evident from the site audit and inspection of infrastructure that the facilities from which the soccer club and Teeball club are operating are extremely poor and run-down. They do not meet current day facility guidelines and expectations of members and user groups. As the premier soccer club within the City with a commitment to grow, this site is critical to its future evolution and should be retained with a primary focus of soccer.

Detailed development options were provided by the club identifying their needs and new clubhouse, pitch and car parking infrastructure. These are provided as an attachment to this report. It is however considered that the plans may not necessarily maximise the options for the site as the clubhouse is still identified as being centrally located within the site. These will need to be reviewed and tested in due course (particularly in relation to current site restrictions). Subject to the acquisition of adjacent land the following should be considered:

- Acquire land and buildings off Kent Street and demolish.
- Demolition and make good land on which the current clubhouse is located.
- Re-align clubhouse on Kent Street with a viewing platform across the full reserve.
- Re-align club/public car parking off Kent Street.
- Main pitch infrastructure to be aligned in a north to south orientation

- Floodlighting to a minimum recreational grade located throughout reserve to maintain lighting coverage across all pitches.
- Connection of site to mains servicing.
- Potential development of a synthetic surface to replace one grass pitch and increase potential capacity on site (as opposed to a hybrid surface). This would need to be the subject of a financial assessment related to income generation, maintenance obligations (including replacement sinking fund) and bookings/governance. This option will need to be revisited with the club as part of the overall site master planning process.
- Minimum design standards for clubhouse pavilion to incorporate spatial requirements as detailed in Lucius Reserve recommendations with all changing facilities to be unisex and capable of being compartmentalised to increase flexibility of use. Additional infrastructure as a minimum should include:
 - o Additional internal storage
 - o Additional external storage
 - o Social/Function Room and bar (size to be agreed and dependent on projected usage) with ability to use internal space flexibly.
 - o Additional ancillary Administration/Office/Meeting Rooms for football and Teeball/Baseball
 - o Commercial kitchen, store and cold room.
 - o Gymnasium.
 - o Additional alternative exercise equipment could be integrated within the Sporting Reserve.
- Advice on potential tree replacement/offsets will be necessary to ensure site usage is maximised.

Recommendation: Confirm extent of land development (land and buildings off Kent Street to be demolished and incorporated within the potential site development options). Undertake a detailed masterplan of the site with the potential to re-align the current clubhouse facility and car parking areas in accordance with the above principles.

In order to pursue this, further discussions will be required with the cadets and Life Without Barriers to ascertain what their future requirements are and what potential alternative site development options may be available to them to relocate.

In addition, whilst Teeball has been identified as a complimentary partner by Cockburn City FC, current membership is low and they are likely to continue to struggle financially. Options should be considered to relocate the club as part of a future Small Ball Sports Feasibility Study.

2.2 Dalmatinac Reserve

In 1998 Cockburn City FC and the Dalmatinac Clubs amalgamated and the relationship focused on training at Beale Park and elite games at Dalmatinac Park. They currently work closely together and see the facilities at Lucius Reserve serving the needs of both clubs. They clearly operate effectively in partnership with the soccer pitch at the Dalmatic Reserve having been identified as the premier NPL facility. As the elite soccer facility within the City with a strong developmental growth pathway established in partnership with Cockburn City FC, it should be retained and enhanced to meet the clubs NPL obligations. Other infrastructure at Dalmatic Reserve offers opportunities for club members and the responsibility for its development should rest with the club, being within their ownership and control. In respect of the NPL infrastructure however, the financial responsibility of the City should rest with that necessary to facilitate community level activity. All additional standards required to meet NPL requirements should, through negotiation, be met by the club.

The meeting with representatives of Dalmatinac and Cockburn City FC identified the following:

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- A strategic plan for both clubs and potential site development is in place.
- The clubs have worked well and continue to work well in partnership.
- The focus is on community and elite pathway programs, disability, women and NPL.
- The elite plan will be influenced by Football West's current review of NPL.
- Biggest issue at Dallies is lack of media accommodation, seating (criteria is set to change but the vision is for 1,500 seats) and floodlights (currently around 280lux whereas 500lux is required).
- No facility south of the river can cater for the type of competition the Dalmatinac site can provide.
- Dallies has over 600 members and is self-funded. Netball has around 180 girls on the two courts.
- They see future development as a partnership between the state, local community and the city.
- The club use 3 out of 4 bowling greens.

Club Facility Requests:

- Main facility development issues to be resolved:
 - o Covered seating – the bare minimum to meet NPL requirements but there is a need to future proof.
 - o Increased floodlighting capacity.
 - o Lack of access to corporate facilities. There is a need to add value to the brand and to be able to host finals. This could generate significant club income.
 - o Media box/area
 - o General facility upgrade.
- Club undertakes all of the maintenance and have upgraded the fencing. The pitch is good as is the quality of drainage.
- Options for pitch to increase capacity would be a hybrid at Beale Park. They wish to maintain grass at Dalmatinac and see the pitch as being a high-quality grass facility into the future.
- Focus on the Dalmatinac site covers five key activities/sports:
 - o Lawn bowls (recent investment to be delivered to replace one green);
 - o Netball (need to upgrade courts and replace netting and the development of one indoor Netball Court within existing building Complex).
 - o Amateur Soccer (floodlights and changing facilities – the club need more showers and toilets together with a minimum of 6 changing rooms to service the Dalmatinac Reserve and Lucius Park – they have 4 at present)
 - o Social (upgrading pavilion) and
 - o Darts (to close off the darts area and make it a discrete club activity).
- There is a lack of storage on site which needs to be addressed.
- Bocce pavilion to be redeveloped.
- Plans were presented by the club detailing extensive developments on the existing site and incorporating (NPL+) requirements, including spectator accommodation of 1,500. These are provided as an attachment to this report.

Community Consultation Responses and Implications:

No specific comments were received in respect of Dalmatinac Reserve.

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DEVELOPMENT OPTIONS

The development options are linked with the requirements at Lucius Reserve in respect of a shared changing facility servicing both sites and in particular should focus on:

- Upgrading current site floodlighting – A decision needs to be taken whether increasing to 500lux is a key responsibility for the City. It is a requirement of NPL regulations and in future will be necessary to support televised NPL/FFA Cup matches. The assumption is made that the City in discussion with the Dalmatinac Club and Cockburn City Football Club will identify a split-cost obligation with regard to the funding of the higher-level specification for lighting to service NPL needs.
- The changing facility at Lucius Park serves Dalmatinac Reserve in addition to Lucius. It does not meet modern day sporting standards and is significantly below modern-day sporting requirements for second tier elite amateur sport. As a minimum and based on current standards across sporting bodies, a changing room pavilion serving two playing field areas (with limited social infrastructure) should provide for:
 - o A main viewing area (covered and with seating/hard standing beneath – size of 50m² but dependent on orientation)
 - o Home and Away Changing (40 to 60m² for each team changing area) – x3.
 - o Home and Away Toilets and Showers (20 to 30m² for each team changing area) – x 3.
 - o Accessible Public Toilets (male 15m² female 15m² accessible 5.5m²) – this could double up for general community use.
 - o Officials (15m²)
 - o Internal Storage (20-30m²);
 - o Utility Cleaners Store (5m²)
 - o External Storage (30m²)
 - o Ancillary Administration/Office/Meeting Room (15-25m²) – not necessarily required at Lucius Reserve.
 - o Kitchen (15-25m²) depending on the service required plus store and cold room (10m²) – not necessarily required at Lucius Reserve as the adjacent clubhouse can facilitate this use when necessary.
 - o First Aid(15m²).
- Other development options for NPL requirements (including media viewing, corporate and commercially focused aspects may not be considered as a core responsibility of the City. These will be required if the ongoing viability of the site is to be maximised.
- It is recommended that the full extent of the sites development should be considered as part a comprehensive master plan to ensure all infrastructure is integrated and works effectively for the long-term interests of both the Dalmatinac Reserve and adjacent Lucius Reserve. This would need to consider, as a minimum, current site levels, car parking, netball, indoor sports, changing facilities, social and Bocce. The current ad hoc development has compromised opportunities and this should be addressed to ensure the return on future investment is maximised.

Site plans and development options were provided by the club and as with Beale Park need to be tested against known site constraints and functionality.

Recommendation: Advice is sought from the City in respect of the level of design analysis which should be undertaken in the next process. Current proposals advocated by the club are outside of the scope of the

City's investment capability given the forward financial planning statements and commitments. The extent of required development is also beyond that which is required for NPL standard.

2.3 Lucius Reserve

The meeting with both club representatives of Dalmatinac and Cockburn City FC identified the following for Lucius Reserve which would serve the long-term development needs of the clubs:

- Lighting is a big issue as it is not sufficient for training.
- Generally used by junior teams
- Surface for training is very similar to Beale Park – generally good but sometimes subject to water-logging in extreme weather conditions indicating a need to improve drainage capability.
- The changing room facility is difficult to manage during poor weather and drainage is a major issue – the wall collapsed on other side of Bocce facility adjacent to the changing room – this could have been serious and is still a major concern as water pools and is undermining the structure.
- There has been no DDA audit undertaken as far as the club is aware but it is considered that the facilities would not be DDA compliant.

Club Facility Requests:

- Goals need upgrading (some are not fixed and are a danger – Note: The City have noted this risk and are to address this as an immediate priority this year)
- Changing rooms require significant upgrade or replacement. Recent investment has concentrated on internals and minimum aesthetics and not addressed fundamental structural and flexibility of use (roof needs replacing, showers/toilets dated and limited use for female game).
- Upgrade drainage across whole site and particularly the pooling adjacent to the pavilion/changing facility.

Community Consultation Responses and Implications:

The following comment was received in respect of Lucius Reserve:

- 'Lucius- needs some toilets so far to walk to other side of manning park for toilets it would get used more if there was a toilet available here.'
- Usage of Lucius Reserve by respondents was limited to skate park/BMX use. It is assumed that this use is of an informal nature.

No other specific comments were received in respect of the reserve nor were other specific comments received with regard to suggested improvements.

DEVELOPMENT OPTIONS

- See reference under Dalmatinac Reserve above for pavilion/changing room upgrade which would service both sites.
- Goals were identified as being substandard and in need of replacement to be H&S compliant (this may be a club obligation).
- Floodlighting upgrade to achieve a minimum recreational coverage (100-150lux) across whole site.
- Drainage upgrade throughout the site, but in particular adjacent to Dalmatinac Reserve if new changing infrastructure is to be considered. As a minimum, the implications of current drainage pooling to the rear of the changing block should be assessed and appropriate drainage measures installed to mitigate health and safety concerns.

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Recommendation: Develop a standard changing room design in accordance with recognised State/National Sporting Association Standards to service both Lucius and Dalmatinac Reserve sites as a direct replacement of current infrastructure. The changing room infrastructure will need to be constructed to enable joint use by both clubs and of a unisex design.

2.4 Watsons/Edwardes Reserve

All clubs (with the exception of T-ball) have been contacted in respect of both reserves. The following provides an overview of the consultation outcomes:

Southern Spirit Soccer Club

- The clubhouse was formerly a change room and is 50-60 years old.
- The club obtained its own funding to develop it further with no investment by the council.
- Club cannot grow any further due to site constraints – it currently facilitates 4 teams (masters and social). Lights are slowly getting better due to a \$20k investment recently.
- There are 70 members and it is stable. It is all seniors and do not want to grow any more given limitations they have.
- Club controls everything within the club and do not rent it out (although legitimate local charities will be provided the facility for free to fundraise). They have no desire to lose control due to risk.
- They wish to use the oval for training but the tower lighting at the top field (Edwardes) is not good enough.
- Previously the club were part of the sports and community committee which was abolished. They were then prevented from using Edwardes. There is however scope for training if lighting is improved.
- Car parking is an issue (on-street parking is the norm).
- They are exploring the state league environment to develop an under 18's team if the club were to look at progressing – this would provide a development pathway. This may result in one of the social teams being dropped. The club may put on a fifth team if space were made available.
- The club have previously been approached to merge and have looked at an agreement with Beeliar for junior development. They do not want to duplicate Cockburn City.
- Their 10-year plan was aimed at winning the league and cup. They succeeded in the league but not cup.

Club Facility Requests:

- 1 x set of changing rooms
- Build a verandah at the front and build viewing capacity. Looking to do it themselves.
- Need better lighting at Edwardes – 100lux training lights are too restrictive.
- The clubhouse is in a pretty good order.
- Improvements to lighting on existing pitch to ensure they are at the same standard.

Phoenix Park Little Athletics

- There are a number of development options they could consider. The club is in the process of developing their strategic plan.
- The club do not see the benefit of having a number of satellite sites and believe that consolidation would benefit everyone.
- The council should consider a synthetic track as a long term option but Santich is not appropriate. The site would need to be fenced off and they are not wedded to one site. Yangebup could be an ideal location for a synthetic surface.
- The club is concerned that there is no strategic planning process in place and no intellectual rigour being applied to the future of Little Athletics in the City. All clubs need to get together and rationalise activities. Phoenix is under-represented on the centre committee.
- The currently have 120 members.
- The building structure is inadequate to support athletics, cricket and softball.
- The building is not appropriate for secure office and displaying trophies.
- The site adjacent to the reserve may become available – current house and former market garden. This could be used to enable the reserve to be developed more effectively.
- Positive communication is required amongst all clubs.

Club Facility Requests

- Immediate need is for car parking – only verge at the back of the site is available
- Lighting at night for personal safety – it currently doesn't support direct access to the facility and should be in place.
- There is potential to create new build and car park on the top of the bank between the two reserves and potentially incorporate the former market garden area (if land were to be purchased).
- A synthetic track to potentially replace Coker Park (recently re-surfaced synthetic track within the City of Canning which has been identified for housing development in approximately 10-years).
- Access to toilet facilities with good security and safety is important.
- There needs to be an office for each club and an administrative centre.
- There is a real need for meeting space which they currently struggle for.
- \$25k of throws and jumps have been put in by the club. These would need to be relocated if the building were to be removed.

Cockburn Senior and Junior Cricket Clubs

Both clubs were questioned about the use of the reserve but both intimated it was low on their priorities and merely served as a playing option when other wickets were not available. Current changing infrastructure meets current needs.

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Community Consultation Responses and Implications:

Outcomes from the community consultation process indicated the following facility development options for Watsons/Edwardes Reserve:

- High priorities for investment particularly include change rooms and toilets.
- In addition, improvements to the playing surface, lighting, shade, seating is also referenced.
- Additional comments related to the provision of ground availability, safety, fitness equipment, BBQ's and pedestrian access were provided.
- Usage of the reserve by respondents were as athletics/Little Athletics, cricket, soccer, group or personal fitness, as an official/coach/trainer and for casual play.

More specific comments by respondents are provided below:

- 'More accessible parking, change rooms, lighting & seating at Edwardes Reserve.'
- 'Edwardes Reserve needs street parking around the ground and again with weekly cricket matches both junior and senior, changerooms and kitchen access are an absolute must.'
- 'The biggest issue is parking. Edwardes Reserve could do with better toilet/change room facilities.'
- 'The amount of use this reserve gets with various sporting commitments the toilets really need upgrading it is very hard to keep them clean the bugs and spiders are terrible and they are dark and dingy. Children do not want to go in them they are in need of an upgrade.'
- Oval is mostly undeveloped. Ample space to install proper clubrooms and changerooms, install a proper Athletics running track and second jumps pit. Relocate football/softball to Santich entirely.

DEVELOPMENT OPTIONS

Development options can be split into two potential areas:

1. Retention of current reserve space and re-alignment of infrastructure to meet the needs of football (soccer), little athletics and small ball sports. This could incorporate a single shared use facility on the elevated position between the two reserves to service all sports (understood to be within the Dept of Education's control and identified in blue below). Access and car parking could be maintained via the existing unmade maintenance vehicle access (identified in red). The existing football club building could be demolished and a lower level car parking area created over the cleared land (outlined in green).
2. A more comprehensive development including the acquisition of land adjacent (identified in yellow below). At this stage, it is unclear how much of this land may become available and it could extend eastwards. This is a long-term option and would permit the development of an additional oval and more effective functional solution for the site.

Notwithstanding the above, investment will be required in both clubhouse buildings and, in particular to address off-road car parking. Car parking could in part be addressed by formalising the access road between the football club and adjacent land and providing a car park on the elevated position adjacent to the Little Athletics pavilion without compromising current site activities.

Both the clubhouse buildings do not meet current design standards for clubhouses and are not sufficiently flexible to cater for same/mixed gender use. Over time both will need to be replaced and consolidated.



Recommendation: In the first instance pursue the option of acquiring land adjacent to Watsons Reserve from the Department of Education (purchase or lease) and develop a site masterplan incorporating a centralised changing facility with access provided along the existing access route above Southern Spirit Soccer Club. This option should seek to rationalise/replace existing clubhouse infrastructure and replace with one multi-functional clubhouse serving all sports (soccer, cricket, Little Athletics, athletics and small ball sports). In addition, a re-alignment of floodlighting should be considered to ensure site usage (on both reserves) can be maximized for training and competition purposes.

Explore the potential option to acquire additional private land as a mechanism to offset the shortfall in active open space in the Western Suburbs, should this become available.

2.5 Dixon Reserve/Wally Hagan

The Wally Hagan Centre is the principle basketball facility within the City of Cockburn (having regard to Lakelands which is owned and operated by the Baptist Church). The current facility is in a poor state of repair and fails to meet minimum facility requirements for the sport and in particular is deficient in providing for adequate disability access.

Dickson Reserve lies immediately adjacent to the basketball facility and provides a variety of informal recreation opportunities. As former tipped land, it has not been used regularly for formal pitch sports, partly because the ground is uneven and is not attractive for club competition or training purpose. There is potential to utilise the land for rectangular pitch provision, subject to land remediation being undertaken. This however is dependent on the long-term requirements of basketball which may necessitate a further extension into the reserve, if a more extensive development option is to be considered (i.e. a 6-court facility).

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This would need to be assessed based on the 20-year development potential of basketball within the City of Cockburn

The principle focus of the meeting with the Basketball Association was the Wally Hagan Centre and not the broader Dixon Reserve. The main points for consideration include:

- 3-years ago the club were financially at the brink with a liquidity ratio of 0.5. It has now turned around with a liquidity ratio of 3.5.
- They have developed a governance model which incorporates succession planning and transition.
- They have also altered the culture within the club and have adopted a strategic plan.
- They see the future as being a self-managed facility where the club can exercise control and develop programs and services for the broader basketball community and access for local groups.
- The club champion diversity and have developed a strong link with wheelchair basketball which they are seeking to accommodate in substandard facilities (An inspection of the facility revealed that it would be unlikely to be DDA compliant due to inaccessible areas for changing, storage, access to club room etc.)
- The club wish to remain at Dixon Reserve and consider the area to provide significant growth potential at all levels (disability, indigenous community, coastal population growth and established urban areas). The proximity and openness to the surrounding multi-cultural, multi-social community would be difficult to replicate.
- There is a desperate need to upgrade the canteen, café, gym, storage and creche. All improvements would facilitate greater use and attract daytime traffic.
- Future focus will be on female use and program development.
- The venue is currently hired out to a variety of user groups which they are seeking to expand. They have participation programs in 16 primary schools.

Association Facility Requests:

- Long term aspiration is for an 8-court facility and medium term is for 6 courts. All courts must be indoors.
- The adjacent reserve provides the opportunity to secure sufficient space for 8 courts.
- Current courts are good and there is potential to re-use the wood. The structure of the building is sound (no subsidence) although the roof leaks and causes games to be halted. A new roof is essential if the building is to be retained.
- All operations will need to be retained through any disruption associated with the facility build.
- The catchment reach is 15km – they aim to be the best with a focus on increasing participation in all program areas.
- A workshop/shed for wheelchair basketball use (repairing equipment).
- A working group has been formed at an executive level to work towards developing a \$10m facility.

Current Game Development Inhibitors:

- State competition results in loss of court time.
- Senior Comps are over-subscribed.
- They have incorporated different time slots and are currently considering setting up competitions off-site due to lack of capacity.
- 9:00- 3:00pm at weekends is core time.

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Current initiatives

- 1 x FTE started on Feb 1st to run programs in schools – the objective being to grow the game and facilitate growth at the centre.
- Aussie Hoops
- Inclusion activities. The offer free disability programs but are seeking a funding partner to maintain the free service.
- Currently the facility is used to host Fencing WA competitions and training.
- Cougar Classic is run over 5 weekends with 40 teams which is becoming increasingly harder to host. As a result, they are losing potential revenue.

Community Consultation Responses and Implications:

Outcomes from the community consultation process indicated that there was a low satisfaction rate with Wally Hagan. The following facility development options for Dixon Reserve/Wally Hagan:

- Priorities include the replacement of the leaky roof (referenced on a number of responses); fitness equipment; general ambience; toilets; changing rooms; lighting; safety, seating and playing surface.
- To a lesser degree the development of shade, BBQ's, bike access, ground availability and pedestrian access is referenced.
- The respondents predominantly used the centre for basketball and as an official/coach/trainer. Other uses included bowls, casual play and school carnivals and events. Reference by a respondent was also made to the use of the adjacent BMX facility.

The following direct comments related to the stadium were made:

- 'Wally Hagan Stadium is a relatively unknown gem. It has some of the best hardwood basketball courts in the state. But they sit inside a run-down tin shed. Infill and high-density housing are rapidly increasing the population in the western corridor and Cockburn needs and deserves a facility it can be proud of.'
- 'Spending on average 3-4 nights a week at Wally Hagan Stadium for the last five years, and having played basketball there since 2001, the facility is in dire need of an upgrade. The roof leaks in winter (games have to be cancelled during particularly heavy rain because it is unsafe for play), it is a sauna in summer and is just showing its age. With a senior's competition at capacity and a growing junior program, the facility is very much in need of modernisation if it is going to continue to grow.'
- 'Wally Hagan Stadium needs a total revamp especially being the home centre for a high profile disabled basketball team, and a centre where a lot of regional athletes also meet to train and participate - the canteen café area needs a complete revamp too.'
- 'Wally Hagan needs a total upgrade or move the basketball comp to Cockburn ARC. Parking facilities are strained when there is a basketball comp on. The roof leaks which also makes it dangerous for players!'
- 'Facilities are very old at Wally Hagan. Entry into the stadium is not easy for those people in wheelchairs or with disabilities. Not enough change rooms for visiting clubs Not enough storage area to assist with National Wheel Chair Basketball team storing their equipment and chairs. Roof leaks have damaged the playing surface and are still a hazard when we have wet weather.'
- 'Roof leaks have stopped games and therefore cost the Association revenue. Roof leaks have also damaged the floorboards. Poor access for disabled people. Poor signage to direct people to Wally Hagan Stadium from Rockingham Road. Inadequate change rooms for visiting teams and disabled players.'

- 'Only interested in Wally Hagan. I know you will liaise with the club as they know what is required best.'
- Wally Hagan Stadium needs further improvement'

Additional Considerations – Fremantle Table Tennis Club

In 2016 Fremantle Table Tennis Club expressed a desire to locate within the Wally Hagan Centre and identified a floor area of 1,600m² to be considered for the development. They currently are based at Hilton Bowling Club and operate 4 sessions/week providing 11 hours of use in total for 52 weeks of the year on 10 tables (70 members + casual visitors which include juniors, seniors & the disabled). They also operate 2 disability multi-sports programs weekly for a total of 3 hours. They are seeking a secure venue within the City of Cockburn for a permanent setting of 14 table tennis tables and a multi-sports disability program area which can be used by other sporting groups (Badminton, Netball, Tai Kwon Do).

DEVELOPMENT OPTIONS

- Initially a replacement 4 court facility at Dixon Reserve with potential for 6-court should be considered. The capacity at present is impacted upon by the quality of infrastructure and key playing times. A number of associations have plans to extend to 6/7 court facilities or already have these in place. Examples include:
 - o Willetton – master plan developed and awaiting confirmation of funding.
 - o Mandurah – currently in construction with show court flexibility due to retractable bleacher seating.
 - o Albany – ALAC developed the infrastructure 5 years ago.
 - o The extension of Joondalup Arena.

A capacity model will need to be run on the current courts and potential future court use to establish precisely, the level of current capacity and likely future court space required to service the needs of the expanding population in the Western suburbs

- The club is very progressive as indicated within their draft strategic planning documentation. The capability to accommodate wheelchair basketball will provide an opportunity for the sport which is not available elsewhere. This has the potential to accommodate state and national level competition which is lacking at other venues.
- The setting back further into Dixon reserve should be considered but is likely to be met with opposition. The need to accommodate vehicular access and extensive car park should be factored in. Local car parking on the adjacent reserve and retail area does offset this at present.
- The initial land analysis identifies that Dickson Reserve could be developed to provide one rectangular playing pitch space.
- The option to develop an additional permanent table tennis facility and multi-sports area is not considered to be a viable short to medium term proposition given the extent of investment and limited weekly use. This aspect will need to be explored in more detail to determine the potential longer-term viability.

Recommendation: Develop a site masterplan having regard to the potential to develop a 4 court (potentially expanding to a 6-court facility subject to the justification being determined), associated club areas (internal court changing rooms, corporate hospitality, meeting rooms, kiosk, offices, storage, members areas, officials changing, storage, wheelchair workshop, kitchen, retractable seating etc.), re-aligned car parking, outdoor changing/public toilets and rectangular pitch provision (including costing assumptions).

2.6 Davilak Reserve

The meeting with the user groups centred on the potential future of the reserve and development options. The initial meeting focussed on the need to:

- Improve the clubhouse, changing and playing space at the oval
- Increase flexibility to provide for junior and senior sport at the same venue
- Improved nets
- Potential redevelopment if tennis were to move, play equipment were to go and nature play not progress.
- All indicate a significant growth in numbers

The clubs subsequently fed back information following the club questionnaire template as they wanted to provide a more considered response. A summary of the responses received to date is provided below:

Cockburn Cobras Football Club

- The Football Club has experienced significant growth over the last few years. In 2010, the club nominated a second senior side and in 2017, nominated a Colts side in the West Coast Eagles Colts Competition. As a result, the Football Clubs member numbers have increased to coincide with the extra nominated teams. In June 2014, there were 90 registered members, June 2015, 78 registered members, June 2016, 88 registered members and currently in June 2017, 143 registered members (77% residing within the City).
- The club is looking to continue its growth and will be nominating a third senior side in 2018 and strongly exploring the viability of a seconds Colts side in 2019.
- The Cockburn Cobras Football Club is looking to continue its growth and will be nominating a third senior side in 2018 and strongly exploring the viability of a seconds Colts side in 2019.
- The extra sides that are forecasted to be nominated will require more training space, more game day venues and possibly upgrading the lights to match conditions so as to have games after 530pm where lack of light is a factor.

Club Facility Requests:

- Already storage between all the lease holders of Davilak Oval has been an issue albeit addressed by the addition of a storage container behind the club rooms for off season clubs.
- The club rooms have a legal capacity of 100 which makes it impossible for the club to hold major club functions or wind ups at Davilak Oval due to licensing. This increases costs dramatically and inhibits the club's ability to raise and earn money at the reserve.
- As the WAAFL along with junior football associations continue to embrace incorporating female umpires and players, new rooms and toilets should be a mandatory addition to Davilak Oval.
- Currently female umpires are required to change in a shared umpires room which they must walk past the open men's urinal.
- The carpark is a concern with only one combined entry and exit really does limit space and drive thru ability as cars get stuck in the northern end requiring them to do U turns creating severe congestion.

Cockburn Junior Football Club:

- Junior football training 3 nights a week and games on 2 days a weekend. Last year they sustained 100% growth due to recent new estates and growth in the area, previous years has been steady due to being an older area.

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- Club has the capacity to double in size again, with some better facilities and back up facilities.
- Gaps in current provision and barriers to use: Old facilities which need to allow for club functions to be held on site rather than going to larger venues, better use of land which is currently wasted including a smaller training oval. Change rooms and shower facilities are sub-standard and there is no storage for any of our clubs to have their own designated area. There is no administration room where club administrators can keep any administrative paperwork or files
- The club has just had a change of committee and is trying new and fresh approaches to gain players and support. Actively going into schools, advertising in local media, more proactive in the district.
- They would envisage with new estates being built all around that this club will double in size within 2 years and have teams in most modified rules which covers 5-13 year olds.

Club Facility Requests:

- With both football clubs growing, it is envisaged they will be needing to use the facility 7 days a week to fit training and games into the schedule. An upgrade of lights will give the clubs the ability to play night or twilight games which will alleviate a shortage of time availability for the oval.
- Main hall area needs to double in space, kitchen double in space, 4 storage areas for the 4 clubs that use facility at least 30m2 each. More oval space for growth, better reticulation on top oval which is used for Auskick which is the future of the club 5-7 year olds.
- A better club, better memorabilia showing history of club, which will give better marketing to club which will lead to more people joining. Functions being held in our own club which will increase profits through food and drink revenue and build a family atmosphere.
- Building the front verandah has improved our clubs already, however a new or improved clubroom would help the clubs dramatically.

The junior football club, whilst not representative of senior football expressed similar issues and facility improvements at the round table meeting.

Cockburn Senior Cricket Club:

- The simple objectives of the club are the encouragement and development of the game of cricket. The Club is an affiliated cricket club of the South Metropolitan Cricket Association Designated "the Association".
- The club have 9 teams at present we are required to have another 4 "home" grounds that we use in summer in order of preference being, Enright Reserve, Goodchild Reserve, Edwards Reserve and Lakelands Reserve.
- Usage required: Hard wicket cricket grounds – training and match day playing and full access to club infrastructure at Davilak – match day playing and access to toilets and changerooms at Goodchild – match day playing and access to toilets/limited change facilities at other Reserves.
- Growth since 2012 has been
 - o 012-13 Season – 6 Teams – circa 100 Registered Players
 - o 2013-14 Season – 8 Teams – circa 120 Registered Players
 - o 2014-15 Season – 7 Teams - circa 120 Registered Players
 - o 2015-16 Season – 8 Teams plus 1 Formula 15 Team – circa 150 Registered Players
 - o 2016-17 Season – 9 Teams plus 2 Formula 15 teams – 175 Registered Players

- Current age profile is Under 18Yrs – 36 registered players; 18 to 25Yrs – 41 registered players; 25 to 35 yrs – 32 registered players; 35 to 45 yrs – 35 registered players; 45 yrs plus – 31 registered players.
- The home facility is very limited and way too small now to accommodate the growing club but Davilak is their home and they want it to remain to be their home.
- There are no formal development programs, however, the club have an alliance with the junior cricket club to continue to develop and foster junior participation in senior cricket and smooth the pathway from juniors to seniors.
- Future growth aspirations are to continue to grow the club to be the most successful on and off the field in our relevant Association and City, if not the State. Success being defined by increased player participation at all levels of cricket at our club, building a sustainable, welcoming and supportive culture and winning more premierships.

Club Facility Requests:

- The club infrastructure is old, decaying and has extreme limitations for a club with 9 teams as well as sharing the facility with the junior cricket club in season and then with the two footy clubs out of season. There are no meetings rooms and there is not enough room for bar/canteen/functions, gear storage and changerooms for the sizes of the clubs that use the facility.
- The ground is big enough for two pitches but only one is presently in place – we would highly recommend two cricket pitches at Davilak – many other clubs/grounds have them and is a better use of the whole ground/reserve during summer.
- There are not enough nets to service seniors and juniors – the nets are also in poor condition and not safe as they need more coverage on sides and above to stop balls flying out of nets unnecessarily.
- Night games and training would be beneficial and better facilitated if the lighting was up to standard.
- Access to more grounds closer to Davilak in order that other teams can play closer to home and not have to travel too far away.
- Indoor facility for training when the weather is bad or out of season – a couple of indoor training nets adjoining or near our club facility under cover and lockable would be ideal to use in winter for batting and bowling training as well as conducting a junior academy or skills development program out of cricket season.

Cockburn Tennis Club

The meeting with Cockburn Tennis Club highlighted the following:

- The club have had previous coaches but they have left as they weren't supported. As a result, patronage has dropped significantly. There are currently 10 family members and 25 social members.
- Saturday morning and Mondays – 15 children coached. Monday is used for cardio/social tennis
- The appearance of the club is not appealing and something needs to be done to attract new members. If the facility is to be retained investment is required in courts and fencing. Trees also need to be removed along the boundary which are damaging the courts
- Social tennis was initially good and needs to be driven by someone. Junior courts are the most appealing aspect and very popular (4 No.).
- The club has no strategic plan in place and is only open due to the commitment of a few volunteers. Coaches have approached the club to use the facility but they are tied into an exclusive agreement with Tennis Excellence (due to expire shortly).

2.2

- The club used to have 80-100 kids and 2 pennant teams, therefore has shown potential.

Club Facility Requests:

- They would consider any option, including relocation to a smaller and manageable four court facility (Coogee Beach or Coastline Devpt or Dixon Reserve). They are not wedded to Davilak Reserve.

To gain an understanding of the potential development opportunities, Graeme Hall of Tennis West was consulted to assess the support or otherwise for re-location. The following comments are relevant:

- A 4-6 court replacement facility within the Western Suburbs could be a potential option.
- A better quality court facility in a better location would be preferable to what they currently have.
- Floodlighting is important.
- There is potential to link in with a new development at Cockburn Central.
- A dedicated shared facility with Netball would be considered (plexi-pave would be preferred and the potential to co-locate on a school site would not be problematic).
- People are changing their tennis habits and casual tennis is now the main participatory driver. The book-a-court program needs to become stronger and a facility of this nature would assist.

Community Consultation Responses and Implications:

Outcomes from the community consultation process indicated that it rated a low satisfaction rate. The following facility development options for Davilak Reserve:

- Priorities included:
 - o Improved playing surface, changing rooms and lighting as the top priorities.
 - o Improved toilets, seating and general ambience as the second-tier priorities
 - o The provision of fitness equipment, shade and safety as notional developments to be considered.
- Respondents use the site for football, cricket, as an official/coach/trainer, for group or personal fitness and for casual play.

The following comments were made in relation to Davilak Reserve:

- 'I would like to see some fitness equipment made available at Davilak Reserve, as well as an upgrade to the clubroom facilities there. Davilak Reserve is the nicest sporting facility in Cockburn and with better facilities, could definitely showcase more events etc in the area.'
- 'For Davilak Reserve The clubrooms are very old and do not accommodate the number of members and people who use the facilities. With our expanding club, the request to have two cricket pitches (which is possible) needs to be re-examined. The grass in summer does not get adequately managed in summer and is too long for cricket, which makes it difficult to play and costs our club premiership points continually.'
- 'The clubroom and main building at Davilak are in need of a facilities upgrade.'
- 'While I am okay with the facilities at Davilak Reserve, I believe there is an opportunity at the site to create something a lot better and from a general ambience point of view.'
- 'Davilak is an old venue which in need of some tender love and care. By improving the venue, it can become better utilised by the main stream public and hopefully create better revenue for the clubs.'
- 'Davilak has so much space. Should be 2 cricket pitches there.'

- 'With the amount of people using the facilities particularly during cricket (summer) season, Davilak's rooms really needs improvement works to the rear exit way. Also additional ground lighting and another cricket pitch would be fantastic, opening up some great fixturing and event opportunities for both the footy and cricket clubs, junior and senior.'
- 'Tennis Courts surface need to be cleaned.'

DEVELOPMENT OPTIONS

- Redesign of reserve and potential recontouring to provide 2 ovals.
- Remove tennis and relocate at Anning Park (alternative options could include Coogee Beach Reserve/Cockburn Central) – Up to a 6-court local club facility with pavilion to support the consolidation of tennis activity across the City. This option has been discussed with Tennis West who are supportive of the principle. In its current location tennis will continue to struggle without significant investment to replace tired and failing infrastructure. Given the lack of effective governance and developmental structure associated with current club operations, such investment would be unlikely to be justified.
- Upgrade/redevelop changing and clubhouse facility (potential long-term relocation with re-aligned access and car parking to ensure two ovals can be accommodated on site).
- New nets for cricket placed adjacent to oval development.
- Assess potential of providing an indoor cricket training venue incorporated within an expanded clubhouse facility.
- The potential to introduce fitness stations and workout areas around the site should be considered. The current bowl naturally lends itself to this option.

Recommendation: Explore in greater detail the potential options for an alternative location for the tennis club and develop an indicative plan highlighting the optimum location of infrastructure to serve the needs of cricket and football at the reserve (including a replacement clubhouse facility).

2.7 Santich Park

Cockburn Little Athletics and Cockburn Senior Athletics Club

The meeting held with the Cockburn Little Athletics and Cockburn Senior Athletics Club identified the following:

- The committee has changed focus as it has evolved. Currently there are 25-30 senior athletes (age range of 15-25). The senior club has only been in existence for 3 years.
- Little athletics has approximately 320 members with an average of 350 over the past 5 years on the three associated satellite sites.
- They cannot do much more than they currently do.

Club Facility Requests:

- The ultimate aim is for an 8-lane synthetic track which could support 1,200 athletes across seniors and Little Athletics. This would be the main competition venue with grass infrastructure acting as satellite centres. The view expressed was that LA should not be centralised. Visibility is very important
- The club has identified South Coogee Reserve for a track due to ease of access.

South Coogee Junior Football Club

- The football club have grown by 200 members over the past 3 years with an influx from Jandakot, Mundijong, Bibra Lake. They come due to the quality of the facility.
- The club growth is through the primary school intake. Club is just at 600 but would like to get to 700-750 (a similar size to Jandakot).
- Key issues include:
 - o Floodlighting of the junior oval. Currently the club shares one whole ground between them. Hours of play for one oval = 5hrs training. 8:30 to 7:00 on Saturdays for matches. Auskick is 9:30-11:00 Sundays. Also used for school carnival (200 players per carnival plus parents). They have 6-8 carnivals per season. Also accommodate touch rugby. Ideally a floodlight system with lux value of 140-150lux. This would also benefit athletics.
 - o Car Parking – there is a need for new provision as they get hammered through the council. On game days, there are 3-4 games going on with 15 kids per side average. Visiting clubs is the issue. The drop adjacent to Stock Road cannot be utilised.
- They would like to develop a senior club but are inhibited due to the lack of a bar. Facility would not be suitable and there would be opposition locally.
- Club pays for lighting and line marking, council grounds maintenance

Club Facility Requests:

- Floodlighting on junior oval – priority 1
- Car parking resolution – priority 2
- Clubhouse flooring needs looking at – no carpet and replace with wood.
- Changing facilities and toilets serving the clubhouse are too small.
- There is a need to grow into a girl's team and changing facilities need to be unisex.
- Need a cold store
- Require more storage.
- There is a significant problem with backwash (drainage) under the undercover area. This ideally needs to be addressed.
- Extend the undercover area to provide a larger area with sun protection.
- The refurbishment undertaken 5 years ago has been good but there is not much airflow through the building – aircon/heating would be good.
- Portable huts for interchange. A permanent interchange would be useful.
- Locker system

Community Consultation Responses and Implications:

Outcomes from the community consultation process indicated the following facility development options for Santich Park:

- Priorities included:
 - o Shade, toilets and seating as the highest priority.
 - o Notional improvements to the general ambience, playing surface, change rooms and lighting
- Respondents identified that they used the site for Athletics/Little Athletics, football, school carnivals/events casual play and group or personal fitness.

The following comments were received in respect of Santich Park:

- 'The biggest issue is parking.'
- 'The Oval is mostly undeveloped. Ample space to install proper clubrooms and changerooms, install a proper Athletics running track and second jumps pit. Relocate football/softball to Santich entirely.'

DEVELOPMENT OPTIONS

- The floodlighting to the southern junior oval is essential to avoid excessive wear and tear.
- Minor clubhouse improvements could be achieved at minimal cost, including:
 - o Flooring – to reduce cleaning and contamination.
 - o Changing infrastructure – making it more flexible for male/female use.
 - o Addressing the drainage issue
 - o Extension to undercover area.
 - o Increase building airflow.
- Car parking options on/off-site need to be explored, including potential additional hard surface carparking extension at southern part of oval.
- Justification for synthetic surface at South Coogee (or elsewhere) would be impractical based on current participation levels for both junior and senior athletics. It would require a completely different business model and would not align to any strategic planning process supported by state government and/or State Sporting Association.
- The changes referenced above are consistent with the outcomes of the community consultation process.

Recommendation: Develop high level plan exploring car parking options and floodlighting installation.

3. Other Community Consultation Outputs

The comments provided below are an abridged version of those presented by South Beach Community Group:

'The survey would have generated more beneficial feedback if it had included a question to assist with identifying areas requiring additional sports facilities, rather than just identifying upgrades required for existing facilities.'

North Coogee currently has no existing sporting facilities. Based on the City of Cockburn standards, the current population could already sustain a neighbourhood sports space and a number of local sports spaces. By 2026 with the population doubled only one local sports space is planned, well below the standards. With further population increases by 2036 and no further sporting reserves this problem is exacerbated.

An investigation to identify opportunities to develop further necessary public open space in North Coogee is required to cater for the community's needs going forward. Limiting green open space and neighbourhood sporting facilities will limit the ability of North Coogee to develop as a community, and impact substantially on the liveability and quality of life that can be achieved in our suburb. We would like this to be a focus of the Western Suburbs Sporting Precinct Study.

The Western Suburbs Sporting Precinct Study was identified to address the missing facility provisions in the Western Suburbs, particularly North Coogee, in the Draft Community, Sport and Recreation Facilities Plan 2017-2031 (DCSRFP), page 1.

With limited opportunities to develop any further sporting Public Open Space in this area, an investigation is required into increasing the capacity of facilities and reserves in neighbouring western suburbs to cater for the community's needs going forward."

A further response from a North Coogee resident referenced the following:

'Again, I live in North Coogee and none of the facilities mentioned here is located in my neighbourhood. Why would you call it "Western Suburbs ... Study" if you are not including the most western suburb in Cockburn??? We urgently need some sporting facilities here, particularly with so many more people moving to the coast in North Coogee.'

It is clear during the initial analysis that North Coogee would be deficient in active reserve space given the limited POS identified within the current structure planning process. Due to limited land availability, it is evident that re-purposing of existing POS to the east/northeast of North Coogee will need to be considered. This however is unlikely to be within a defined local and neighbourhood catchment. Currently an investment of \$250k to upgrade North Coogee is committed by the City. Consideration is also being given to the future functionality of Cockburn Coast Oval.

4. Indicative Facility Specifications

To facilitate the development of the master plans the following spatial components for the proposed new buildings are suggested based on industry benchmarking. The adopted industry standards as referenced in Appendix B. At this stage, they are provided as a guide which will be refined further.

4.1 Beale Park: Clubhouse Facility

The following components should be incorporated within the replacement Beale Park Clubhouse:

Facility	Guidelines	Comments Essential/ Non-Essential	Recommended Floor Areas
Player toilet/showers	40m ² – 50m ²	Showers and toilets of up to 135sqm (6 x unisex toilet/showers) should be considered as meeting the minimum requirements for cricket and having the potential to accommodate all other seasonal sports and to support occasional events. Essential	90m ²
Change Rooms	80m ² – 110m ²	Change rooms of up to 270sqm (6 x interchangeable changing rooms) should be considered as meeting the requirements for soccer and having the potential to accommodate all other seasonal sports and to support occasional events. Also having regard to servicing 3 out of seven pitches at Beale Park. Essential	270m ²
External covered viewing area	50m ² or as needed	Whilst not essential it would be beneficial to consider a covered viewing area – a small area exists within the current facility. Non-Essential	100m ² *
Kitchen & Kiosk	15m ² – 25m ²	A kitchen/ kiosk is provided within existing building and is necessary to generate club income and secure long term financial viability. Essential	25m ²
First Aid/Medical Room	10m ² - 15m ²	First aid and medical room may also double up as officials changing room when necessary (15sqm) Essential	15m ²
Office/ Administration/ Meeting	15m ²	A dedicated office and/or administrative function area is required. Current infrastructure is substandard. Essential	15m ²





Public Toilets	Male 10 m ² - 15m ² female 10 m ² - 15m ² accessible 5.5m ²	Toilets are required to serve the public at weekends particularly and should be separated from secure changing areas with the potential to be used as overflow changing. Disabled toilet to be contained within umpire area/first aid room. Essential	35.5m ²
Storage (internal and external)	20m ² - 43m ² Key areas throughout the building (servicing one oval)	Due to the extent of playing infrastructure a minimum of 80sqm of internal and external storage will be required for equipment specific to the sports (ideally accessed externally and placed in cages to optimise space). Essential	80m ²
Social/ Community Room	80m ² - 100m ²	A social/community room is required to facilitate club events and generate income. Due to the size of the facility and membership levels it is suggested that a minimum of 250m ² which can be subdivided to provide meeting room space should be provided. The Dalmatinac Club also has the potential to accommodate events. This space is to include the bar, cold store and associated infrastructure with potential to be subdivided. Essential	250m ²
Timekeeping/ Scorers Box	3m ² - 10m ²	Timekeepers/scorers area of 3sqm not necessary and may be provided elsewhere. Non-Essential	Nil
Officials Rooms (including toilet and showers)	10m ² - 15m ²	2 x Officials room needs to be accommodated to meet the needs of competition. Essential	20m ²
Utility/ Cleaners Room	5m ² +	Cleaners/Utility store to be incorporated separate to equipment store. Essential	5m ²
Lobby Area	Not Specified	Circulation space required internally to maintain secure access and activity separation Essential	10m ²
Gym	20m ² -25m ²	Optional extra to facilitate player fitness and training support. Non-Essential	25m ² (optional)*
Meter/Boiler Room	To be of an appropriate size to accommodate incoming utilities.	Separate plant room required Essential	6m ²
Grounds Maintenance	40m ²	Required to assist in managing and maintaining the facility pitch infrastructure. Essential	40m ²
TOTAL NET INTERNAL FLOOR AREA (*includes gym and shade area of 125m²)			986.5m²
TOTAL GROSS FLOOR AREA (Including internal walls – 10%)			1,085m²

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4.2 Lucius Reserve/Dalmatinac Reserve: Changing Facility

The following components should be incorporated within the replacement Lucius Reserve/Dalmatinac Reserve changing facility:

Facility	Guidelines	Comments Essential/ Non-Essential	Recommended Floor Areas
Player toilet/ showers	40m ² – 50m ²	Showers and toilets of up to 50sqm (showers and toilets x2) should be considered as meeting the minimum requirements for cricket and having the potential to accommodate all other seasonal sports and to support occasional events Essential	50m ²
Change Rooms	80m ² – 110m ²	Change rooms of up to 100sqm (a combination of 2 interchangeable areas) should be considered to facilitate the requirements for the NPL and having the potential to accommodate a wide range of junior users utilising Lucius Reserve. Essential	100m ²
External covered viewing area	50m ² or as needed	Whilst not essential it would be beneficial to consider a covered viewing area facing Lucius Reserve. Non-Essential	40m ² (optional)
First Aid/Medical Room	10m ² - 15m ²	First aid and medical room to be provided for NPL and potentially offers opportunity for drug testing (15sqm) Essential	15m ²
Public Toilets	Male 10 m ² - 15m ² female 10 m ² - 15m ² accessible 5.5m ²	Player Toilet/Shower to double up as publicly accessible toilets when not in use for game and training activity. Disabled toilet to be contained within umpire area/first aid room. Essential	Nil
Storage (internal and external)	20m ² - 43m ² Should be carefully planned in key spaces throughout the building	30sqm of internal and external storage will be required for equipment specific to Lucius Reserve (ideally accessed externally and placed in cages to optimise space for both Lucius Reserve and for NPL overflow use). Essential	30m ²
Officials Rooms (including toilet and showers)	10m ² - 15m ²	Officials room accommodated with disabled toilet provision. Essential	15m ²
Utility/ Cleaners Room	5m ² +	Cleaners/Utility store to be incorporated separate to equipment store. Essential	5m ²

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Lobby Area	Not Specified	Circulation space required internally to maintain secure access and toilet/changing room space separation Essential	5m ²
Meter/Boiler Room	To be of an appropriate size to accommodate incoming utilities.	Separate plant room required Essential	5m ²
Grounds Maintenance	40m ²	Could be provided at Dalmatinac or Beale Park without additional need to provide within the facility. Non-Essential	Nil
TOTAL NET INTERNAL FLOOR AREA (Approximate - excluding covered viewing area)			225m²
TOTAL GROSS FLOOR AREA (Including internal walls – 10%)			248m²

4.3 Watsons/Edwardes Reserve Clubhouse Facility

The following components should be incorporated within the multi-functional clubhouse facility on land straddling Watsons and Edwardes Reserves:

Facility	Guidelines	Comments Essential/ Non-Essential	Recommended Floor Areas
Player toilet/showers	40m ² – 50m ²	Showers and toilets of up to 80sqm (showers and toilets x2) should be considered as meeting the requirements of seasonal sports and to support occasional events Essential	80m ²
Change Rooms	80m ² – 110m ²	Change rooms of up to 160sqm (4 x interchangeable changing rooms) should be considered to meet the needs of sports and to support occasional events. Essential	160m ²
External covered viewing area	50m ² or as needed	Whilst not essential it would be beneficial to consider a covered viewing area – an element deemed important by club representatives. Non-Essential	50m ² (optional)
Kitchen & Kiosk	15m ² – 25m ²	A kitchens and kiosk will be important to facilitate club events and raise income Non-Essential	20m ²
First Aid/Medical Room	10m ² - 15m ²	First aid and medical room has the potential to double up as umpires /officials changing room (10sqm) Essential	10m ²
Office/Administration/Meeting	15m ²	Office and/or administrative functions for each club should be catered for. It is suggested that 3 small rooms of 6m ² would be sufficient Essential	18m ²

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Public Toilets	Male 10 m ² - 15m ² female 10 m ² - 15m ² accessible 5.5m ²	Player Toilet/Showers should be capable of doubling up as publicly accessible toilets when not in use for game and training activity. Disabled toilet to be contained within a multi-functional officials area/first aid room. Essential	Nil
Storage (internal and external)	20m ² - 43m ² Should be carefully planned in key spaces throughout the building	40sqm of internal and external storage will be required for equipment specific to the sports (ideally accessed externally and placed in cages to optimise space). Essential	40m ²
Social/ Community Room	80m ² - 100m ²	It will be important to as a minimum, replicate infrastructure within the soccer facility with the option to provide a bar for functions/after game use, separated from the junior activities. Essential	100m ²
Timekeeping/Scorers Box	3m ² - 10m ²	Timekeepers/scorers area of 3sqm not necessary as the cricket use of the site is likely to be minor. Non-Essential	Nil
Officials Rooms (including toilet and showers)	10m ² - 15m ²	Officials room accommodated as first aid room and disabled toilet. Essential	Nil
Utility/ Cleaners Room	5m ² +	Cleaners/Utility store to be incorporated separate to equipment store. Essential	5m ²
Lobby Area	Not Specified	Circulation space required internally to maintain secure access and toilet/changing room space separation Essential	5m ²
Gym	20m ² -25m ²	Optional extra to facilitate player training and fitness. Non-Essential	20m ² (optional)*
Meter/Boiler Room	To be of an appropriate size to accommodate incoming utilities.	Separate plant room required Essential	6m ²
Grounds Maintenance	40m ²	Grounds maintenance equipment will be required to enable the clubs to manage and maintain site infrastructure. Essential	20m ²
TOTAL NET INTERNAL FLOOR AREA (Approximate *includes gym and shade area of 70m²)			534m²
TOTAL GROSS FLOOR AREA (Including internal walls – 10%)			589m²

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4.4 Wally Hagan Replacement Basketball Complex

The following facility components should be considered within the replacement Wally Hagan Centre:

Facility	Guidelines	Comments Essential/ Non-Essential	Recommended Floor Areas
4 x Courts (Potential for 6)	4 x 32m x 19.1m = 2,445m ² (for 6 courts = 3,668m ²)	All Sprung wooden floors with internal clear span of 7m 4 courts are essential with ability to expand to 6.	2,445m ² (3,668m ²)
Lighting	Lighting to comply with AS 2560	Lighting system to be flexible and allow for lux levels to cater for State Competition requirements. Essential	Nil
Public Address system	Permanent installed system	Essential	Nil
Scoreboard	Visible to players and spectators	Essential	Nil
Shot Clocks	Visible to players and spectators	As per FIBA specifications. Essential	Nil
Backboards	Adjustable	ceiling mounted to meet the FIBA performance specifications. Essential	Nil
Basket Height	3.05m	Measurement is to be taken from the top of the ring. Essential	Nil
Basketball Rings	Rings must break away from the backboard	Essential	Nil
Air movement	Mechanical air handling	Essential	20m ²
Spectator seating	Seating for 1,000 (consideration of Basketball WA requirement of up to 2,000)	Retractable bleacher seating with fixed seating adjacent to wall. Can be used for additional storage beneath. 1,000 Essential, 2,000 identified by Basketball WA deemed non-essential at this stage.	Retractable Bleacher Seating (600) and permanent 400 fixed seats Approx 400m ²



Corporate facilities	None Specified (nominally 80m ²)	Facilities should overlook the show court. On-court corporate boxes to be provided seating for 4 – 8 persons Essential for WABL fixtures	80m ²
Warm up area	None Specified (nominally 60m ²)	Non-Essential (can use adjacent courts for WABL competition).	Nil
Change rooms Durable, non-slip, easily cleaned surface	25m ² x 4	Four change rooms required for home and away teams. Home and away teams are required to be separated. Essential	100m ²
Referees room	20m ²	Secure area separate from public change rooms. Essential	20m ²
First Aid room	15m ²	Accessible for an ambulance stretcher. Essential	15m ²
Drug Testing Room	15m ²	Room must be secure room Non-Essential	Nil
Media	15m ²	Requires external telephone lines and internet connection. Non-Essential	Nil
Team Seating	34 seats per court	Essential	Within court area
Kitchen	25m ²	To be combined with a café / kiosk / canteen area. Essential	25m ²
Café / kiosk / Canteen	None Specified (nominally 40m ²)	To be combined with kitchen. Essential	40m ²
Social area / common	100m ²	To provide an area for teams to socialise after games. Essential	100m ²
Competition office	20m ²	Can also be used as a meeting room for facility user groups. Essential	20m ²
Administration / control point	20m ²	Essential	20m ²
Storage	50m ²	Essential	50m ²





Plant room	No guideline (nominally 10m ²)	A separate plant room will be required Essential	10m ²
Workshop (wheelchair basketball)	20m ²	To repair and upgrade competition wheelchairs Non-essential.	20m ²
TOTAL NET INTERNAL FLOOR AREA (Approximate)			3,365m² (4,588m²)
TOTAL GROSS FLOOR AREA (Including internal walls – 10%) *Note: no changing infrastructure has been considered for the adjacent Dixon Reserve. Also at this stage the requirements of Table Tennis have not been factored in.			3,702m² (5,046m²)

4.5 Davilak Reserve Clubhouse Facility

To meet the needs of the clubs utilizing Davilak Reserve it is suggested that the following spatial components are to be considered in upgrading or replacing the existing clubhouse facility:

Facility	Guidelines	Comments Essential/ Non-Essential	Recommended Floor Areas
Player toilet/ showers	40m ² – 50m ²	Showers and toilets of up to 50sqm should be considered as meeting the minimum requirements for cricket and football Essential	50m ²
Change Rooms	80m ² – 110m ²	Change rooms of up to 100sqm should be considered as meeting the minimum requirements for cricket and football and to support occasional events Essential	100m ²
External covered viewing area	50m ² or as needed	This is regarded as an essential element to support cricket and a substantial covered area funded by the club currently exists on site. Essential	150m ²
Kitchen & Kiosk	15m ² – 25m ²	A kitchen/ kiosk will be required to be provided within existing building to facilitate income generation Essential	25m ²
First Aid/Medical Room	10m ² - 15m ²	First aid and medical room could double up as umpires /officials changing room Essential	15m ²
Office/ Administration/ Meeting	15m ²	An office and administrative base will need to be provided to support all four clubs. This space could be shared and it is estimated that 2 administration offices would meet seasonal needs.	12m ²

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		Essential	
Public Toilets	Male 10 m ² - 15m ² female 10 m ² - 15m ² accessible 5.5m ²	Player Toilet/Shower could double up as publicly accessible toilets when not in use for game and training activity. Disabled toilet could be contained within umpire area/first aid room. Essential	Nil
Storage (internal and external)	20m ² - 43m ² Should be carefully planned in key spaces throughout the building	40sqm of internal and external storage will be required for equipment specific to the sports (ideally accessed externally and placed in cages to optimise space). Essential	40m ²
Social/ Community Room	80m ² - 100m ²	A social/community room is required for club matches, social and income generating activities. Essential	100m ²
Timekeeping/ Scorers Box	3m ² - 10m ²	Timekeepers/scorers area of 3sqm will be necessary to support cricket activities. Essential	5m ²
Officials Rooms (including toilet and showers)	10m ² - 15m ²	Officials room could be combined and accommodated as first aid room and disabled toilet. Essential	Nil
Utility/ Cleaners Room	5m ² +	Cleaners/Utility store to be incorporated separate to equipment store. Essential	5m ²
Lobby Area	Not Specified	Circulation space will be required internally to maintain secure access and provide toilet/changing room space separation Essential	5m ²
Gym	20m ² -25m ²	Optional extra to facilitate fitness facility. It is not considered to be justifiable to support cricket and football activity and potentially would duplicate other activity locally. Non-Essential	Nil
Meter/Boiler Room	To be of an appropriate size to accommodate incoming utilities.	Separate plant room will be required Essential	6m ²
Grounds Maintenance	40m ²	Separate building will be required to facilitate the storage of equipment to manage and maintain infrastructure. Essential	40m ²
TOTAL NET INTERNAL FLOOR AREA (Approximate - including 150m² of external covered viewing			553m²
TOTAL GROSS FLOOR AREA (Including internal walls – 10%)			608m²



Appendix A: Beale Park and Dalmatinac Plans: Club Submission

**Beale Park Forward Planning Direction**Justification for Facilities Upgrade

- Facilities inadequate for the CCSC current needs
 - See specific facility needs section below
- Totally inadequate to cater for future growth in soccer club (based on population growth for soccer) and as club increases numbers through regional centre of excellence
 - Population growth to service soccer needs
 - Increased population numbers for region will result in increased soccer players (soccer participation rates for children and adults as a % of increased population)
 - Increased expectation of club to grow with its representation of the District's NPL centre of excellence. (see map of NPL facilities distribution)
 - Area to south and east are underrepresented by NPL / soccer centre of excellence venues. CCSC services possibly the largest metro population area

Specific Facility Needs

- Changeroom facilities
 - 2 change rooms available to service 5 senior sized playing fields (require 5 sets as minimum if current configuration remains)
 - Need for Female suitable change facilities - Limitations for male and female change facilities to be offered at same time
 - No umpires facilities (male & female options)
 - First aid room – requires dedicated area with sink, water and easy accessibility from fields and for ambulance pick up

- Inadequate showers & toilets - modern standard expectations as specified in Football West Facilities Plan
- Storage
 - Inadequate storage for equipment, goals, kiosk, office administration.
 - Goals compound should be considered within precinct
- Spectator / Social area
 - Outdated in design – toilets / server / kiosk / lighting
 - Offers no internal viewing of playing fields
 - No outlook onto western side of building
 - ESD principles for pavilion (skylights, water harvesting from roof)
 - Spectator area – ideal to be elevated allowing internal viewing over fields and levels of outside terrace seating and standing under cover in front of main pitch
- Lighting
 - Provision of match standard lighting lux (100 min, preferably 200 (as per NPL standards) on premier pitch (allows games to be played in evening resulting in increased spread of games and resultant increased use of ground training level lighting)
 - Lighting of big ball training standard for all playing fields will allow spreading of training / game load for even wear of fields (lack of lighting currently to western fields)
- Car Parking
 - Review opportunities for improved and increased parking options
- Playing fields & configurations
 - Optimum use of reserve for playing fields
 - Club has provided an example of Beale park site plan with potential senior playing field configuration and supporting infrastructure
 - Overuse of some fields is occurring during season with current levels of utilisation and would be expected to experience heavier use with increased soccer players numbers
 - Lighting to Hamilton road playing fields will alleviate some of the over use by enabling sharing of load across larger areas
 - Attention to weed infestation which at times has been very poor will assist in improved playing field quality also
 - Investigate removal of sea scout building & resumption of hill area at south eastern end of reserve (cut into & retain) to allow increased playing fields and improved parking opportunities
 - Investigate need and feasibility of a synthetic playing surface as premier pitch in front clubhouse, benefits include;
 - Increase playing hour capacity of reserve
 - Provide economic sustainability for club to host 5 a side competitions / coaching clinics, hire to schools & clubs in region (potential lacrosse venue for games, high level invitational soccer games etc)
 - Provide facility that can be played on in all conditions therefore contributing positively to total playing surfaces quality (i.e. prevent overuse)

- Quality playing surface maintains consistency
- Multipurpose playing surface

Features / examples of suitable facilities

Kingston Heath Reserve (Melbourne) – contains many features & layout that CCSC considers appropriate for Beale Park

<https://www.google.com.au/maps/uv?hl=en&pb=!1s0x6ad66c5e4cef6c4f:0x2f091a6b361f1fa4!2m19!2m2!1i80!2i80!3m1!2i20!16m13!1b1!2m2!1m1!1e1!2m2!1m1!1e3!2m2!1m1!1e5!2m2!1m1!1e4!3m1!7e115!4shttp://www.europlan-online.de/kingston-heath-soccer-complex/verein/9482!5skingston+heath+soccer+ground+-+Google+Search&imagekey=!1e1!2shttp://www.europlan-online.de/files/d0ccadeec59d5310f54cc979695ebe18.JPG&sa=X&ved=0ahUKEwi-mZumjoHUAhWBN5QKHchuCDkQoiolfjAO>



COCKBURN CITY SOCCER CLUB

DATE : 30.05.17
DWN : MJG
REV : SK 2

A01

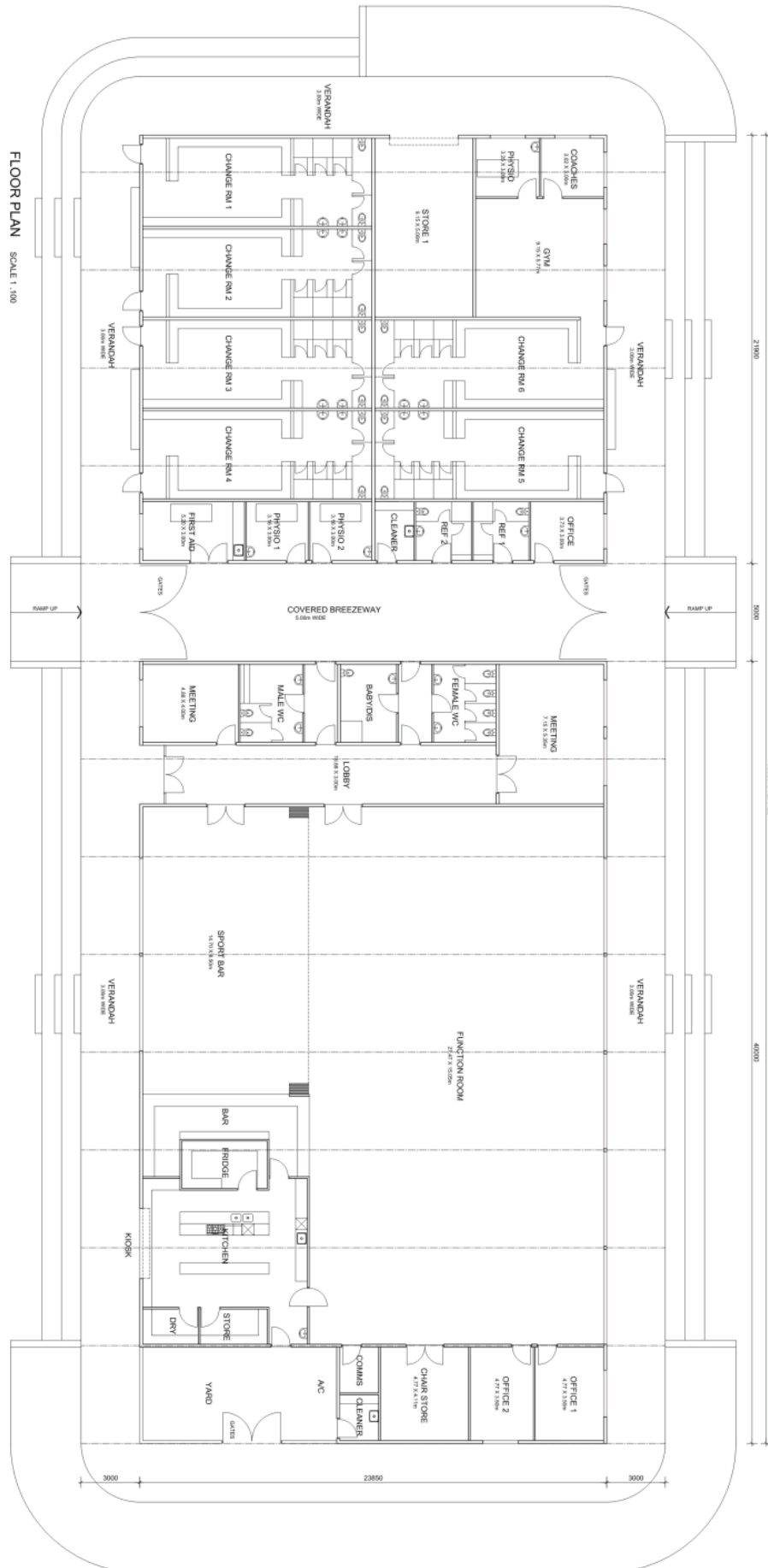




COCKBURN CITY SOCCER CLUB

DATE : 30.05.17
DWN : MJO
REV : SK 2

A02





Dalmatinac Park Forward Planning Direction

Justification for Facilities Upgrade

- Future proofing a facility that is an integral part of the elite pathway program
 - At present minimum standard to meet NPL criteria – Will need an upgrade to keep up with expected increase in standards
- Lack of corporate facilities for match day for CCSC first teams, making it very difficult to attract sponsors
 - At present there are no facilities for VIP's and corporates – Corporate facilities (as shown in the attached concept drawings) would add value to the CCSC brand, increasing the revenue potential of the club
- Lack of elite facilities to cater for high level invitational soccer games
 - Current facilities do not meet criteria to stage NPL finals, A-League pre-season games, W-League games, National Youth League games - At present all of the above games are held north of the river
 - Facilities that meet the criteria to stage high level games are Perth, Floreat, Inglewood, Stirling and Bayswater (see map of NPL facilities distribution)
 - At present only 200 seats under cover, 1000 plus under cover seating would make it the premier NPL facility in the state
- Only facility in the southern corridor that has the capability to be upgraded for future needs with minimal investment
 - All other facilities are located in the northern suburbs (as represented in the attached map)
- Upgraded facility creates opportunity to stage tournaments with invitational teams
 - For example a tournament could be staged with Hajduk Split from Croatia and Mobile United FC from Mobile Alabama USA the two sister cities with Cockburn City Council
 - Creating international exposure and possible economic benefits to the community
- Opportunity to stage high level invitational games of other codes such as rugby and grid iron

- Upgraded facilities would support other club activities (as outlined under the section of utilisation)
- A venue that can be used for events such as festivals and concerts

Specific Facility Needs

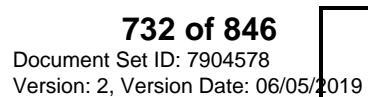
- Storage - Inadequate storage for equipment, goals, kiosk, office administration
- Spectator / Social area
 - Outdated in design – toilets / servery / kiosk / bar / function room
 - Offers no internal viewing of playing field
 - No corporate facilities
 - ESD principles for pavilion (skylights, water harvesting from roof)
 - Spectator area – Need to improve spectator comfort and improve match day experience. Covered seating area to accommodate 1500 people protecting them from the elements future proofing expected growth needs
- Lighting
 - Present lighting only allows for NPL night games (i.e. currently 280 Lux. 500 lux allows for pre-season A-League games and to be televised for example FFA cup games and friendlies)
 - Limited lighting for Luscious Park restricting possibility of extra training fields restricted of big ball training standard for all playing fields will allow spreading of training / game load for even wear of fields (lack of lighting currently to fields)
- Playing field & perimeter fencing
 - Re position of playing field to allow for terraced viewing surrounding field where there is no seating – Improving match day atmosphere. (preferred site plan in principle is attached)
 - Re-place perimeter fencing to reduce maintenance and improve streetscape

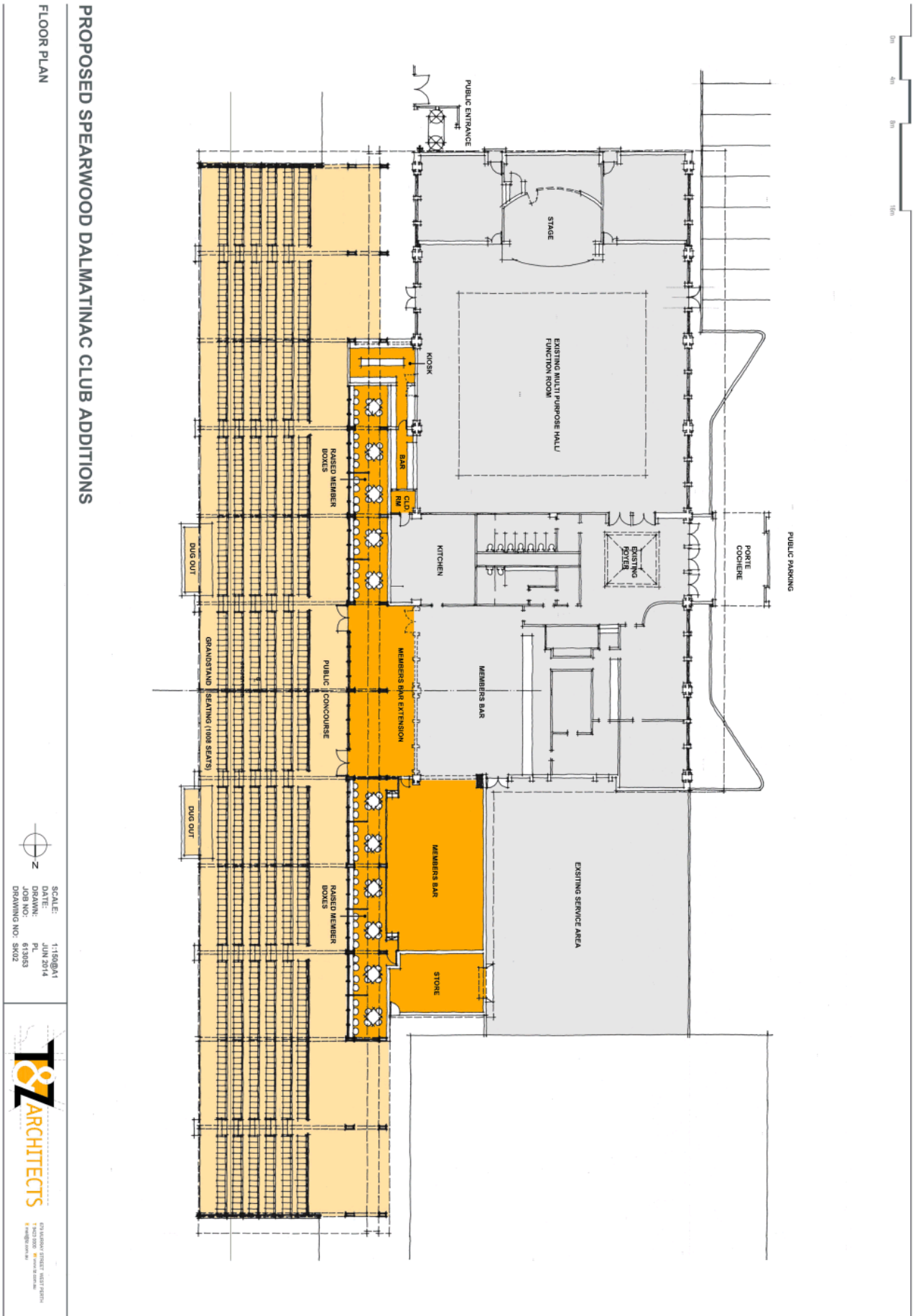
Utilisation

- CCSC senior first teams
 - 3 teams totalling 60 players
 - Play during the winter months
- Spearwood Dalmatinac Sport and Community Club has a total of 600 members
- Spearwood Dalmatinac netball
 - 21 teams totalling 180 girls
 - Train Tuesday and Thursday – Play at Gibson Park Fremantle Netball Association on the Saturday during the winter
- Spearwood Dalmatinac lawn bowls
 - 8 teams plus social bowlers totalling 92 bowlers
 - Play Tuesday, Thursday, Friday and Saturday in summer competition
 - Play Thursday in winter competition
- Spearwood Dalmatinac darts

- Up to 150 participants playing Monday, Tuesday, and Wednesday nights
 - Up to 200 participants playing once a month in the Legends All Day Event
 - Twice a year there is the state finals competition played over a weekend
- Spearwood Dalmatinac amateur soccer
 - 2 teams totalling 36 players
 - Train once a week (at Luscious Park) and play on Sundays during winter months









PROPOSED SPEARWOOD DALMATINAC CLUB ADDITIONS

ELEVATIONS

SCALE: 1:100@A1
DATE: JUN 2014
DRAWN: PL
JOB NO: 613053
DRAWING NO: SK03



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Appendix B: Facility Guidelines and Benchmarks

Pavilion Designs and Specifications

Within Australia two national sporting associations (AFL and Cricket) have identified minimum design requirements for pavilions/clubhouses which service different functional levels of the sport. The basic design principles identify the following key areas:

- Home Changing
- Away Changing
- Officials and Storage
- Public Toilets and Utility
- Social Room
- Ancillary Administration
- Kitchen and First Aid
- Gymnasium

The designs and spatial components generally reflect the requirements of the sport, extent of pitch infrastructure and user groups. As a minimum, the following spatial components are required:

AFL Preferred Facility Guidelines (2012): Published by AFL – Coffey Sport and Leisure	Cricket Australia: Community Cricket Facility Guidelines - Guidance Note 03 (Version Sept 2015) – Inside Edge
The sizes quoted below are based on requirements for a single oval facility catering for one 'home' and one 'away' team at any given time. Regional components are referenced in brackets.	The following spatial guidelines refer to a local level facility
<ul style="list-style-type: none"> - Pavilions (and main viewing areas) should be positioned to allow viewing of the entire field of play and to avoid looking into the sun and are therefore positioned on the Western side of the playing field. - Amenities (Player toilet/showers) - 25m² x 2 - Change Rooms - 45m²-55m² x 2 (55m²-75m²x 2) - External covered area - 50m² (75m²) - Kitchen & Kiosk - 20m² (30m²) - First Aid/Medical Room (Public Access) - 15m² - Office/Admin/Meeting - 15m² (20m²) - Public Toilets - Male 10m², Female 10m², Disabled 5m² (15m², 15m² and 5m²) - Storage (internal and external) - 20m² - Social/Community Room - 100m² (150m²) - Timekeeping/Scorers Box - 10m² - Umpires Rooms (including toilet and showers) - 20m²-25m² (30-40m²) - Utility/Cleaners Room - 5m²+ 	<ul style="list-style-type: none"> - Changing rooms /area: 2 change rooms per playing field - 40 – 60m² x 2 - Amenities (player toilet/showers): 2 amenities per playing field – 40 – 50m² x 2 - Accessible toilets: male 15m² female 15m² accessible 5.5m² - Umpires room (including shower & toilet): 15m² (optional) - Medical/first aid room: 10m² (optional) - Kitchen and kiosk: 15 – 25m² provision dependent on level of venue capacity, use and activity - Kitchen storeroom: 8m² (built into overall kitchen/kiosk area) (desirable) - Social/ BBQ area (outdoors) as needed - Internal building storage: 30m² - Cleaner's store: 5m² - External storage: 30m² - Utilities/ plant room – as required - Curator's store/shed – 60m²

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In addition to these guidelines additional guidelines have been produced by Football New South Wales in respect of the design of football (soccer) infrastructure and in particular the requirements of NPL facilities.

The following identifies the main facility components for player, referee and spectator facilities:

Functional area	Facility Requirements
Player Dressing Rooms	<p>Separate Dressing Rooms located near to the field, must be provided for the home and the visiting Team.</p> <p>Each of the home and visiting Team Player Dressing Rooms must;</p> <ul style="list-style-type: none"> - Be permanent structures - Be well ventilated - Be able to seat 16 people comfortably - Be lockable - Have a minimum of two (2) showers with hot and cold water - Have a minimum of one (1) toilet - Have one (1) physiotherapy / massage table <p>Player Dressing Rooms and the associated facilities are to be maintained in a clean and workable condition and be checked immediately prior to each match day.</p>
Referee Dressing Rooms	<p>A separate Dressing Room located near to the field, must be provided for the Referees.</p> <ul style="list-style-type: none"> - The Referee Dressing Rooms must; - Be a permanent structure - Be well ventilated - Be able to seat five (5) people comfortably - Be lockable - Have a minimum of one (1) shower with hot and cold water - Have a minimum of one (1) toilet <p>The Referee Dressing Room and the associated facilities are to be maintained in a clean and workable condition and be checked immediately prior to each match day.</p>
Warm-Up Area	<p>A Warm-up must be provided. The Warm-up Area must;</p> <ul style="list-style-type: none"> - Be in close proximity to the Player Dressing Rooms and Field of Play - Be completely covered with natural grass or FIFA approved artificial grass - Be free of any obstructions, foreign objects, potholes or any deviations that could be hazardous to players or officials as they move across the surface
Players Race	<p>Stadiums used in 1st Grade, U20, U18 and U16 of the National Premier Leagues NSW men's 1 and 2 must have a Player's Race.</p> <p>The Player's Race must;</p> <ul style="list-style-type: none"> - Provide direct and exclusive access for Players and Referees from their Dressing Rooms to the Field of Play. - Be constructed from heavy duty material - Be free from obstruction <p>At no point should spectators be able to access the Player's Race.</p> <p>At Stadiums with a Player's Race, access to the Field of Play can only be made via the Player's Race. The only exception to this rule is for Emergency Services, Ground Maintenance staff and Pre-match or Half- time entertainers who may access the Field of Play via a separate entrance.</p>

	Where a U16 fixture is scheduled with the youth age grades on a separate day to the senior age grades there is no requirement for a Player's Race
Field of Play Lighting	The Field of Play of Clubs in the National Premier Leagues must have a maintained average horizontal floodlighting luminance of 200 lux, regardless of nomination to play day or night fixtures.
Canteen	Every Stadium must have a canteen.
Seating Requirements	NPL: Total seating for 500 spectators of which at least 250 must be under cover. Dedicated seating must be made available for disabled spectators.
Spectator Toilets	Adequate public toilet facilities must be made available for male, female and disabled spectators. As a guide there should be one (1) toilet for every 100 potential spectators.
Press Box	The Press Box must; <ul style="list-style-type: none"> - Be located in the main grandstand - Have seating with a writing surface for at least four (4) journalists - Have a clear and unobstructed view of the Field of Play - Provide power access to all journalists
	All Stadiums must provide Broadcast Camera positions. Broadcast Camera Positions may be provided by either; <ul style="list-style-type: none"> - Permanent camera platforms positioned in or on the main grandstand - Temporary camera positions positioned on the opposite side to the grandstand - The positions listed in a) and b) must be located at half way of the field and in an elevated position offering an unobstructed view of the field of play - Should either a) or b) not be provided, a position to locate a Broadcast Van must be identified. The area for the Broadcast Van must be at half way along one of the touchlines, outside the perimeter fence, providing an unobstructed view of the field of play for the cameraman
Medical Room	Each Stadium must have a dedicated Medical Room equipped with a physiotherapy / massage table. The Medical Room must be a permanent structure within or directly beside the grandstand or Player Dressing Rooms.
Doping Control Room	In the event that Doping Control is conducted the Medical Room is to be made exclusively available to the Doping Control Officers. In the event a Medical Room does not meet the Doping Control Officers requirements, another room must be made available from the Club House, Player Dressing Rooms or Referee Dressing Room that satisfies the Doping Control Officers requirements.

Guidelines for Basketball facilities are contained within the WA State Basketball Facilities Plan. These are identified within the table below. For the purposes of this study the facility components associated with Wally Hagan Centre focus on regional level infrastructure

Basketball Facility Component	Requirements	Core or Operational			Comments
		District	Regional	State	
Field of Play					
Court length (incl. of run off)	Recommended minimum 28 m + 4m	Core	Core	Core	Note length is measured from inside edge of boundary line.
Court width (incl. of run off)	Recommended minimum 15.1m + 4m runoff (2m either side)	Core	Core	Core	Note width is measured from inside edge of boundary line. Note if courts are to be placed side by side, design will need to account for scorer's benches to ensure runoff of 2m on either side is free of obstructions. If courts are placed side by side ensure adequate run off is provided between courts and any obstacles.
Court Surface	Flat hard surface	Can be a mix of acrylic cushioned outdoor and indoor sprung wooden floors	Sprung wooden floors	Sprung wooden floor	Ensure surface meets the performance characteristics specified by FIBA.
Clear Span	Recommended minimum 7m	Core	Core	Core	Height from the floor to the lowest obstruction above the court
Lighting	Lighting to comply with AS 2560	Core	Core	Core	Lighting system to be flexible and allow for lux levels to cater for functional requirements (i.e. training and playing).
Public Address system	Permanent installed system	Core	Core	Core	Note timekeeping system should allow each court to be operated separately.
Scoreboard	Scoring system required.	Core	Core	Core	Needs to be visible to players and spectators on the court
Shot Clocks	Needs to be visible to players and spectators	Optional	Core	Core	As per FIBA specifications.

Backboards	Constructed of a suitable material that does not shatter. Can be ceiling, wall mounted or portable. Needs to be adjustable to 2.43m to cater for junior programs.	Core	Core	Core	FIBA regulations state ceiling mounted backboards shall not be used in facilities where the suspension height exceeds 10m in order to avoid excessive vibration in the support structure. Ensure backboards meet the FIBA performance specifications for a Level 3 facility.
Basket Height	3.05m	Core	Core	Core	Measurement is to be taken from the top of the ring.
Basketball Rings	Rings must break away from the backboard	Core	Core	Core	It is an OHS issue if rings don't breakaway from the backboard when persons hang / swing from the rings after a slam dunk.
Air movement	Air circulation	Preferred	Preferred	Preferred	Due to high temperatures at indoor centres mechanical air handling is preferred to assist with air circulation.
Number of courts	To be determined by size of competition	Recommended Minimum of four indoor courts	Recommended Minimum of four indoor courts	Recommended Minimum of four indoor courts	Primary reason for minimum number of indoor courts is from a financial operations perspective. Note it may not be possible to provide for four indoor courts due to other considerations such as site constraints, funding and sufficient demand.
Show court (Indoor court)					
Spectator seating	Basketball WA's Preferred minimum is 2,000 seats	Not required	Core	Core	Seating capacity to be determined by feasibility study / business plan which considers other community uses.
Court surface	Sprung wooden floor	Optional	Core	Core	Court size as specified.
Corporate facilities	Hospitality area for sponsors, members, etc.	Not required	Core	Core	Facilities should overlook the show court. Show court floor area should allow for on-court corporate boxes. Corporate boxes are on court roped off areas that provide seating for 4 – 8 persons

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Functional Areas					
Warm up area	To be determined by completion size	Preferred	Preferred	Preferred	Will need to consider how players and coaches access the area if there is a facility entry fee.
Change rooms Durable, non-slip, easily cleaned surface	Recommended minimum 25m ² x 2	Core	Min. 25m ² x 4 Core	Min. 25m ² x 4 Core	Four change rooms required for home and away teams. Change rooms in regional and state level facilities to ensure home and away teams are separated.
Referees room	Recommended minimum 20m ²	Core	Core	Core	Secure area separate from public change rooms.
First Aid room	15m ² accessible for an ambulance stretcher	Core	Core	Core	Design to allow for easy access by an ambulance.
Drug Testing Room	15m ² secure room	Not required	Not required	Core	Room to be secure
Media	15m ²	Not required	Not required	Core	Will require external telephone lines and internet connection.
Post-Game Media	15m ²	Not required	Not required	Core	Can utilise another area of the facility
Team Seating	Minimum preferred is 30 seats per court	Core	Core Require 34 seats	Core Require 34 seats	Minimum seating number based on 15 seats per team.
Kitchen	25m ²	Core	Core	Core	Will be determined by operational requirements. Can be combined with a café / kiosk / canteen area.
Café / kiosk / Canteen	To be determined	Core	Core	Core	To be determined by operational / design requirements.
Social area / common	Recommended 100m ² minimum	Core	Core	Core	Can be incorporated into building circulation space. Purpose is to provide an area for teams to socialise after games.

Competition office	Recommended 20m ²	Core	Core	Core	Room from which the competitions are run and controlled from. Can also be used as a meeting room for facility user groups.
Administration / control point	Recommended 20m ²	Core	Core	Core	For facility operations.
Storage	Preferred minimum 50m ²	Core	Core	Core	Size of storage area to be determined by operational requirements (i.e. if portable backboards are utilised storage requirements will be more significant.)
Plant room	No standard	Core	Core	Core	To be determined by operational requirements.
Parking					
Car parking	As per LGA planning requirement	Core	Core	Core	When considering car parking needs need to consider length of stay by participants / parents.



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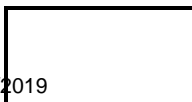
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15.5 Annex 5 – Additional Community Representation Received

Additional community representation has been received from residents in the immediate vicinity of Dixon Park and Wally Hagan Basketball Stadium. This was received during the latter stages of the plans development and has been received in two parts.

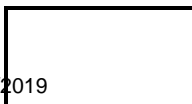
The first of which was from the Cockburn Community Wildlife Corridor representatives and related to the deletion of road reserve for proposed Cockburn Coast Drive from the Metropolitan Region Scheme (MRS) and was sent to Rita Safioti, Minister for Transport, Planning and Lands in October 2017. The letter supports the transfer of road reserves of Roe 8 and Roe 9 to other zoning (understood to be commencing in December 2017). It is requested that the road reserve for the proposed Cockburn Coast Drive be removed from the MRS at the same time. The removal, as stated within the document, represents unique ecological value and in addition recreational opportunities. It further advocates an ecological corridor from the Beeliar Wetlands to the Ocean. In this context, the Manning Ridge Coastal Corridor should be established along the ridge from Clontarf Hill to Woodman Point allowing for biodiversity, habitat and nature based recreation including well connected nature trails for walking, mountain biking and riding with views to Cockburn Sound. In considering any future development at Dixon Park and adjacent land, the wildlife corridor will need to be planned for and land protected to ensure an effective corridor is preserved.

The second representation relates to a community meeting held with the Hamilton Hill Community Group on 21 March 2018 where a number of issues were discussed in detail. These included:

- The historical, cultural and environmental significance of Dixon Park.
- Potential traffic issues generated by locating a sports reserve for Coogee residents at Dixon Park.
- The social significance of Dixon Park for local residents, their children and dogs.
- A lack of parking at the site

In addition, representation has been made by South Beach Community Group advocating for a localised public open space strategy to create additional open space through the purchase of land currently identified for residential and mixed use development. The group contend that based on population and City of Cockburn standard guidelines 'Coogee-North Coogee' should have two local sports spaces and one regional sports space. The group further state that by locating sport and

recreation facilities and necessary POS in adjoining suburbs, this would conflict with liveable neighbourhood design principles which focus on 'local community needs being accessed by walking and cycling networks and local public transport, rather than over-reliance on the private car' in addressing the Robb Jetty precinct needs.



15.6 Annex 6 – Additional Supporting Information

In addition to the outputs of the one to one club consultation process, a number of the clubs provided supporting information to substantiate their claims for investment in the development of sport and recreational infrastructure on their respective sites. These are summarised below:

Club	Comments and Requirements	
Cockburn City Football Club	Designs for NPL infrastructure and justification for the following developments:	
	Beale Park:	<ul style="list-style-type: none"> ○ Spectator and social area ○ Match standard lighting (100 lux minimum) ○ Additional car parking ○ Optimum use of playing fields ○ Removal of sea scout building & resumption of hill area at south eastern end of reserve (cut into & retain) ○ Investigate need and feasibility of a synthetic playing surface as premier pitch in front clubhouse.
	Dalmatinac Facility:	<ul style="list-style-type: none"> ○ Lighting - 500 lux allows for pre-season A-League games and televised FFA cup games and friendlies ○ Playing field & perimeter fencing - Re position of playing field to allow for terraced viewing surrounding field and replace perimeter fencing to reduce maintenance and improve
Spearwood Dalmatinac Sport & Community Club	<ul style="list-style-type: none"> ○ Changeroom facilities - require 5 sets as minimum if current configuration remains ○ Need for Female suitable change facilities. ○ Umpire facilities ○ First aid room ○ Showers and toilets ○ Storage and goals compound 	

	proofing expected growth needs.	streetscape.
	It is however to be noted that the justification for both clubs incorporates Association/NPL requirements which go beyond broader community participation and use. This may not be considered as reasonable for the City of Cockburn to expend ratepayer resources without sourcing an economic return on the investment.	
Cockburn Basketball Association	<p>The Wally Hagan Disability Access Audit, Financial statements and Cockburn Basketball Association Facility Report (draft) identifying the following facility requirements:</p> <ul style="list-style-type: none"> ○ New roof ○ Accessible entry ○ 2 new indoor courts ○ Show court with seating capacity (see stadium features to meet national events) ○ New accessible male & female change room ○ New accessible male & female referees room ○ Disabled / pram access to function room ○ New entry foyer 	<ul style="list-style-type: none"> ○ New offices – upgrade and extension ○ Upgrade to bar and function areas Improved spectator comfort including air circulation fans/climate control ○ Extra equipment storage ○ New bin storage area ○ New backboards and rings ○ New court seating ○ End of trip facilities ○ Complete amenities upgrade ○ Stainless steel splash back in canteen ○ Safety walkway that ensures safe flow of traffic (e.g. Kalamunda) ○ Solar panels with battery storage ○ Multimedia scoring function
Cockburn Cricket Club (Seniors)	<ul style="list-style-type: none"> ○ The main home ground is Davilak Oval but are required to have another 4 “home” grounds to use in summer in order of preference being, Enright Reserve, Goodchild Reserve, Edwards Reserve and 	<ul style="list-style-type: none"> ○ The club lack an indoor facility for training when the weather is bad or out of season. ○ The ground is big enough for two pitches but only one is presently in place. ○ Require enough nets to service seniors and

	<p>Lakelands Reserve (to service 9 teams).</p> <ul style="list-style-type: none"> There are no meetings rooms and there is not enough room for bar/canteen/ functions, gear storage and changerooms for the sizes of the clubs that use the facility. 	<p>juniors.</p> <ul style="list-style-type: none"> Lighting needs to be brought up to standard.
Cockburn Junior Football Club	<ul style="list-style-type: none"> The clubrooms are old and not large enough for our club to hold functions in it. change rooms and shower facilities are sub-standard. There is no storage for any of our clubs to have our own designated area. 	<ul style="list-style-type: none"> All four clubs that use these facilities are constantly fighting over space and the ability to utilise the small facility available. Currently all end of year trophy presentations and functions are held off site which does not give the clubs ability to build a club built on tradition and memorabilia.
Cockburn Cobras Football Club	<p>As the club continues to grow and evolve, the facilities and infrastructure of Davilak Oval are beginning to become incommensurate:</p> <ul style="list-style-type: none"> Storage between all the lease holders of Davilak Oval has been an issue albeit addressed by the addition of a storage container behind the club rooms for off season clubs. The carpark is a concern with only one combined entry and exit. Congestion and parking problems are very common. 	<ul style="list-style-type: none"> The club rooms have a legal capacity of 100 which makes it impossible to hold major club functions or wind ups at Davilak Oval due to licensing and inhibits the ability to raise and earn money at their own club rooms. Female umpires are required to change in a shared umpires room which they must walk past the open men's urinal.
Phoenix Park Little	The PPLAC committee have discussed and	<ul style="list-style-type: none"> Current changing and ablutions need replacing

Athletics Club	<p>agreed that there is a need for the development of a strategic plan to ensure clarity of direction and effective management of any growth in membership numbers. The following provides an overview of current facility needs:</p> <ul style="list-style-type: none"> ○ Equipment storage space – ease of access, security and efficient use of space (through shelving/racking). ○ Adequate open meeting space and separate office space for sports sharing the facility. 	<p>as they are old and inadequate for effective supervision.</p> <ul style="list-style-type: none"> ○ Parking is inadequate and provides limited lighting for safety. ○ The structures should not impede the requirements for an eight lane running track, adjacent eight lane straight, javelin and shot putt/discuss throwing areas.
Southern Spirit Football Club (Watsons Oval)	<ul style="list-style-type: none"> ○ The building was formerly a change room and has been added to incrementally. It is 50-60 years old and in need of replacement. ○ Club cannot grow any further and do not want to lose control to social hire. ○ They would wish to use the top oval subject to lighting improvements 	<ul style="list-style-type: none"> ○ Car parking is an issue due to limited off street bays. ○ Require another set of change rooms as changeover has been a problem. ○ Develop a verandah ○ Current lighting on existing pitches (bulkheads) have been replaced at a cost to the club of \$20k.
South Coogee Junior Football Club	<ul style="list-style-type: none"> ○ Floodlighting on junior oval – priority 1 ○ Car parking resolution – priority 2 ○ Clubhouse flooring needs looking at – no carpet and replace with wood. ○ Changing facilities and toilets serving the clubhouse are too small. ○ There is a need to grow into a girl's team 	<ul style="list-style-type: none"> ○ There is a significant problem with backwash (drainage) under the undercover area. This ideally needs to be addressed. ○ Extend the undercover area to provide a larger area with sun protection. ○ The refurbishment undertaken 5 years ago has been good but there is not much airflow through

	and changing facilities need to be unisex. <ul style="list-style-type: none">○ Need a cold store○ Require more storage.	the building – aircon/heating would be good. <ul style="list-style-type: none">○ Portable huts for interchange. A permanent interchange would be useful.○ Locker system
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15.7 Annex 7 – Technical Guidelines

Cricket Australia Design Guidelines – Guidance Note 03 (Sept 2015)

The following is a summary of the recommendations contained within the facility guidelines for local level infrastructure for cricket. It provides spatial standards against which the core use can be benchmarked. In the absence of other industry guidelines, they provide a clear rationale and checklist against which facility options can be considered.

Commentary on Club Rooms: They provide a central meeting place for club and community social activities and to promote and facilitate inclusion for sporting-related users and community groups as places to meet, interact and hold events. Effectively designed clubrooms and change facilities can contribute significantly to a successful club, sporting precinct and local community.

Need to Meet Relevant Standards: The guideline states that it is important the following Standards, Codes, Acts and Regulations are complied with and fully considered during the planning and design of clubrooms and associated buildings:

- Australian Standards (using the version applicable)
- The Human Rights and Equal Opportunity Commission (HREOC) advisory notes
- The Building Code of Australia: National Construction Code (NCC, formerly the BCA) (applicable at the time a Construction Certificate is applied for)
- The National Code of Practice for the Construction Industry and the Australian Government Implementation Guidelines for the Code
- The requirements of State Departments and Authorities responsible for planning and environmental matters
- The National Standard for Construction Work document, National Occupational Health and Safety Commission - NOHSC:1016
- The Protective Security Policy Framework (PSPF) document promulgated by the Australian Government Security Construction and Equipment Committee (SCEC)
- Work Health and Safety Acts (2011) (WHS)
- Disability Discrimination Act (1992)
- Disability (Access to Premises – Buildings) Standards 2010
- AS 1428.1 – Parts 1, 2, & 4 - Design for access and mobility

Universal design principles should be incorporated within all facility developments to enable all people to feel included without the need for differentiated or specialised/adapted features.

When considering a new building or redeveloping existing facilities the guide states that it is important to reduce direct environmental impacts through the implementation of practices and design ethos such as:

- Optimising the size of new buildings and/or the potential of existing structures
- Investing in energy efficient technologies and optimising energy usage through initiatives such as passive solar design and natural ventilation systems
- Protecting and preserving water
- Using environmentally friendly and green materials
- Enhancing indoor environmental quality
- Optimising operational and maintenance practices
- Minimising waste through recycling and efficient use of resources
- Ensuring the space sporting facilities occupy is designed, occupied and operated with the objective of best practice environmental performance.

Orientation and Design:

- Cricket Pitch – north/south axis
- Facility to consider:
 - limiting exposure to prevailing weather – should face away from the prevailing weather and to the centre of the pitch. Include roof overhangs. Spectator areas to be provided with weather protection.
 - central and perpendicular orientation (east west axis) to the pitch to maximise views for spectators, players and team staff
 - direct access to site entry points and car park.
- Car park to be adjacent to the facility – preferably behind the building to provide direct access to the facility entry points
- Rubber matting from playing areas to limit slips.
- Due to the large amount of protective equipment required for batsmen, adequate change room size and design that caters for player equipment kit.
- Internal storage rooms should be designed with shelves to maximise storage room capacity.
- External storage facilities for curator equipment and machinery is also recommended within close proximity to the playing field.
 - Equipment store rooms should be accessed via an external vertical roller door or double swing door to allow for direct playing field access.
 - Provide perimeter storage shelving (fixed or adjustable) or open compartments for sports equipment or club goods. The height/vertical spacing of the shelves should be designed to accommodate the nature of the storage.
 - Curator's sheds - ensure that access to the playing field is on grade or ramped
 - Provide lockable gates to prevent theft and vandalism.
- Change Room Design:

- Access points should be provided with weather protection and clearly visible with room signage. Provide a clear distinction and separation between player thoroughfares and spectator areas.
- Provide minimum space for 11 players for cricket in the changing space.
 - locker/bench compartments each 600mm wide minimum
 - a bench seat which is 600mm deep
 - an under-bench compartment for storing bags (1000mm overall depth)
 - a rear locker compartment behind the bench seat, with coat hooks or a hanging rail. The compartment should be 400mm deep and 1350mm high.
- Access to the amenities/wet area is to be provided directly from the changing space, with showers immediately adjacent to the locker area. The minimum quantity of showers to accommodate cricket at all levels is three.
- Toilets should be provided in accordance with the National Construction Code (NCC) and relevant sporting facility guidelines. A minimum of three toilet pans is preferred for cricket. Avoid the use of urinals to better accommodate unisex use.

Specific Guidelines (Based on club home ground):

The following spatial guidelines refer to a local level facility:

- Changing rooms /area: 2 change rooms per playing field - 40 -60m² x 2
- Amenities (player toilet/showers): 2 amenities per playing field - 40 - 50m² x 2
- Accessible toilets: male 15m² female 15m² accessible 5.5m²
- Umpires room (including shower & toilet): 15m²(optional)
- Medical/first aid room: 10m² (optional)
- Kitchen and kiosk: 15 - 25m² provision dependent on level of venue capacity, use and activity
- Kitchen storeroom: 8m² (built into overall kitchen/kiosk area)(desirable)
- Social/ BBQ area (outdoors) as needed
- Internal building storage: 30m²
- Cleaner's store: 5m²
- External storage: 30m²
- Utilities/ plant room - as required
- Curator's store/shed - 60m² (assumed already catered for?)

The above space requirements are, where practicable, incorporated within section 10 below.

AFL Preferred Facility Guidelines

The following is a summary of the recommendations contained within the facility guidelines for local level infrastructure. The component facilities identified in the

guide provides for optimum local level facility standards against which usage can be benchmarked. Due to the nature of the sport, requiring to cater for high player numbers the spatial requirements identified are considered to be generous for many facilities where the day to day use is low.

The sizes quoted below are based on requirements for a single oval facility catering for one 'home' and one 'away' team at any given time. Local facilities are designed to cater for local level competition including junior competitions and are usually the 'home' of one seasonal club. Facilities and playing surfaces are provided to home and away competition standard only.

Orientation and Design - Local (Essential components):

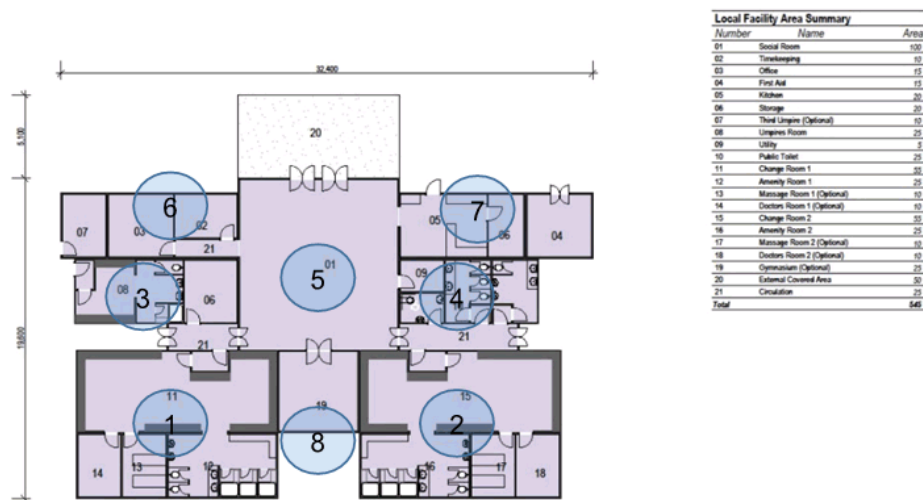
- Pavilions (and main viewing areas) should be positioned to allow viewing of the entire field of play and to avoid looking into the sun and are therefore positioned on the Western side of the playing field.
- Amenities (Player toilet/showers) - 25m² x 2
- Change Rooms - 45m²-55m² x 2
- External covered viewing area - 50m²
- Kitchen & Kiosk - 20m²
- First Aid/Medical Room (Public Access) - 15m²
- Office/Administration/Meeting - 15m²
- Public Toilets - Male 10m², Female 10m², Disabled 5m²
- Storage (internal and external) - 20m²
- Social/Community Room - 100m²
- Timekeeping/Scorers Box - 10m²
- Umpires Rooms (including toilet and showers) - 20m²-25m²
- Utility/Cleaners Room - 5m²+

The basic design principles identified below details the following key areas:

- 1- Home Changing
- 2- Away Changing
- 3- Umpires and Storage
- 4- Public Toilets and Utility
- 5- Social Room
- 6- Ancillary Administration
- 7- Kitchen and First Aid
- 8- Gymnasium

It is not considered that area 8 should be considered within a community sporting club building unless the club is willing to 100% fund.

Figure 22: Local level AFL Clubroom example (Source: AFL Facility Guidelines 2012)



WA State Basketball Strategy: Facility Guideline

This strategy specifies the facility guidelines for district, regional and state level basketball infrastructure. As the Wally Hagan Basketball Facility provides for State level competition the following aspects need to be considered in its future redevelopment:

- 28m x 15.1m with 2m run-off either side and either end.
- Sprung wooden floor
- 7m clear span internally
- Basket at a height of 3.05m
- Backboards capable of being adjusted to 2.43m for junior competition.
- Ancillary infrastructure of lighting, PA system, scoreboard, shot clocks, air circulation (mechanical air handling preferred).
- Spectator seating of 2,000 seats+
- Sprung wooden floor
- Corporate hospitality area
- Change rooms 25m² x 4 for home and away teams
- Referees room
- First aid room
- Drug testing room
- Post game media area.
- 34 No. team seats
- Café, kitchen and social area
- Competition office and general club administration space.
- Storage – minimum 50m²

- Car parking in accordance with specific local government requirements.

The changing room space for basketball will need to be designed to enable flexible use of the space for either male or female use at specific programmable times.

A decision needs to be taken by any local government investing in the development of facilities which have the capability of use for state level (WABL) competition as to the level of funding they should commit. Whilst providing for state level team has benefit in promoting the area and creates employment opportunities. Nevertheless, it may be considered as non-core business and those elements considered to be in excess of community level demand should be funded by the association.

[WA State Netball Strategy: Facility Guideline](#)

This strategy specifies the facility guidelines for district, regional and state level basketball infrastructure. The specifications highlighted below are the general field of play requirements. It is to be noted, that if the Wally Hagan Centre were to provide access for Netball there would be a need to increase basic court length and width, as well as internal clear span height. The following guidelines are highlighted:

- Court space required is 30.5m x 15.25m with 3.05m run-offs at either side and either end.
- Clear internal span of 8.3m.
- Changing room amenities are similar to that required for basketball.

[Sport England Clubhouse Guidelines: 2016 Update](#)

This guideline has evolved over a 15-year period and specifically focusses on inter-relationships between facility components and uses. It is used for comparative purposes to understand the implications of including/excluding each component. Whilst referencing clubhouse developments, it recognises at the local level, that in order to facilitate sporting and public use, compromises need to be made to ensure costs are reduced and the size and flexibility of the infrastructure is reflective of its use:

- Ideally, any entrances to the building and the viewing terrace should be located to give shelter from the prevailing wind.
- Essential accommodation items to be accommodated within the building or within close proximity of the building are identified as:
 - Entrance Lobby
 - Changing Rooms
 - Showers
 - Toilets for the public and changing areas (could be combined)
 - Accessible Toilets/Changing
 - Separate Changing Area for Officials
 - Kitchen

- Office
- Meter/Boiler Room
- Cleaners Store
- Sports Equipment and Grounds Maintenance
- A club room is not considered essential
- Key Questions which need to be asked of users:
 - Where do they arrive?
 - Where do they change?
 - Where do they leave their bags?
 - How do they access the playing areas?
 - Where do they shower?
 - Where do people meet after the game?

The answer to these questions ultimately drives the floor area requirements of any infrastructure.

- There should be good visibility of all circulation spaces and avoidance of dead end areas to ensure the safety of children. Glazed doors from the social spaces (if provided) are recommended to allow some viewing and natural light into corridor areas.
- Space Requirements: Minimum changing areas within changing rooms for the principal sports are as follows:
 - Association Football 16m²
 - Cricket 20m²
 - a general guide for team changing benches, a notional 500 x 500mm space per player can be taken as one changing place.
 - If lockers are provided they should ideally be located outside the changing rooms.
- Small clubhouses may benefit from having some toilets accessible from a lobby or corridor so that they can be reached from the outside.
- The clubhouse should include a self-contained changing room for match officials. This room can potentially double up as a first aid room.
- The shower entrance should be located as far as possible from the changing room entrance and WCs in order to minimise water migration and to separate mud and moisture. When provisionally calculating the overall space allowances for 'open' shower area arrangements, a rule-of-thumb is to allow 2.0 m² per shower point. This assumes 1.0 m² for the showering area and 1.0 m² for the adjacent drying area.
- Where it is impractical to incorporate a separate accessible changing room (with shower, WC and bench) and separate officials changing provision there is potential to accommodate use by both the match officials and disabled users of the facility.
- Adequate storage should be carefully planned in key spaces throughout the building to optimise functionality, flexibility and security. The requirement for storage should not be underestimated and could include:
 - Furniture Storage
 - Food and Beverage Stores
 - Equipment Stores

- Lockable Refuse Store
- Cleaners Store
- The plant room should be appropriately sized and located to accommodate incoming utilities, meters, plant equipment and boilers.

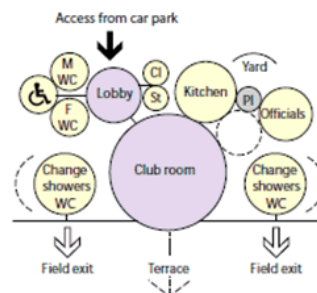
Figure 23: Inter-relationship of Space Components for a clubhouse (Source: Sport England Guidance Note 2016)

2 Design

Rev 003 - May 2016

Example 1

Traditional clubhouse plan with the entry direct to the clubroom. This concept is suitable for summer sports such as cricket and tennis. Bowls would not normally require showers.



See separate 'Design Examples' display panel:

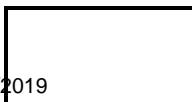
- DE2 Cricket Clubhouse

15.8 Annex 8 – Community Consultation Report

Draft Western Suburbs Sports Study

August 2018

Consultation Analysis



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2. Executive Summary

This report focuses on stage two of consultation about improving sports facilities in the City of Cockburn's western suburbs. The draft Western Suburbs Sporting Precinct Study identifies opportunities for the development of new active open space, together with potential for significant redevelopment of existing facilities and reserves including:

- Beale Park \$9.11 million
- Wally Hagan/Dixon Park \$17.23M - \$36.17M (depending on which option is chosen)
- Dalmatinac Park and Lucius Park \$3.02M
- Davilak Reserve \$7.66M
- Santich Park \$1.48M
- Watsons/Edwardes Reserve \$3.22M
- Cockburn Coast Oval \$3.99M (future)

3. Background

Following earlier consultation with clubs in 2017, a draft report was written and released for feedback in July 2018. The closing date for comment was 24 August 2018.

4. Methodology

Consultation on the draft report included:

- City officers and the consultant met different community and sporting club representatives at various sports venues for discussions.
- A mailout to residents around the various parks, inviting them to complete an online survey on Comment on Cockburn.
- An email newsletter inviting the general population to comment on the plans to upgrade sporting facilities

Highlights

TOTAL VISITS	MAX VISITORS PER DAY	NEW REGISTRATIONS
2.7 k	144	436
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
456	1.4 k	2 k

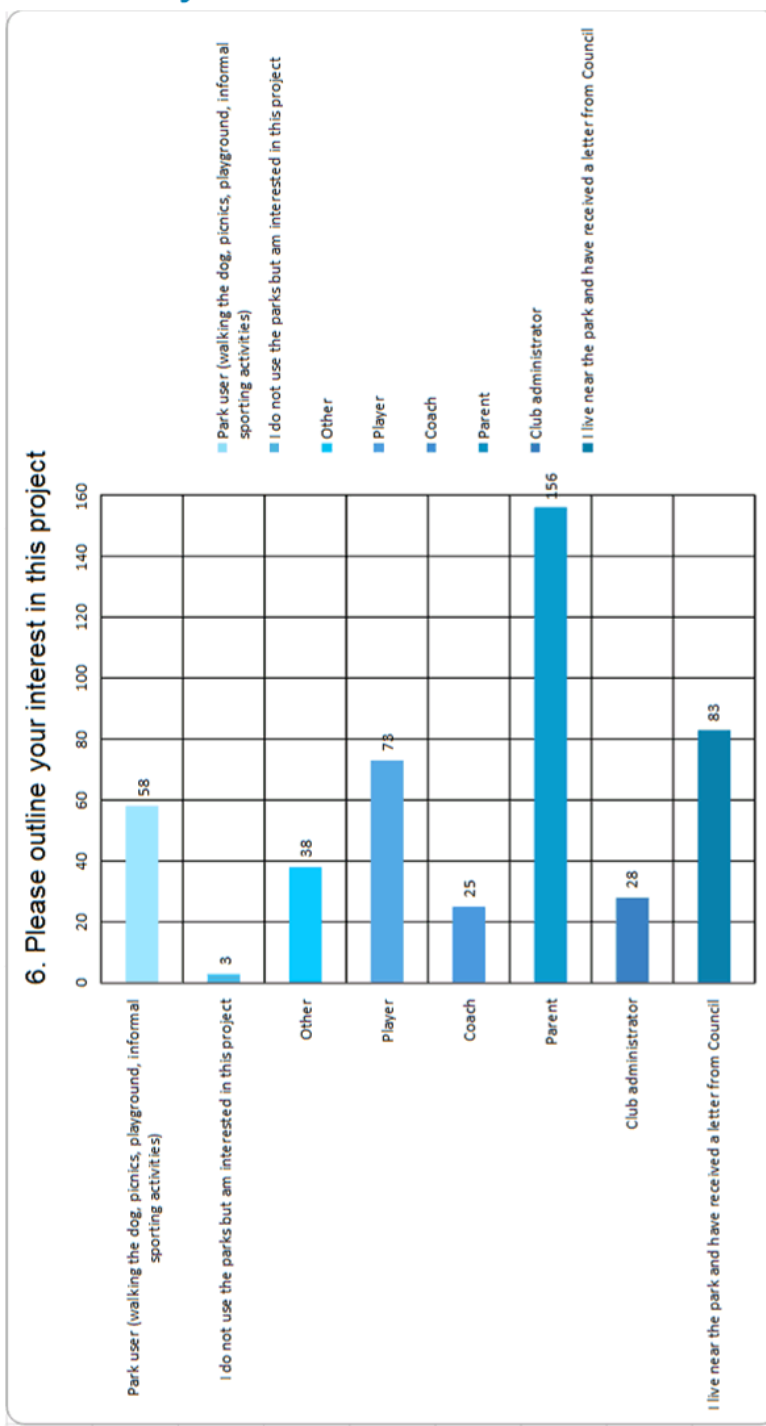
5. Outcome

We asked: Do you support the proposal to upgrade sporting facilities as per the draft plan	Support/ Strongly support 334	Oppose/ Strongly oppose 51
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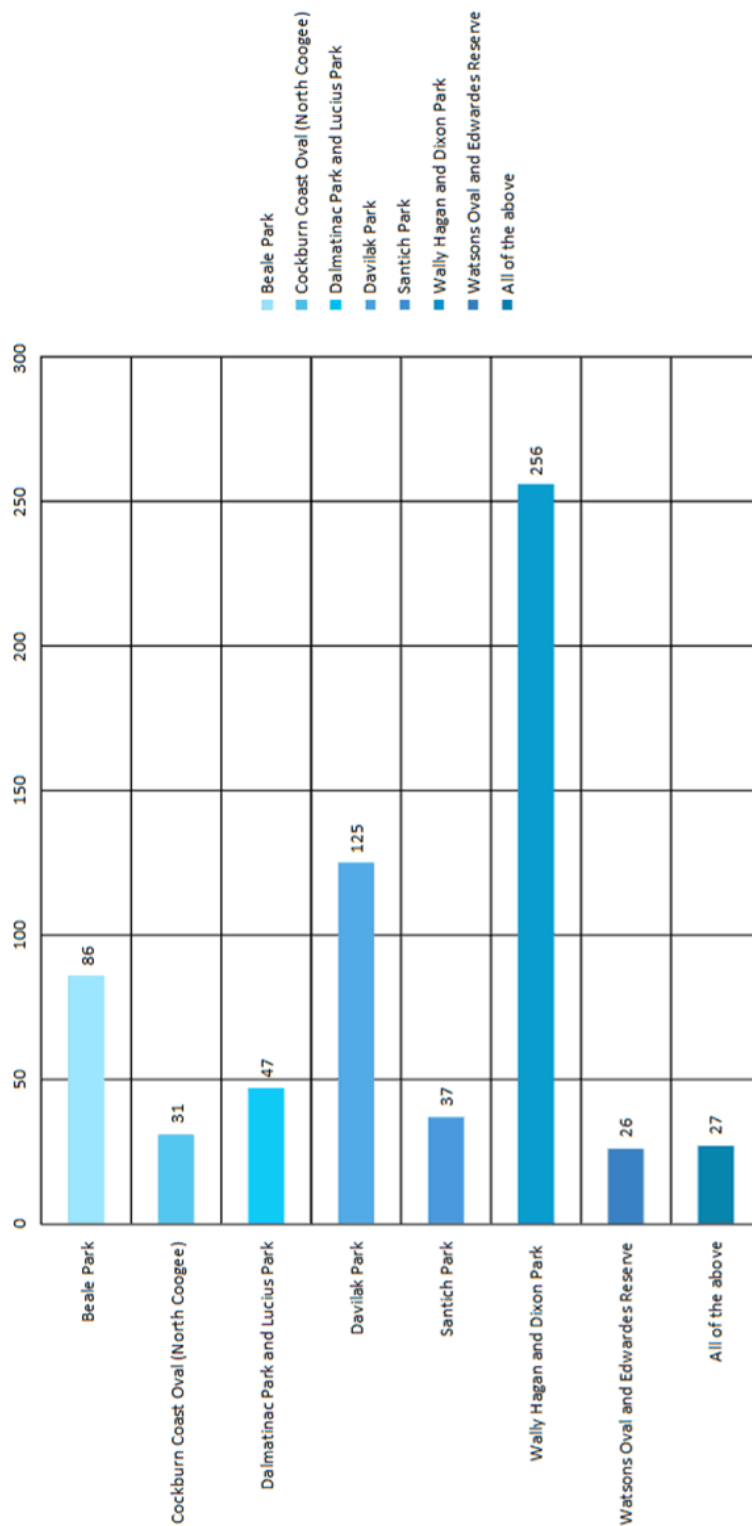
6. Engagement Strategy

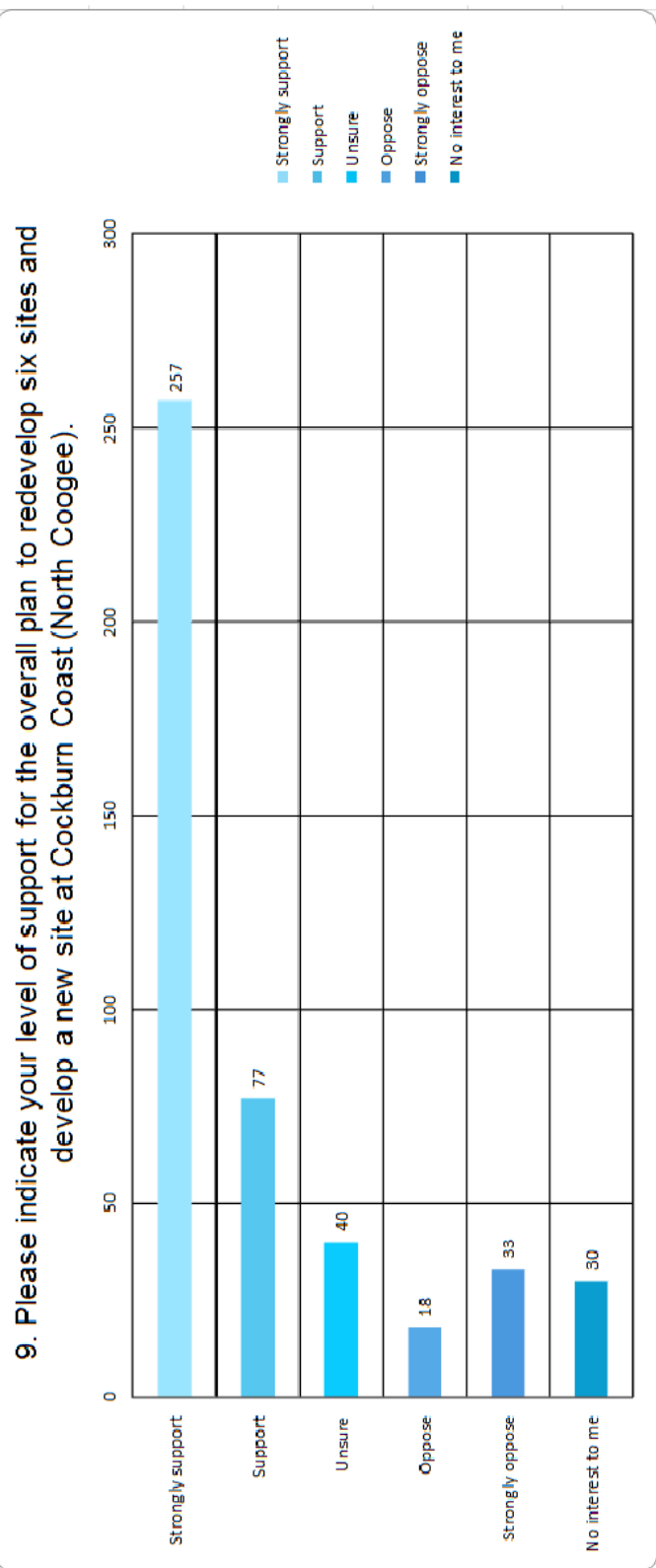
Engagement summary	
We asked whether you supported the proposal to upgrade sporting facilities as per the draft plan	You said:
Key points raised: <ul style="list-style-type: none"> • Parking around Strode Ave • Noise and traffic impact of higher capacity venues • Removal of mature trees • Overdue need to upgrade clubrooms • Proposed location of new features questioned re sun, rain and views • Need to provide for passive recreation and dog walking • Rates increase from upgrades • Need to remove Dixon Park from plan and deal with it separately 	<p>“ The sporting community is growing and newer, more modern facilities are required.”</p> <p>“Being a past player and seeing the changes in the community especially women in sport and facilities for children these sites are way past their due dates and need urgent upgrading.”</p> <p>“It’s still disappointing that no concepts propose a wetland in Dixon Park.”</p> <p>“I hope the council values green open space and bushland as highly as residents do. It sometimes seems that building infrastructure is more highly valued than leaving things in a pristine condition.”</p>
	<p>You participated</p> <p>Website: 2,700 views</p> <p>Online survey: 456 surveys completed</p> <p>Letters: 10</p>
Next steps	
We are now reviewing all community input.	

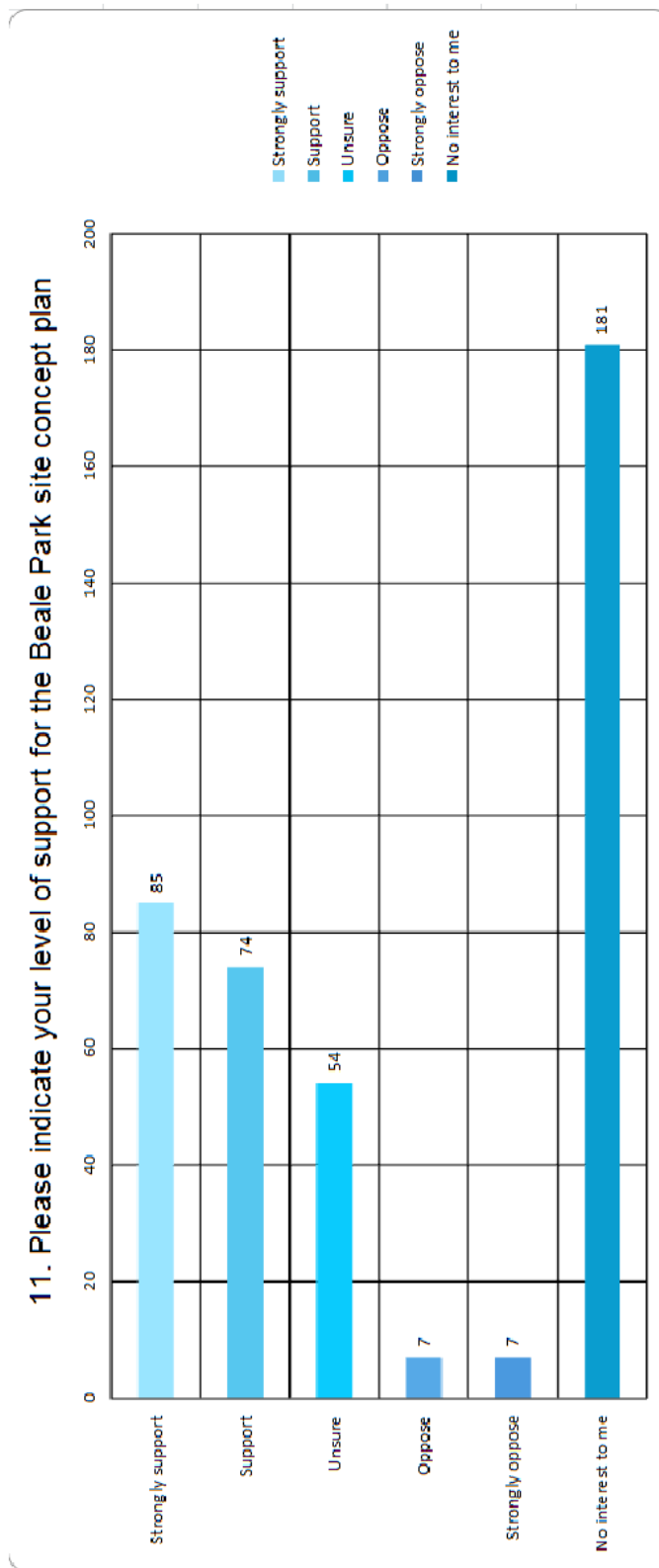
7. Survey results



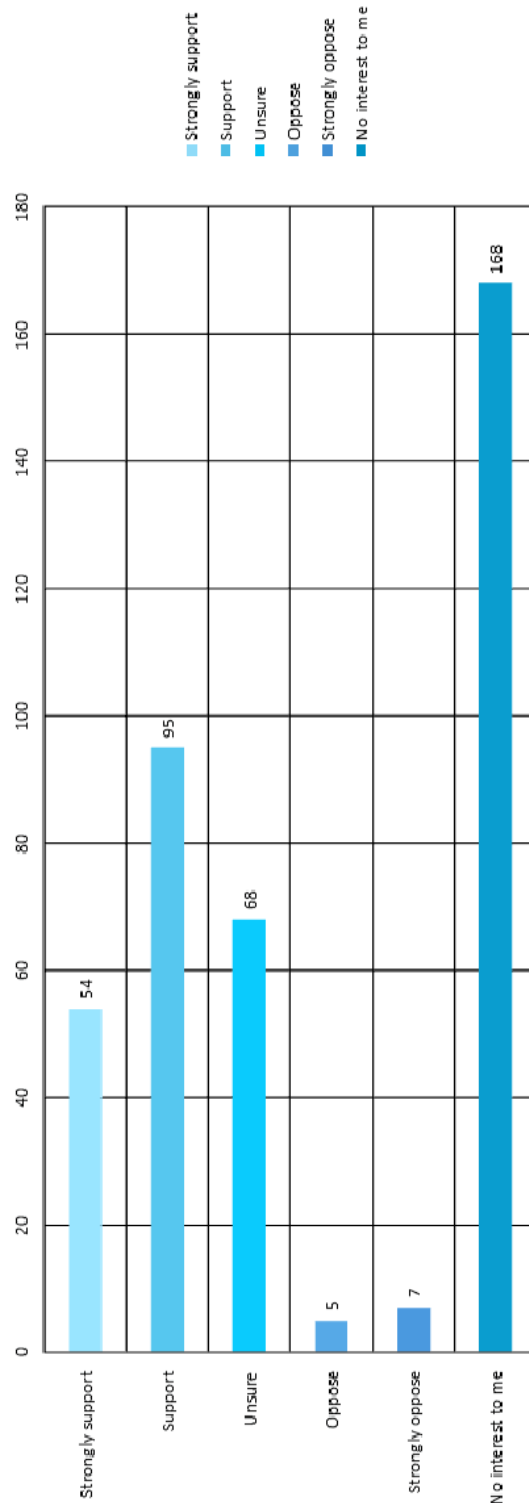
8. I am interested in the following locations:



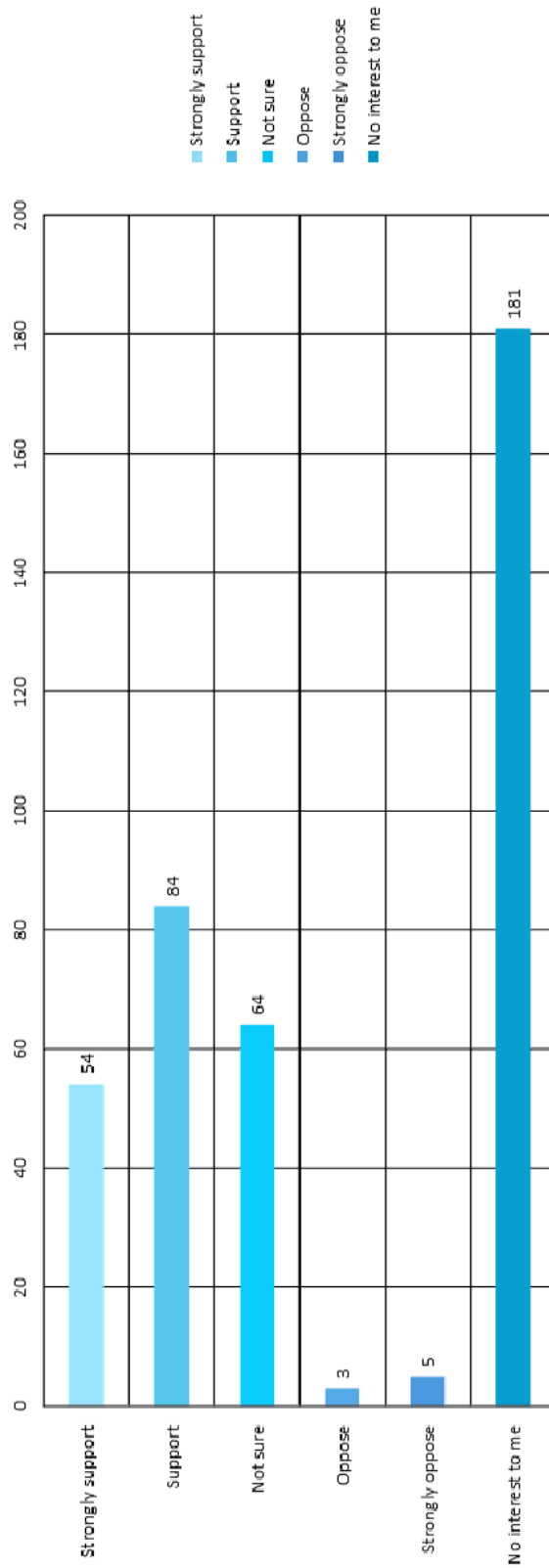


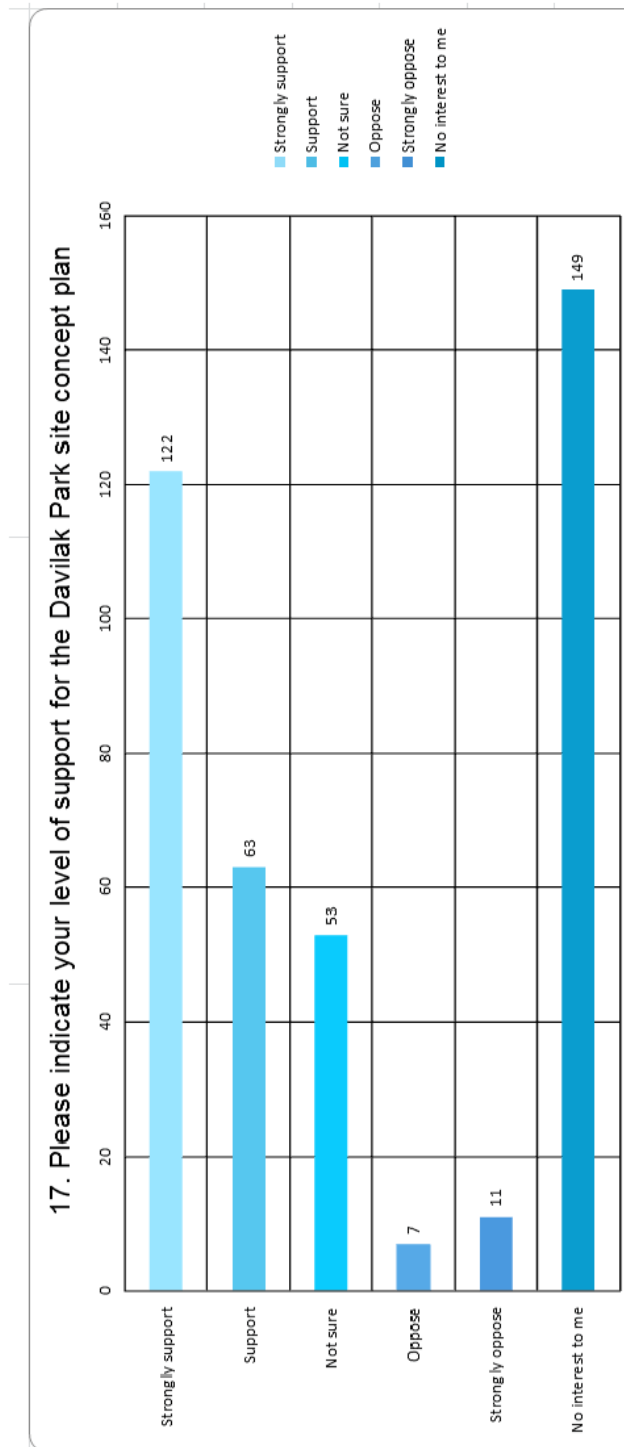


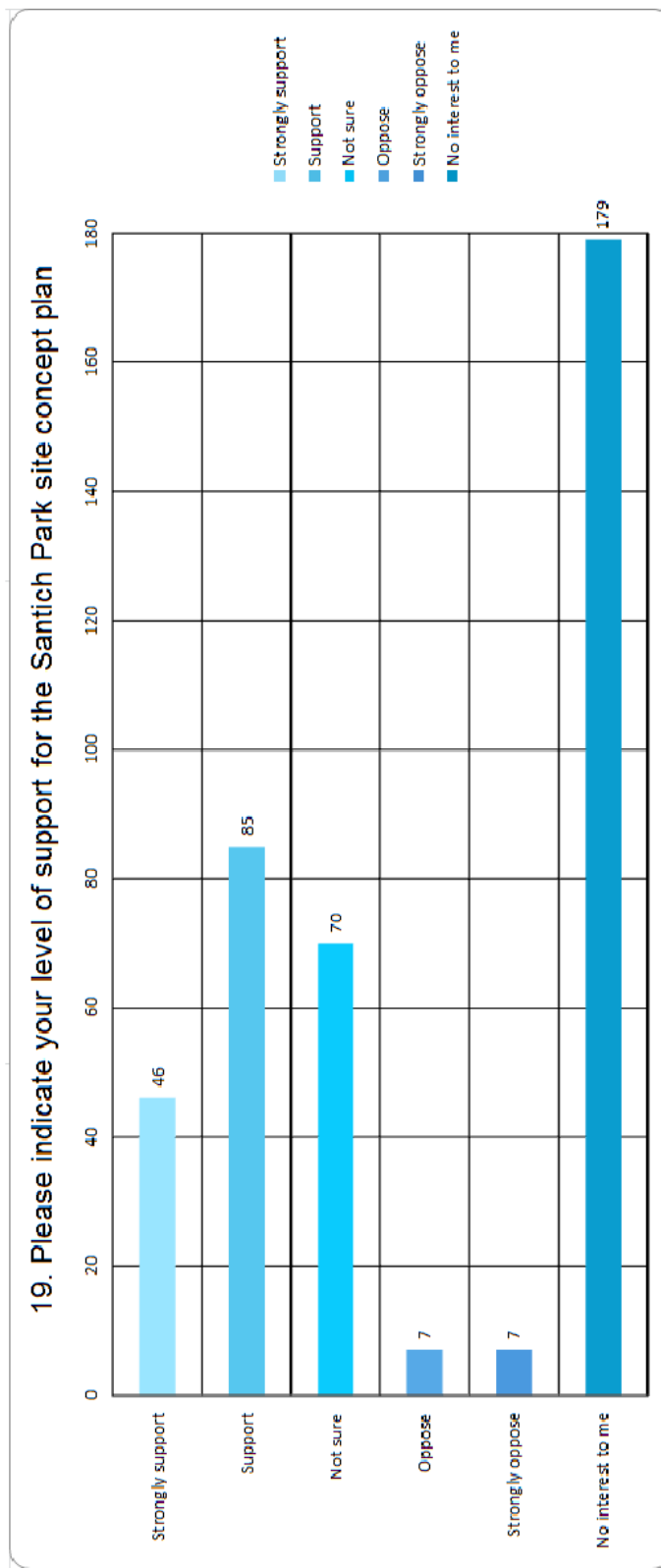
13. Please indicate your level of support for the Cockburn Coast Oval (North Coogee) site concept plan

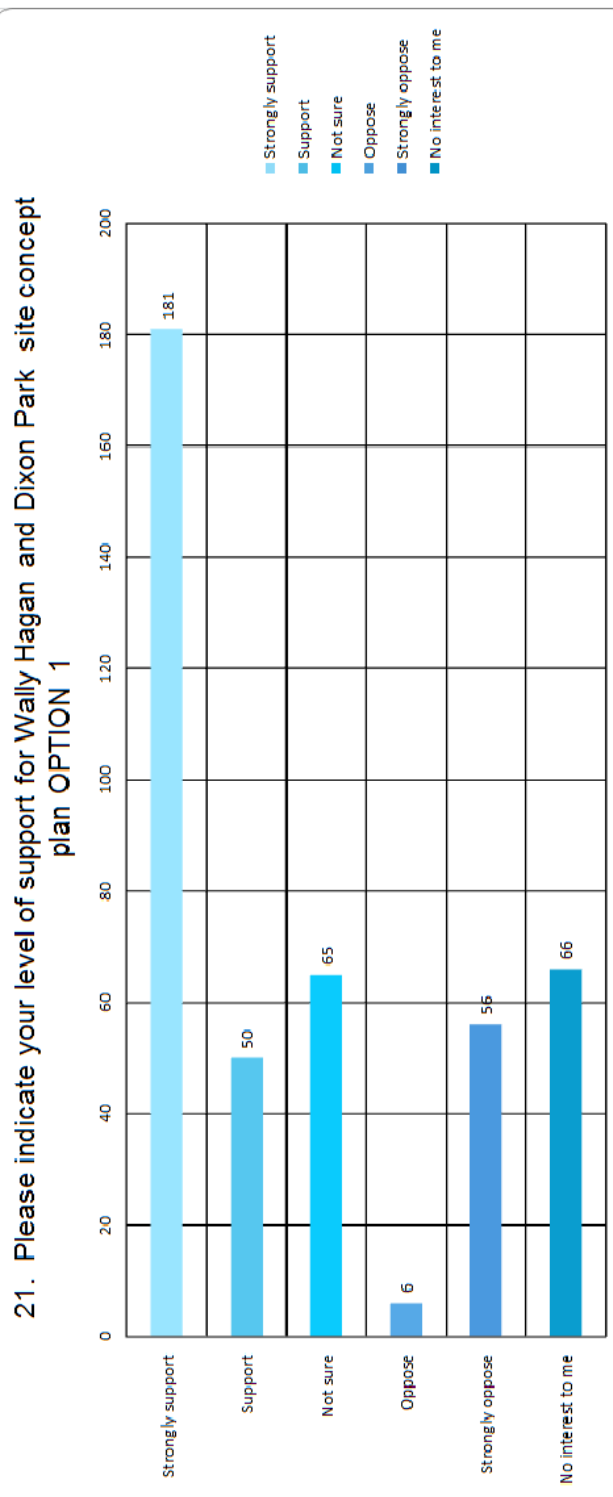


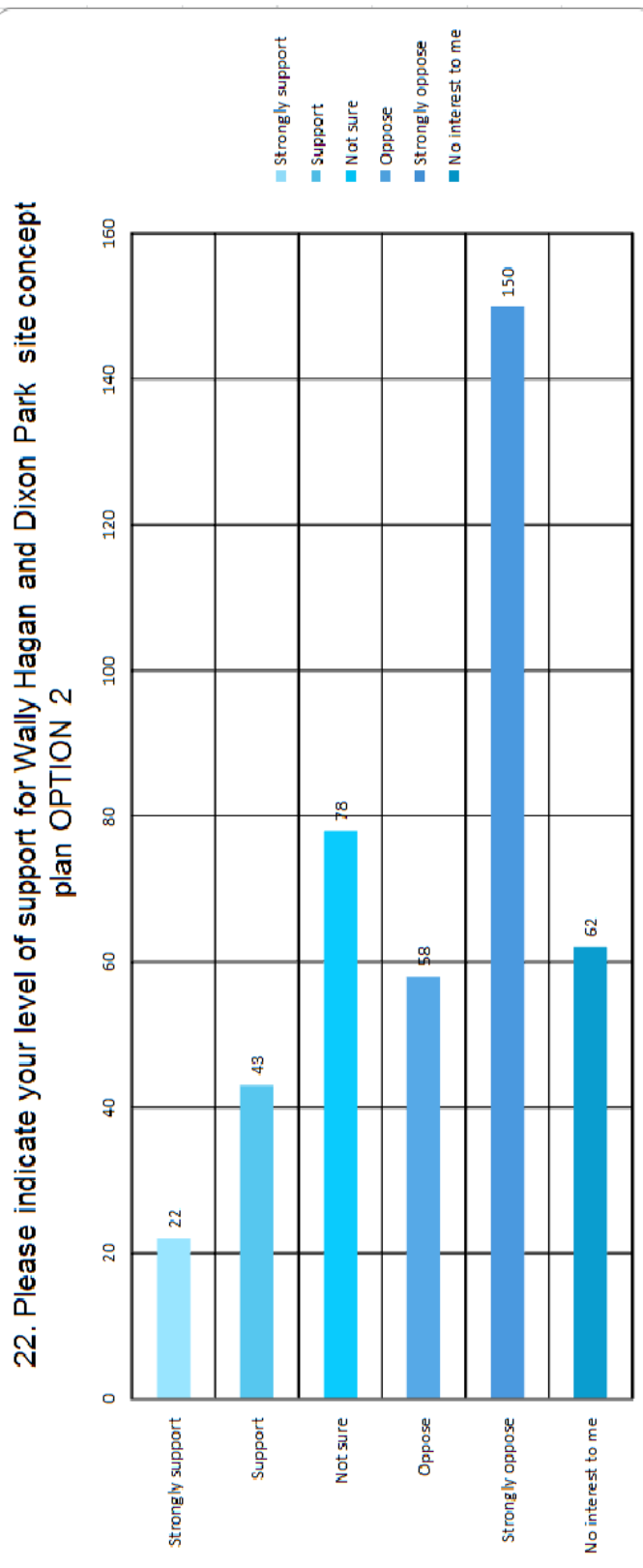
15. Please indicate your level of support for the Dalmatinac Park and Lucius Park site concept plan

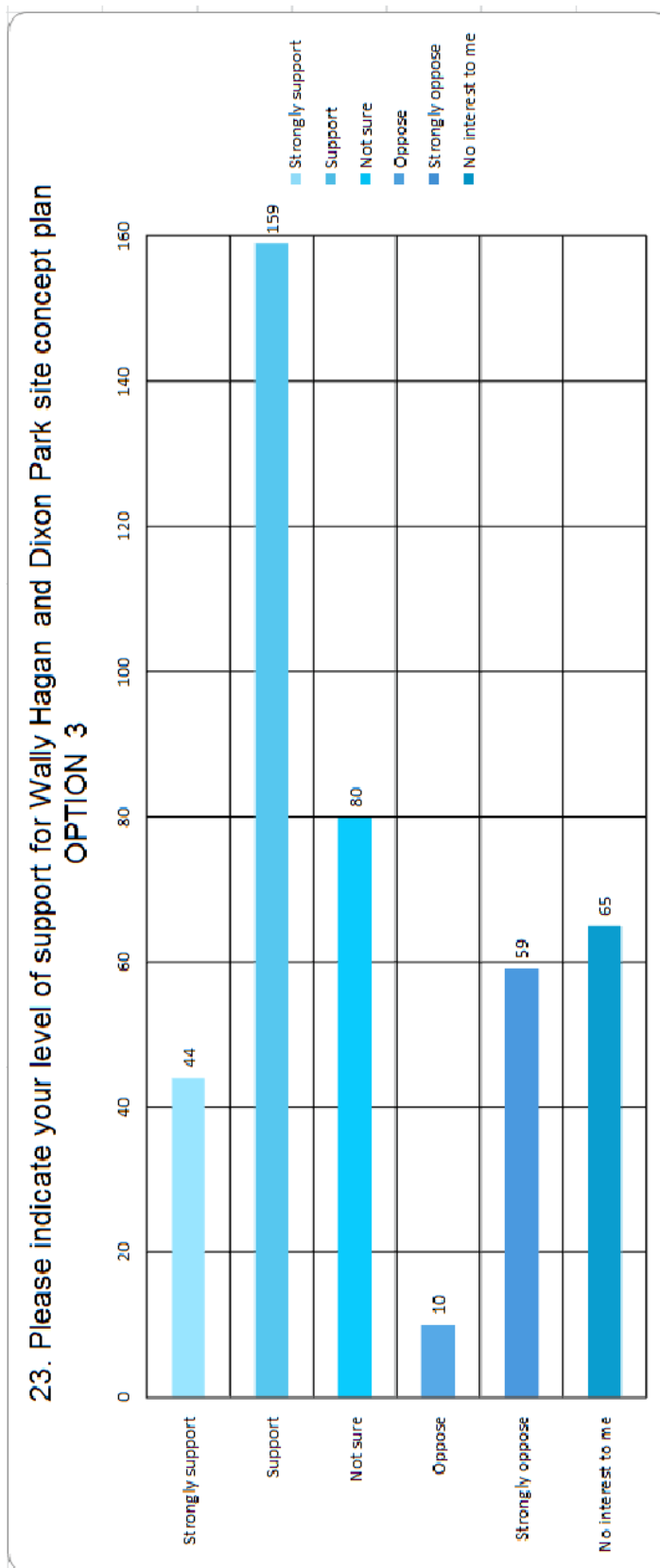


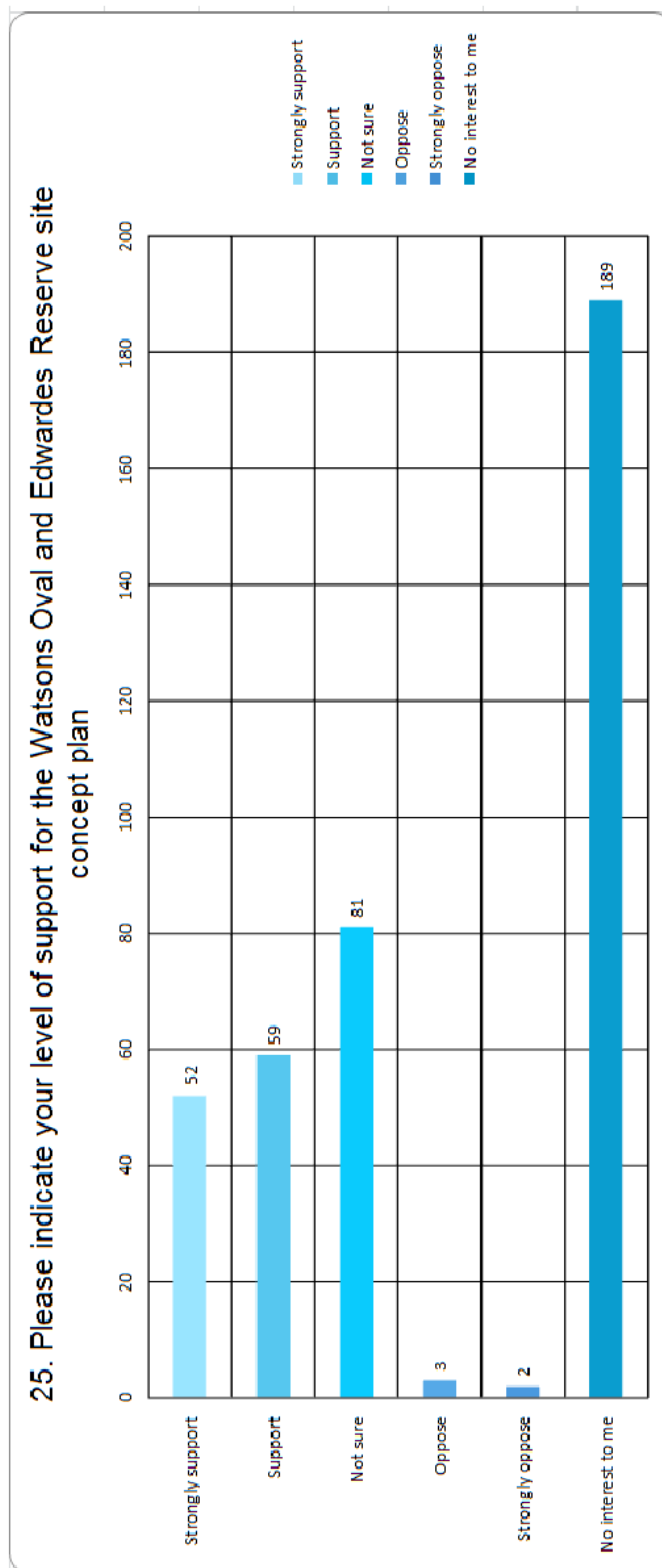












8. Letters from clubs and groups

Cockburn Community Wildlife Corridor

I am writing on behalf of the Cockburn Community Wildlife Corridor in regard to the Western Suburbs Sports Precinct study survey that is due today.

Feedback from members of the community regarding the survey on the City of Cockburn website for The Draft Western Suburbs Sports Precinct Study indicates that members of the community found the survey difficult to access and navigate.

Many residents reported that they found the survey limited their ability to provide comment and structured in a way that forced them to choose options that were not what they would have considered to be good plans for the areas under consideration.

In particular, the plans for Dixon park and Davilak Oval did not meet with wide approval. Community members expressed the view that a more comprehensive consultation than the survey was required before final plans could be adopted.

It is the view of the Cockburn Community Wildlife Corridor that the proposed upgrade of Wally Hagan and additional sporting facilities around Dixon Re-serve is generally supported with the following provisions:

- We ask that the City of Cockburn refrains from making any hasty decisions about the development of Dixon Reserve into an integrated sport and recreation hub.
- The three options that have been proposed for this area are designed to meet the needs identified in the sporting study only, and do not acknowledge that there are many other factors that should be considered in this very complex planning project.
- The options are impractical and do not take into consideration the many stakeholders/parties with interests in this land. The options presented fail to take into consideration Aboriginal, cultural and environmental issues. We advocate for a more holistic approach that is based on a vision that incorporates these issues, as well as any others that may emerge as a result of proper consultation and deliberation.
- Furthermore, Dixon Reserve is part of the Roe 9 corridor and making complex and expensive planning decisions until the whole parcel of land can be considered is premature. The development of this heritage and environmental precinct will have long-lasting implications. As local community representatives we ask that Council takes the time and care required to get this right.

We propose that the development of Dixon Reserve is temporarily removed from the WSSPS to allow for proper investigation, planning and consultation.

In addition, the proposed site plan the Davilak Oval indicates that 37 trees will be removed for the proposed development. It is difficult to ascertain from the plan exactly which trees will be removed but there are trees there that are as old as 400 years. While the plan proposes that trees will be replaced on a 3:1 basis, it is well known that old trees cannot be replaced with new. Planting offsets is not a solution.

This is a beautiful park; it already has a sports ground. It is extensively used by local residents for dog walking, enjoyment of the trees - to remove irreplaceable mature and semi-mature trees at the expense of locals who don't play sports but love the park is extremely short-sighted.

Hamilton Hill is an urban hot-spot – older trees provide much needed trees and amenity.

We would appreciate your careful consideration of this matter,

Yours sincerely,

Kellie Ratcliff
Secretary
Cockburn Community Wildlife Corridor Inc.

Landcorp

Please see LandCorp's submission on the above draft Facilities Plan in relation to the Dixon Reserve three optional plans and our adjacent landholding (Lot 51), as well as the Robb Jetty Local Structure Plan and associated concept proposal for the Cockburn Coast Oval.

Dixon Reserve area and optional plans

LandCorp provides the following submission in response to the three advertised optional plans in the Draft Western Suburbs Recreation Facilities Plan (DWSRFP), proposed for Dixon Park in Hamilton Hill. In summary, although we have some concerns with the advertised plans we look forward to cooperatively working with the City to agree a way forward that considers the development of LandCorp's land, the community's aspirations, indigenous and European heritage, the City's recreation needs and broader precinct planning requirements.

LandCorp owns Lot 51, a 1.9ha parcel of land central in the proposed sport facilities precinct plan. Lot 51 is classified as a Development Area DA 39, and is proposed to be developed for residential purposes. The City's Local Town Planning Scheme will require a Local Structure Plan to guide future development of the site.

In considering the proposed plans, LandCorp acknowledges the City's need to provide additional sporting facilities in the western suburbs, but cannot support any of the options due to the significant impact on Lot 51. In particular all three planning options are seen to negatively impact the potential redevelopment and value of Lot 51 due to the following:

- Facilities planning encroaches over the south east boundary of Lot 51, reducing LandCorp's potential developable land by approximately 10%.

In December 2015 LandCorp agreed to the City's proposal to remediate the south east portion of Lot 51 which the City had, inadvertently, contaminated with asbestos contaminated landfill.

The proposal included remediation of approximately 1800m² of the contaminated land, with the balance of the un-remediated land proposed by the City to be POS. Unfortunately LandCorp was unaware at that time of the significance of the grove of Tuarts in the north of Lot 51 (approximately 10% of the site), nor of the subsequent, additional bushfire management requirements (potential 28m setback required).

As a result LandCorp can no longer afford to provide the POS in the south east as previously proposed, as this would seriously impact on the viability of the future development.

- Proximity and compatibility of the sporting fields and skate park to future urban development.

The close proximity of playing fields and the race track raises particular concerns with respect to light (floodlights) and noise spill on future residents at Lot 51. The proposed development will be primarily single residential and the value of those lots will be significantly reduced due to the incompatibility of active sporting fields located so close without appropriate buffers being provided by the City.

- Earthworks and drainage across the broader precinct and at lot interface. LandCorp notes an existing site contour fall of approximately 10m across the site from the north-west of Lot 51 to the south-east of Lot 9, and that the natural low point currently occurs within Dixon Park. LandCorp considers there is a need to clarify and further explore how proposed earth works will interface with Lot 51 in a 3 dimensional form, as well drainage implications across the broader precinct to ensure good water sensitive urban design outcomes.

LandCorp also notes Main Roads WA has not provided any final determination of Roe Highway Reserve and subsequent road reserve requirements and alignments. LandCorp considers that planning over Lot 51 and the broader proposed sporting precinct should be undertaken in close consultation with the community, private landowners, Dept of Communities, MRWA and DPLH.

LandCorp would welcome the opportunity to work with the City in considering the future structure planning and integration of Lot 51 with the broader site. Robb Jetty Local Structure Plan and associated concept proposal for the Cockburn Coast Oval.

Thank you for the opportunity to comment on the above-mentioned Study. The following comments are made specifically in relation to the Study's consideration of the area subject to the Robb Jetty Local Structure Plan and the associated concept proposal for the Cockburn Coast Oval.

The City's desire to provide its residents with sporting facilities of the highest standard is commendable and in this regard, LandCorp is committed to working with the City to achieve positive outcomes within the Shoreline project area. Extensive engagement has occurred with the local community and stakeholder groups over a number of years to ensure that the approved structure plans for Cockburn Coast consider a wide variety of stakeholder interests.

The planning framework now in place includes:

- District Structure Plan, approved by the WAPC in August 2009
- Robb Jetty Local Structure Plan, approved by the WAPC in February 2014

The Structure Plans were approved following extensive community and stakeholder input and include the designation of specific areas for use as public open space, based on the advice of the City of Cockburn through the planning process. These structure plans are further supported by the Cockburn Coast Public Realm Design Guidelines, which provide detailed concept layouts for the individual open space areas within Shoreline.

LandCorp understands that the South Beach Community Group has expressed a desire for larger areas of active open space within Shoreline and the wider Cockburn Coast redevelopment area. It is further understood that the Group has proposed that LandCorp's Stage 4 open space on Bennett Avenue be increased in size to accommodate active open space uses. This would not be an acceptable outcome for LandCorp, given the extensive planning that has been undertaken to date and the additional land requirements which would result in LandCorp's gross developable area being reduced at this key location.

It is further noted that this location is the subject of extensive lead contamination, an issue LandCorp has worked closely with the City on to arrive at a practical management solution – not to mention a good outcome for the community. This involved the re-zoning of residential land to 'Public Purposes (civic)', which is already providing additional open space for the community in addition to that originally provided for under the Robb Jetty LSP.

As indicated in the Cockburn Coast Public Realm Design Guidelines, the concept design for the West Green Link Park at this location provides for a central area of "kick-about" space in addition to gathering spaces and an adventure playground. LandCorp is also currently working with the City to undertake enhancements to the large drainage basin on Reinforcement Parade as part of our Stage 3 works, whereby large portions of planted areas will be removed and replaced with turf to provide further kick about space for the community.

In addition to already exceeding the 10% POS requirement for residential subdivision, the Robb Jetty precinct also includes a number of costly infrastructure items that challenge the development's financial feasibility (e.g. pedestrian bridges and undergrounding of high voltage transmission lines in Bennett Avenue). As any further loss of developable land would impact the project's feasibility, LandCorp requests the City retains the current open space hierarchy shown on the approved structure plans.

LandCorp notes that the City has undertaken independent concept planning for the proposed Cockburn Coast Oval which does not reflect the layout shown in the approved structure plans and Cockburn Coast Public Realm Design Guidelines.

These alterations include not only reconfiguration of the primary school site already agreed with the Department of Education and other key stakeholders, but also the removal of the Heritage Plaza District Park and reduction of land area to the District Centre lot situated on the corner of Jetty Avenue and Anchorage Drive.

Consistent with previous advice, LandCorp does not object to early delivery of land to provide for the delivery of the Cockburn Coast Oval. However given the revised design approach and the existing constraints of the site (including the school site and heritage considerations) LandCorp recommends a working group be established between the Department of Education, LandCorp and the City to further progress the design of the Oval.



South Beach Community Group

The South Beach Community Group has been campaigning for over a year for more sport and recreation facilities in North Coogee and Coogee and we feel what is currently proposed in the Western Suburbs Sporting Precincts Study is insufficient and inappropriate to service the growing population of North Coogee.

The WSSPS is not addressing the population growth in North Coogee and not allocating sufficient sporting facilities and areas to cater for what will be the largest population and highest density in Cockburn. The liveable neighbourhood guidelines clearly recommend that facilities are developed within population growth centres, enabling a reduction of car dependency.

The WSSPS lacks acknowledgement of:

- North Coogee as the main population growth centre location in Cockburn;
- Isolation of North Coogee by natural barrier of Manning Ridge, tip site, main roads and ocean;
- Lack of East-west transport options, particularly alternative transport, but also streets.

The WSSPS has a strong focus on existing sporting facilities in the Western Suburbs of Cockburn, however, development of a comprehensive strategic approach to sporting facilities in the Western Suburbs to meet community needs have not been addressed by this study.

The opportunity for the community to provide feedback, "Comments on Cockburn", is strongly focussed on existing facilities, in effect deterring from raising a question or comment regarding unavailability of sports facilities in certain areas. This should have been addressed by a separate question whether participants feel that there are suitable facilities nearby that they are utilising or whether they would benefit from closer facilities.

Similarly, a voice for future residents has not been considered sufficiently. The WSSPS will feed into the strategic plan for sports and recreation centres through until 2032 and therefore should have a strong focus on speaking for future residents of future development focused areas but it does not do this.

Throughout the report, car access and parking is referenced frequently, but hardly any consideration given to public/alternative transport options. Car park extensions are provided for every location, but no increase in bus connections, additional bus stops nearby and completion and integration into the bicycling network with suitable end of trip facilities, like secure bike parking sheds.

With 10,000 future residents, development of proximal (walking distance) sport facilities in North Coogee or facilities that can be easily accessed by alternative transport should be a priority for the area. This requirement was reflected in the Robb Jetty Local Structure Plan, with 5 neighbourhood parks indicated (page 11). North Coogee based on current planning will fall significantly below this number.

Research into public open space requirements by Curtin University identified that minimum public open space areas should be prescribed based on the number of residents, instead of by the size of the area (page 9). Based on this research North Coogee should have a much larger area of public open space for sport and recreation than what current planning and the WSSPS proposes.

In this context the “previously agreed planned deficiencies [of active open space] (i.e. through the development of Cockburn Coast)” is a clear indication for factors leading to the current shortage of POS in North Coogee (page 9).

The demographic summary identifies the population growth rate of the western suburbs and consequently provides the underpinning requirement for the improvement of sporting facilities, but fails to identify required addition of sporting facilities. The WSSPS acknowledges “Coogee – North Coogee” as the main growth area. Sadly, the SBCG has repeatedly asked that population statistics for North Coogee be separated from adjoining suburbs so that main growth areas can accurately reflected and catered for.

Coogee and North Coogee are two suburbs with completely different anticipated population growths and densities. In fact, most of the population growth attributed equally across these suburbs in the WSSPS will be contributed to North Coogee; 14,000 new residents in “Coogee – North Coogee” will predominantly be moving into the Robb Jetty development area of only 100ha in North Coogee. Anticipated populations and density for North Coogee should be reviewed to accurately inform the WSSPS.

Accurately understanding where the main population growth centres are will impact on “Demographic Implications in Sport and Recreation Infrastructure” (page 17). Providing facilities in Hamilton Hill to service the population of North Coogee is not appropriate. We request that this section of the WSSPS be reviewed to ensure that the largest investment of sports facilities is planned to accommodate the largest increases in population and where sporting facilities are most lacking.

Cockburn Coast

The timeframe for development of the Cockburn Coast Sports Oval in the study has been brought forward, a change that we welcome. However, the population of North Coogee will be sufficient to sustain three sporting fields, not just one.

We would like to see at least one additional public open space in the area where you can kick a football further than 20 m, and perhaps even a netball court, a skatepark or a South Beach Surf Club. Please refer to previous submission of the SBCG. While the potential locations proposed by the SBCG for casual recreation and sports facilities were acknowledged in the WSSPS, they were not costed in the study, limiting the ability for residents reviewing the WSSPS to consider them appropriately.

There was also no way for comments to be provided on these options on the 'Comment on Cockburn' feedback form. We request these options are costed up to fully understand their potential benefits versus financial implications and that community feedback be sought on them.

If the Council does not find these options viable, as per the decision at the Council meeting on 10-Aug-2017, the SBCG asks that a working group be developed with representatives from the community to consider all alternatives and come up with a better plan. The WSSPS (page 72) acknowledges that "the additional information provided by the SBCG does have some merit which will require further investigation".

On same page the WSSPS concludes: "It may be possible to have a capped option for the provision of netball / basketball courts." However, it leaves it there. No costing for these options is provided or any more consideration given. Instead the WSSPS recommends "that these sites be explored further outside of the remit of this analysis" (page 73).

The SBCG understands that the WSSPS is the central document that is informing the Draft CSRFP. If potential sport and recreation facilities are not considered in the WSSPS, where else will they find consideration? The WSSPS should be updated to include these options and appropriate consideration given.

We'd like to re-iterate the need for following parcels to be considered in the WSSPS and CSRFP for POS with focus on recreation and sport:

- Lot 2108 Bennett Avenue. Owned by Landcorp. Increase area of POS proposed on this lot. Create a usable, people oriented, multipurpose sports and recreational area and a central community hub for the suburb. Suggested final purpose: local sports field and community centre.
- Lot 802 Robb Rd. Owned by West Australia Planning Commission. Heavily contaminated site. Suggested final purpose: skatepark and netball court (winter)/overflow parking (summer). Due to contamination levels DoH recommends concreting site.
- Lot 803 Robb Rd. Owned by West Australia Planning Commission. Remove Robb Rd from Rollinson Rd to proposed Robb Jetty Plaza; divert traffic to Anchorage Drive. Suggested final purpose: green POS creating recreational bush or park areas.

As earlier discussed the WSSPS lacks acknowledgement and consideration of the isolation of North Coogee by natural barrier of Manning Ridge, tip site, main roads and ocean and the lack of East-West transport options, particularly alternative transport, but also streets.

Simple “as the bird flies” distance review of distances between North Coogee as the central area of population density and surrounding sports facilities is not suitable. For example, Figure 12 (page 72) lacks consideration for natural barriers and transport options. Instead, walkability and cyclability scores for the area should be considered as well as kilometres to drive on roads to determine the true distance of a sports facility from the residence of people. This is common practice and an accepted tool in urban planning.

The Cost-Benefit Analysis & Recommendations (pages 75 to 78) lack consideration for where people live and the natural barriers and lack of transport options between North Coogee and sports facilities. This might not intuitively form part of the WSSPS, however if assumptions are made on large amounts of people travelling to sports facilities outside of their neighbourhood, the cost implications for transport infrastructure need to be acknowledged. Overall, this will impact on the Cities’ budget (additional streets, e.g. extension of Rollinson Rd, safe crossings over Cockburn Rd, additional shared path for cycling and walking, lighting of these new transport infrastructure, etc).

We noted a possible mistake in the plans for the Cockburn Oval. “Retention of existing playground” is noted for the area of heritage listed fig trees, however, this area is fenced off and not currently utilised as a playground. In fact, there currently is only one playground in the development area which will accommodate close to 10% of all children in the City of Cockburn by 2036.

Dixon Park

We are generally supportive of the proposed upgrade of Wally Hagen and additional sporting facilities around Dixon Reserve. However, we are not supportive of any of the Options that are currently proposed or the method by which the City is seeking to implement the sporting strategy.

It feels like the CoC has assumed ownership over creating what is in effect the masterplan for the Dixon Park area – but without consulting important stakeholders, like LandCorp who own a significant parcel. A masterplan for Dixon Park should consider the natural conditions of the site and allow for some nature space, i.e. recreating the wetlands.

In addition, the issue of landownership of the current MainRoads land parcel is not resolved yet. Consequently, all options provided are speculative pending resolution of landownership and appropriate stakeholder consultation. We also query why

options could be developed for Dixon Park utilising land that the CoC does not own, yet in North Coogee this is the reason given for not costing options proposed by the SBCG? Surely what works for one should also work for the other?

The options for Wally Hagan seem to neglect a current demand for 6 basketball courts, and a very near future demand of 8 courts and should be amended accordingly.

Most importantly, a sporting precinct at Dixon Park will not relieve the missing POS provision in North Coogee.

Moving the issue to neighbouring suburbs to cater for this population is creating additional issues in the surrounding neighbourhoods. Car traffic and parking issues will increase, particularly as there are no alternative transport options; there are no public transport connections and there are very limited cycle and walking connections.

In addition, there are few future opportunities for connectivity to the east from North Coogee due to natural and manmade barriers of Manning Ridge, Cockburn, Hampton and Rockingham Roads and the Fremantle tip site.

Moving the sports facilities demand of North Coogee to Dixon Park is overloading the development of Dixon Park with this objective. Dixon Park should not be planned beyond its capacity by cramming in as many sports fields as possible and consequently neglecting other valuable ecological and community functions of the area.

Conclusion:

North Coogee requires additional public open space, for recreation and sport within North Coogee. As long as this requirement is not addressed in the Cities' strategic planning, which will be informed by the WSSPS, any proposed solution is doomed to fail the residents and ratepayers of Cockburn, the West Ward and North Coogee in particular. As a result, we strongly oppose this study being finalised without substantial revision in conjunction with a working group formed using representative from council, industry, developers and the community.

Hamilton Hill Community Group

Submission in Objection to the proposed facilities at Dixon Reserve

Summary

The current Draft Western Suburbs Sporting Precinct Study (DWSSPS) appears to be a thorough study of active sporting needs in the western suburbs of Cockburn and seeks to establish grounds for funding from Developer Contribution Schemes and Federal funding.

However there is no clear benchmark for the estimated predicted recreation needs to 2036. We believe them to be overestimated. According to the Department of Sports and Recreation, rectangular sporting fields are restricted to 16 hours of use per week, oval fields to 25 hours. These figures were confirmed by the City's Recreation Services team. The DWSSPS suggests that there is a significant undersupply during winter season. We do not believe this to be the case and request that the City provide further evidence to demonstrate that the assessment made in the DWSSPS is valid.

It also appears that the provision of regional open space has been ignored.

We support an upgrade and extension of Wally Hagan. The basketball stadium is a very popular and valued facility, and provides an invaluable resource and service to our community as well as wider Cockburn. Wally Hagan is in need of an upgrade and expansion. However this upgrade should not be proposed in the context of the options included in the DWSSPS.

We have critically looked at the proposed plans for Dixon Reserve in the context of the immediate site as well as the wider region. We make the following observations and comments:

1. There is a gross imbalance in the distribution of proposed sporting facilities. Sporting facilities should be located where the largest population growth occurs. This is in the coastal and southern localities of the western suburbs. Yet there is a bias towards locating these facilities in the northern precinct. This imbalance will not meet the needs of the current and future residents and will put unnecessary pressure on infrastructure and transport.
2. The Beeliar Regional Reserve, the Cockburn Community Wildlife Corridor (CCWC) and other remnant vegetation throughout the district has the capacity to create North/South and East/West linkages for pedestrians and cyclists and connect all sporting facilities together. This does not appear to be acknowledged in the study.

3. The siting of the proposed sporting facilities does not take into account any future development by MRWA or Landcorp, which are holding large parcels of land immediately adjacent to Dixon Reserve.

4. The siting of the facilities proposed in all options is inefficient, cramped and will result in an oversupply of playing fields in this area, even more so when taken into consideration that Davilak Oval is only a few hundred meters away.

The options proposed for Dixon Reserve are therefore inadequate. We are also highly critical of the consultative approach, which has resulted in premature proposals for Dixon Park that have significant implications for surrounding landowners and groups. This current 'consultation' is not sufficiently informative, inclusive and open.

The questions are closed and the available information is restricted to the immediate (sporting) context of the study. A closer, deliberative and more critical analysis is required to explore opportunities for synergies of social, cultural, environmental and economic issues, responding to existing conditions of the site and optimising the recreational outcomes for Hamilton Hill and the wider region.

Review of Needs Assessment

We have reviewed the needs assessment for additional sporting facilities outlined in the DWSSPS and make the following comments:

The City estimate that the population of the western suburbs is expected to grow from approximately 34,100 to 57,200 by 2036. The standard of provision of sport and recreational facilities applied in the DWSSPS is given as:

Class	Guide for active reserve / head	Current Provision	Currently Required	Deduced 2036 Requirement based on predicted population growth	Stated 2036 requirement in DWSSPS	Under or Over Estimate
Regional	1 for 250,000	?	?	?	?	All of Beeliar Regional Open Space
District	1 for < 25,000	3.0	1.36 to 2.27	2.3 to 3.8	4.0	3.8 - 3 = 0.8
Neighbour	1 for 7,500	4.0	4.5	7.6	6.0	7.6 - 4 = 3.6

The figures stated are misleading:

1. They completely ignore and underestimate the Regional Open Space provision given by the Beeliar Regional Open Space Reserve.
2. The district level requirement by 2036 is overestimated by a factor of 3 and
3. The neighbourhood requirement is also overestimated by a factor of 2.

The needs assessment acknowledges that the future undersupply of neighbourhood reserves is offset by the over-provision of district level reserves. This is not a desirable outcome as it does not serve residents need where they live.

Figure 8 in Section 10.1 of the DWSSPS identifies the current usage of reserves within the western suburbs. Table 2 highlights the usage capacity of fields on an hourly basis, with winter usage being the greatest.

Reserve	Winter Use Capacity	Summer Capacity Use
Beale	16 Hrs over	3 Hrs Under
Lucius	4 Hrs over	NO Booked Usage
Dalmatic	3 Hrs over	NO Booked Usage
Watsons	6 Hrs over	NO Booked Usage
Edwardes	16 Hrs Under	9 Hrs Under
Santich	4 Hrs over	17 Hrs Under
Davilak	13 Hrs over	8 Hrs over

The Department of Sport and Recreation estimate the carrying capacity of regular fields is up to 16 hours use and 25 hours for oval fields. Analysing the difference between shortfall of capacity and existing under usage shows that the current oval fields of Davilak and Santich are a joint total of 17 hours over capacity, yet Edwardes oval reserve is 16 hours under capacity. Therefore Edwardes Reserve can take up the projected shortfall in capacity of Davilak and Santich Reserves. Furthermore, to include the proposed Cockburn Coast Oval (at 25 hours new capacity) it follows that both will absorb the capacity shortfall to 2036. This strongly questions the need for a further oval as proposed for Dixon Reserve.

With respect to rectangular playing fields, the over-capacity usage of existing rectangular reserves is estimated at 29 hours. This figure must be read with the caveat that Lucius, Dalmatinac and Watson are mere estimates and not based on a booking system. However assuming that they are not grossly overestimated and that the carrying capacity of each rectangular field is up to 16 hours, it appears that a further two rectangular fields are warranted. The DWSSPD proposes additional rectangular fields at Lucius Park, Watson and rationalising of fields at Beale Reserve.

Locating the proposed playing fields should be commensurate with population growth. The largest projected population growth is to occur in the southern and coastal localities of the Western Suburbs. This implies that the most effective locations are adjacent the greatest population growth areas, namely North Coogee (Cockburn Coast) or Spearwood (Watson and Edwardes Reserves). This is

acknowledged by Figure 12 and accompanying paragraphs that illustrate the overlap of sporting catchments.

In summary:

1. Future sporting facility requirements are overestimated and can be accommodated by providing one oval with the existing under-utilised Edwardes Reserve in addition to the proposed Cockburn Coast Oval, as well as two rectangular fields at Lucius Park, Watsons Reserve and rationalising of fields' placement at Beale Reserve to address the shortfall in sporting capacity over the period to 2036.
2. The emphasis of the spatial distribution of active playing fields, either oval or rectangular, should be at the population growth adjacent or preferably within the localities of Cockburn Coast and Spearwood rather than at the northern extremities of Dixon Reserve.

Appendix A illustrates the distribution of facilities as well as public transport connection and existing and potential pedestrian and cycle link.

Opportunities and Constraints at Dixon Park

The proposed options for Dixon Park are one-dimensional in their determination to superimpose sporting facilities onto a multifaceted and complex site. A constructive approach to finding a solution that enables integration of a variety of mixed use, residential, active and passive facilities, should demonstrate consideration of:

- Historical uses
- Aboriginal and European Heritage places
- Remnant Vegetation, Site Levels and Drainage Patterns
- Bushfire attack level assessment to show implications of separation from fire hazard
- Development Area DA 39 (Landcorp owned)
- Roe 9 reserve and the Cockburn Community Wildlife Corridor

Appendix B illustrates some of these issues.

Aboriginal and European Heritage Places

Consultations with Kaye Walley (Wadjuk descendant) offer an oral history of a massacre of Aboriginal people at Clontarf Hill and records Hamilton Hill Swamp as the site of Yagan's camp. The oral history also refers Yagan to a number of camps, as he would have been constantly on the move in a small group as he was being hunted with a price on his head.

Coincident with the massacre at Clontarf Hill are reports of an armed expedition heading out of Fremantle to hunt for Yagan in 1833 further indicate the area surrounding the hill and leading down to the swamp was an Aboriginal camping area close to water and food.

During the early days of the settlement, the Wadjuk people were known to host large corroborees at the swamp, where:

“Natives from hundreds of miles used to gather and they would keep up the celebration for days. Only the tribes from around Geraldton were not allowed to join the fun” (The West Australian Saturday 29 July 1933).

The reported massacre and reports of large Nyoongar gatherings, together with documentary evidence that at least one Aboriginal person known as Weewar was buried in the swamp indicates that there may be a significant Aboriginal burial site in the swamp area.

Other oral histories have indicated that such a burial site lies among the Tuart stand, immediately to the north east of Randwick stables.

The site also forms an important link in the ancient Aboriginal Bidi, which passes from Fremantle over the shoulder of Clontarf Hill, across the south side of Hamilton Hill Swamp, then branching east to Walliabup (Bibra Lake) and south along Hamilton Road to Lake Koojee and points south. This was also the first colonial road leading south-east out of Fremantle, south on Hamilton Road, then branching into the Rockingham Road and Dunnage’s Track (to Jandakot) until 1880.

Since these heritage matters are yet to be fully investigated, the site should remain undisturbed, at least until such investigation is complete.

Sydney Smiths House and Sunnyside Farm

East of Randwick stables are two historically important house sites (including outbuildings), containing discovered and undiscovered relics and historical artifacts. The first house in the Swan River Colony south of Fremantle (1830), was built by Sydney Smith for the absent owner Captain Robb and named “Hamilton Hill”. This house-site was between the existing palm trees east of Hardy Street, but farm buildings extended down the slope towards the swamp. There is an existing cellar (last known entry 1960s) associated with farm outbuildings/coachhouse.

Early 1840s to 1902

After Captain Robb’s title to the land lapsed due to not meeting development requirements, the site was often under dispute. There were several conflicting legal claims for title (including a failed attempt to attain title by Lucius Manning in 1887). Despite and during these disputes, dozens of squatters lived on and farmed small plots on the site during this period, at one stage being hunted off by “Captain Manning”, assisted by a posse of Pensioner Guards, acting as his private army.

During this period, there were many recorded deaths, transactions and legal cases involving people who gave their address as "Hamilton Hill Swamp, Fremantle".

1902-1932

Sunnyside Farm was established on the site by Richard Bishop in 1891 and further developed by Alex Chamberlain until his death in 1932. During this period, Sunnyside Farm was a major winner for its grapes and other produce at local agricultural Shows. The impressive Sunnyside House was built on or near the site of Sydney Smith's house.

In 1923 Jack Marks established Randwick Stables. The house was brought from Kalgoorlie by train, reassembled and a large verandah enclosed in lattice work was built as well as a new kitchen, bathroom and living area added. The limestone stables and a jockey's room were constructed at the back of the property. The property remains in its original form and is the oldest licensed stables in W.A. Since 2001 the stables and house have been on the State permanent Heritage listing class A.

1932-1954

Immigration Heritage - During this period, Sunnyside Farm was owned and farmed by a number of recent non-English immigrants, including the Stelis, Gerovich and the Ricci families. The farmhouse and outbuildings at different housed many new immigrants, working as farm labourers, while seeking Australian residency. The farm was still noted as a significant wine-producing property, but also grew and marketed other produce, winning numerous prizes for its produce in district agricultural shows.

1954-2016

The land was resumed by government in 1954 under the "Stephenson Plan" and became property of Main Roads Department, WA. The resumptions were unpopular and former owners of this and other land resumed, still rankle over the low "market price" they were paid for their land. Sunnyside House had various occupants from that time. It fell into disrepair was eventually demolished in the 1970s.

By 1974, all market garden had disappeared leaving a large open field with a network of paths and the agistment training track, with the construction of the Wally Hagan sports facility towards the end of the 1970s. From the 1980s to present, there are very few changes, notably only the expansion of the shops along the north side of Rockingham Road.

Remnant Vegetation, Site Levels and Drainage Patterns

The attached plan illustrates:

- The cut to fill implications required for playing fields, exemplified by one rectangular field that requires a 3.5 metre earthworks exercise.

- Missed opportunity of the potential inclusion of land bound by Starling and Leda Streets.
- The proposed options show little regard for stormwater drainage implications and the requirement for a swale detention basin.
- Placement of infrastructure and facilities has little regard for bushfire hazard implications.
- No consideration of the final determination of Roe Highway Reserve and subsequent potential road reserve requirements and alignment decisions by MRWA
- Potential boundary adjustments or land swap opportunities for reassessment of residential development, environmental, recreational, cultural and other potential
- Site contour fall of 10 metres with implications for sporting facility development
- Other land use compatibility issues given proximity of sporting facilities to other uses, for example implications of flood lights.

Conclusion

The estimates for future provision of District and Neighbourhood open spaces to 2036 are misleading, as they are overestimates, whereas the provision of Regional open space is completely ignored.

The needs assessment suggest there is a gross under supply during winter peak season; this is not the case and the provision of one oval and two rectangular fields will address the shortfall until 2036.

Further, what is more distracting of the needs assessment is the spatial distribution of facilities that has bias towards the northern section of the western suburbs, completely juxtaposed to the population growth areas in the southern precincts where sporting facilities are required commensurate with population growth.

The proposals are not sensitive to the historic, cultural, environmental character of the site and have some significant gaps, including:

- The options for the Dixon Reserve sport facilities siting is ignorant of the title boundaries.
- The cut to fill implications required for playing fields as exemplified by one rectangular field that requires modification to earth levels of at least 3.5 metres.
- Ignorant of the potential inclusion of land bound by Starling and Leda Streets mainly in the hands of government agencies.
- Optional sport facilities siting has little regard for stormwater drainage implications and the requirement for a swale detention basin.

We object to the three options advertised for Dixon Reserve and request a comprehensive, participatory and consultative process to be initiated, so as to plan for integrated land use outcomes that will explore opportunities for synergies of social, cultural, environmental and economic benefits enabling retention of the precinct's assets and optimising outcomes for all stakeholders.

We support the upgrade to the Wally Hagan basketball stadium and suggest that it is considered outside the currently proposed options, but within a greater strategy for the site.

Davilak Oval

The arguments presented above in relation to the siting and amount of sporting facilities also have relevance to the proposed re-configuration of Davilak Oval.

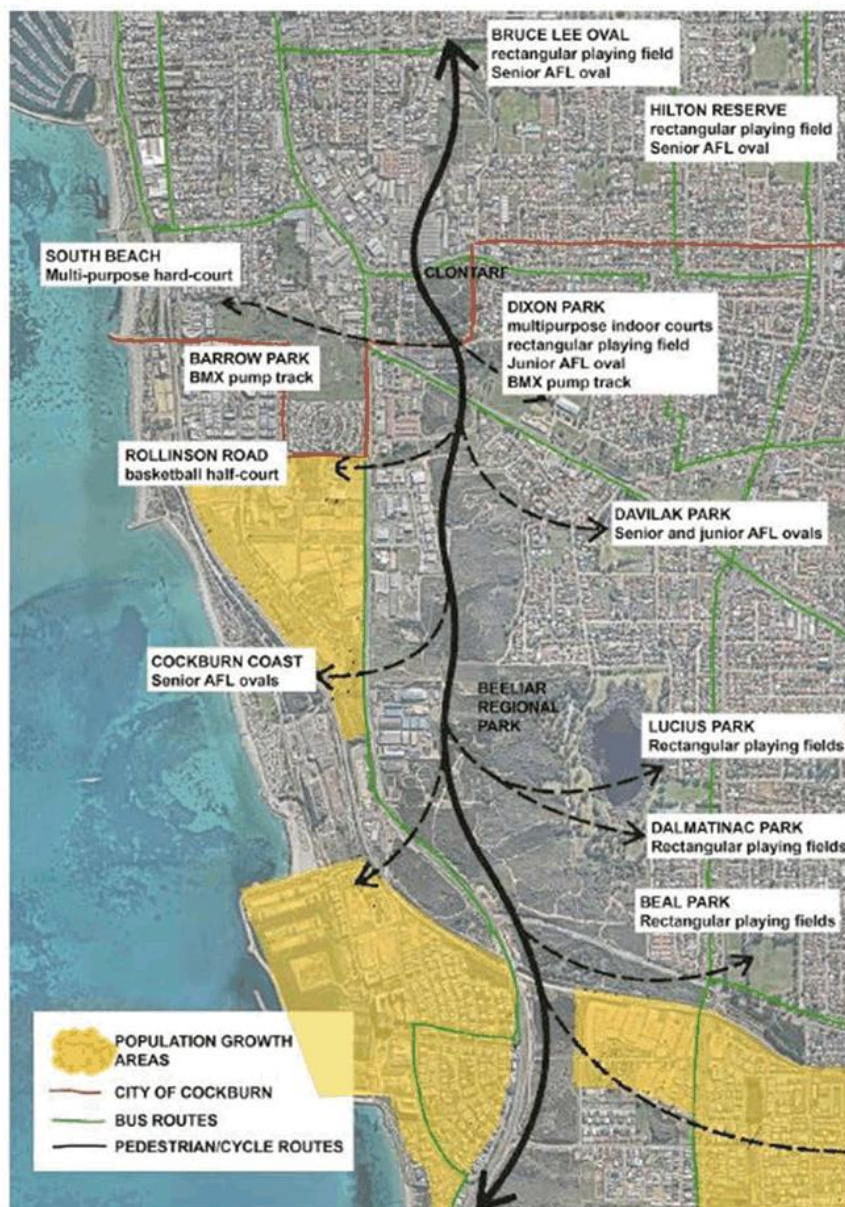
The primary concern here is that loss of 37 mature trees proposed by the DWSSPS option. It is hard to tell exactly which trees would be removed, but several specimens are as much as 400 years old. The proposed offset at a ratio of 1:3 is not an acceptable environmental alternative.

Davilak Oval is a beautiful park, valued for its appearance and trees. It already has a sports ground, but it is extensively used by local residents for activities other than active sporting, such as dog walking, jogging, free play, etc, which would be reduced if the proposed reconfiguration takes place.

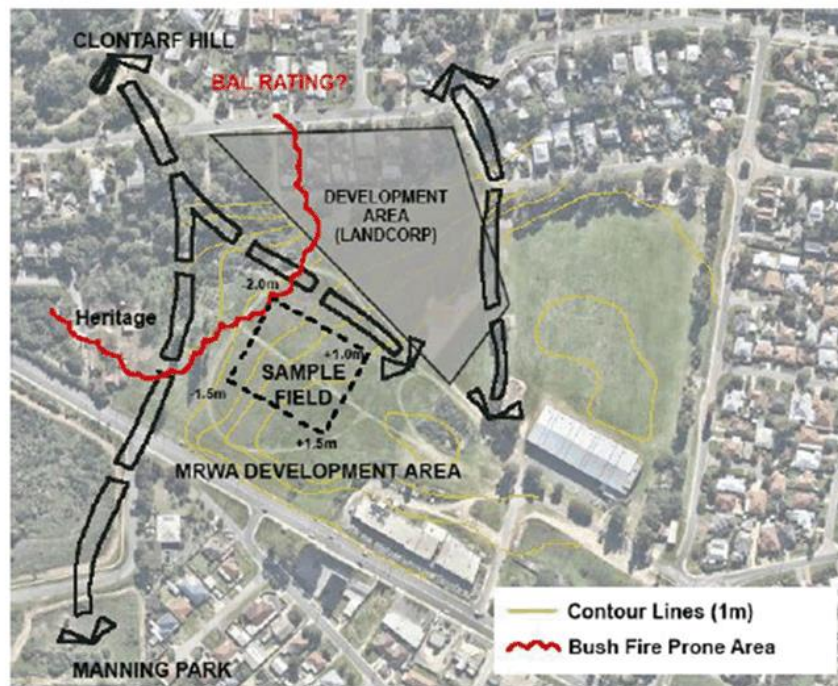
The current proposal, in particular the removal of irreplaceable mature and semi-mature trees at the expense of locals who don't play sports but love the park is extremely short-sighted.

Furthermore, Hamilton Hill has been identified as a suburban hotspot (Cooperative Research Centre for Water Sensitive Cities, UWA 4.02.2016) and the removal of mature trees will escalate this further.

Appendix A



Appendix B



Coogee Beach Progress Association

The Coogee Beach Progress Association (CBPA) has reviewed the draft Western Suburbs Sporting Precinct Study, consulted with other Western Suburbs community and sporting groups, attended community meetings and workshops on the Study outcomes and would like to submit the attached comments for consideration by the City.

It is clear that the Study has a strong focus on existing Sporting Facilities in the Western Suburbs of Cockburn, and the better utilisation of Public Open Space (POS) and the development of a comprehensive strategic approach to sporting facilities in the Western Suburbs to meet community needs have not been addressed by this study.

The study also does not address the "A coordinated approach to be applied to the future facility and reserve provision in the area" as recommended in the City's draft Community, Sport and Recreation Facilities Plan.

As a consequence there is significant additional work required in some areas (and urgent implementation of adequately planned Wally Hagan Centre upgrades), as well as modifications to parts of this Study to establish a reasonable strategic framework, before it could be fully accepted.

The CBPA would be happy to contribute to this process, as it has not been consulted previously by the City on this Study.

Regards

Daryll Smith, Vice President, Coogee Beach Progress Association

Overview

The Draft Western Suburbs Sporting Precinct Study has a strong focus on existing Sporting Facilities in the Western Suburbs of Cockburn, and the Situation Analysis and Facility Audits are well done, despite the consultation focussing on the existing facility users rather than broader Western Suburbs sporting facilities formal and social needs analysis.

Better utilisation of Public Open Space (POS) and the development of a comprehensive strategic approach to sporting facilities in the Western Suburbs to meet community needs have not been addressed by this study.

The study does not address the "A coordinated approach to be applied to the future facility and reserve provision in the area" as recommended in the City's draft Community, Sport and Recreation Facilities Plan. As a consequence the development concept proposals and recommendations have deficiencies in some areas as outlined below.

Dixon Park/Wally Hagan

The Study advises that "The Wally Hagan Centre is in a poor state of repair and fails to meet minimum facility requirements for the sport and in particular is deficient in providing for adequate disability access." This understatement does not flag the URGENT requirement to upgrade or replace the principal basketball facility within the City of Cockburn which is currently totally inadequate to meet the needs of the basketball community, let alone other community and sporting groups that could utilise a well planned sporting precinct at Dixon Park.

The Cockburn Basketball Association has been consulted on its needs but their requirements have only been partially addressed in the Study recommendations.

This centre must be compliant with State and National basketball standards to support existing State League participation, and be capable of hosting at least a National Junior Championship as well as meeting the growing needs of the local sporting community.

What is required for this reconstructed/replaced facility is:

- a) A minimum of six basketball courts on completion of redevelopment, with the ability to transition to eight in the short term future, as well as providing for other indoor sports at the top level.
- b) Retention/replication of the unique elements of the Wally Hagan Stadium in the new stadium (bar set-up, corporate seating etc.)
- c) The Cockburn Basketball Association should remain the primary tenant, but the Centre needs to be developed as a multiple user facility to meet the requirements of a range of sporting and community needs with increased functionality.
- d) The Centre needs to be community friendly and be integrated into the overall development of Dixon Park to maximise functional use by the community outside the stadium sporting population. As an example, the stadium café could open up onto the surrounding Dixon Park Reserve and developed sporting facilities.

In regard to Dixon Park Reserve generally, the Study identifies a range of current inadequacies, lack of any formal sporting facility developments, land tenure and wetland issues, and recommends on page 78 (items 4, 6, & 8 specific to Dixon Park) of the Study, a range of future investigations and consultations being required before any real development concepts can be progressed. There also seems to have been a lack of consultation with most stakeholders (community, sporting, and State Government) in Dixon Park, with the exception of the Cockburn Basketball Association.

These outcomes and recommendations above (page 78 Recommendations) are in direct conflict with the development concept options proposals for Dixon Park/Wally Hagan in the Study, which it is understood that the City is already seeking funding to implement.

The concerns of local community and sporting groups as well as Government stakeholders about the proposals and conflicts was aired in a Dixon Park workshop on 27 July 2018, (with City representatives in attendance). The workshop concluded that none of the three development proposals were acceptable, or implementable, and proposed to seek that more investigations and consultation should occur, interestingly similar to that proposed in the Study recommendation, page 78; items 4, 6, & 8. The meeting also concluded that the three Dixon Park redevelopment concept options were not acceptable, and wanted them removed from the Study, as being quite premature.

North Coogee (Port Coogee & South Beach)

North Coogee currently has no existing sporting facilities, and very limited public open space (POS), or neighbourhood sporting and community facilities due to limiting State Government planning guidelines.

The one positive aspect about the Study for North Coogee is the North Coogee Oval proposal to develop a site adjacent to the proposed North Coogee Primary School in the Robb Jetty local structure plan. This North Coogee Oval needs to be developed for local community and sporting use as a priority and not await any Department of Education decision on timing for a new Primary School.

Community groups (South Beach Community Group & Coogee Beach Progress Association) have also identified a range of other locations for formal and social sporting purposes in North Coogee. While some are identified in the report they are disregarded in favour of other sporting precincts to the east and northeast of North Coogee up to several kilometres away.. This is not practical or acceptable, as Cockburn Road and Rockingham Rd are major obstacles for access to the alternate sporting precincts being proposed, and in the absence of suitable public transport, North Coogee residents and children would require vehicle transport to these locations.

The areas proposed for North Coogee sporting facilities in addition to the North Coogee Oval development include:

a) Lot 82 Robb Rd (WAPC owned): suitable for netball courts and skate park after sealing, due to possible site contamination.

b) Area in the vicinity of Lot 2108 (Landcorp owned) parts of which are noted for future Civic use in the local structure plan: suitable for a people oriented, multipurpose sports and recreational area, and a community hub for the area.

c) There is also an east west 'green' corridor from Manning Park to the area in (b) above: this could be enhanced by the provision of neighbourhood recreational, and social sporting facilities.

d) Similar neighbourhood recreational and social sporting facilities also need to be provided in appropriate public open space areas in Port Coogee.

Coogee

It is noted that there is no reference in the Study to the long awaited Coogee Golf Course, proposed for the ridge/valley areas east of Port Coogee, and both north and south of Ocean Road. This proposed Coogee Golf Course and associated facilities should certainly be considered a Western Suburbs Sporting Precinct.

Munster/South Coogee

Santich Park is the main existing sporting precinct in the Munster/South Coogee area at present. The Study identifies that use of the facility is over capacity during the winter, that existing user facilities are inadequate and potentially conflicting for different user groups and significant facility upgrades and realignment are required.

The carpark is also quite inadequate and the overall site is enclosed by urban development and difficult to expand.

The Cockburn Athletics groups (Phoenix Park Little Athletics, & Cockburn Little Athletics and Senior Athletics Clubs) are limited for any growth and in what can be achieved at this location. They do not have space for their badly needed eight lane synthetic track which could support some 1200 athletes across Senior Athletics and Little Athletics.

The South Coogee Reserve, an area of some 5-6 hectares adjacent to the old South Coogee Agricultural Hall and Primary School is currently not utilised as a sporting precinct. This area is proposed in the Australian Maritime Complex, Munster structure plan (2006) for a land swap with Landcorp to provide an area for a Regional Sporting Precinct in Frobisher Road Munster/South Coogee immediately adjacent to a mixed use zoned area. The land swap proposed is a little unbalanced at present with Land Corp wanting 5-6 hectares of existing South Coogee Reserve in return for half of that area on Frobisher Road.

This South Coogee area is only a relatively short distance from Santich Park and would be far more suitable for development as a Regional Sporting Precinct to meet the growing demands of a number of sporting organisations from Santich Park as well as those identified in para 3.2 of the Study.

These could include:

- a) Little Athletics and Senior Athletics Clubs (Cockburn & Phoenix Park)
- b) Phoenix Park Cricket Club
- c) Fremantle Soccer Club
- d) Cockburn Netball Clubs
- e) Fencing Association

- f) Baseball, T-Ball, and Softball Clubs
- g) Probably many others

As well as providing local sporting facilities for South Coogee, Munster, and Henderson residents.

Conclusions

1. The draft Western Suburbs Sporting Precinct Study has a strong focus on existing sporting facilities in the western suburbs of Cockburn, and the situation analysis and facility audits are well done. Better utilisation of Public Open Space (POS) and the development of a comprehensive strategic approach to development of sporting facilities in the Western Suburbs to meet community needs have not been adequately addressed by this study, noting the limitations of the Terms of Reference. The study does not address "A coordinated approach to be applied to the future facility and reserve provision in the area" as recommended in the City's draft Community, Sport and Recreation Facilities Plan. As a consequence the development concept proposals and recommendations have deficiencies in some areas.
2. The planning for redevelopment of the Wally Hagan Centre as a multi-purpose Stadium needs to be progressed urgently in consultation with the Cockburn Basketball Association and other prospective stadium users, as a six court facility initially, with provision for expansion to eight courts, probably in the option 1 location if feasible, with coordinated integration into the Dixon Park Reserve development.
3. There is a need to progress the investigations required for the Dixon Park Reserve development, including consultation with various key stakeholders, and adjoining landowners, as well as undertaking the necessary geotechnical, heritage and environmental assessments, to establish any required remediation measures and detailed costs, while developing design concepts for Dixon Park which meet stakeholder and user requirements.
4. Progress formal discussions with Landcorp to lease land identified for the North Coogee Oval, which needs to be developed for local community and sporting use as a priority, and not await any Department of Education decision on timing for a new Primary School.
5. Investigate the identified options listed below for the development of North Coogee sporting facilities within the Port Coogee and South Beach precincts, as alternate options east and northeast of North Coogee are not acceptable to these communities:
 - a) Lot 82 Robb Rd (owned by WAPC): suitable for netball courts and skate park after sealing, due to possible site contamination.

b) Area in the vicinity of Lot 2108 (owned by Landcorp) parts of which are noted for future Civic use in the local structure plan: suitable for a people oriented, multipurpose sports and recreational area, and a community hub for the area.

c) There is also an east west 'green' corridor from Manning Park to the area in (b) above: this could be enhanced by the provision of neighbourhood recreational, and social sporting facilities.

d) Similar neighbourhood recreational and social sporting facilities also need to be provided in appropriate public open space areas in Port Coogee.

6. Investigate with Landcorp the provision of land of at least the same size as the current South Coogee Reserve in the Frobisher Road, Munster/South Coogee area of the Australian Marine Complex, Munster Structure Plan, for future development of a Regional Sporting Precinct.

7. Western Suburb Sporting Precincts generally, suffer from inadequate car parking due to these facilities being squeezed into Developer Contribution parcels of land. This just emphasises the need for adequately planned Regional Sporting Precincts in the Western Suburbs of Cockburn.

Cockburn Basketball Association

Please find attached formal feedback from the Cockburn Basketball Association in response to the Draft Western Suburbs Sport Precinct Study. The CBA is excited about the next phase of the project, and looks forward to working with the City in ensuring a long-term sustainable outcome for the Cougar Family and wider Cockburn community.

Kind Regards,

Tyrone Thwaites,
General Manager,
Cockburn Basketball Association Inc.

Summary

The City of Cockburn and the Cockburn Basketball Association have partnered the growth of basketball and the associated community development with the sport at Wally Hagan Stadium for the past 45 years.

In 1975, we joined resources to establish only the second dedicated basketball facility in WA. Negotiations commenced with the City Of Cockburn for a 4-court indoor stadium which saw \$200,000 set aside to develop the first stage of the stadium via two \$100,000 loans to be serviced by the association. The result was Wally Hagan Stadium.

Even then, over 40 years ago, the vision was for a three-stage development that began with four indoor courts and culminated in indoor pools and gym facilities. Today the Cockburn Basketball Association's State Basketball League teams operate those original four courts – albeit with new wooden floor boards.

Unfortunately, the rest of the facility is showing its age. Continual reliance on the City to fix replace assets to present strategic risks for our association and personal risks to our members and players and officials.

The CBA has carefully assessed the Draft Western Suburbs Sport Precinct Study with a focus on the Dixon Park Reserve and Wally Hagan Stadium site. As in 1975, our association seeks to partner with the City of Cockburn to realise the private and public funds required.

On top of this, the CBA will look to contribute to the detailed planning and design of a new facility that will provide Cockburn a multi-purpose stadium capable of continuing the legacy of the Wally Hagan Stadium.

In 1975, the City was visionary in its conception of the Wally Hagan Stadium and its management structure. The facility and management model set the bar for Perth

local governments and basketball associations. It is now in the best interests of all stakeholders to have a facility and management arrangement that achieves a similar impact on the sector, and one which will be sustainable for the next 45 years.

Primary Stakeholder

As a home to more than 1600 members, the Cockburn Basketball Association is the largest community stakeholder invested in the Dixon Park Reserve and Wally Hagan Stadium. On average, more than 2000 people walk through the doors of Wally Hagan Stadium every week. With this number increasing to in excess of 3000 during the junior and senior state league seasons.

Our catchment area includes the suburbs of: Alfred Cove, Attadale, Beaconsfield, Beeliar, Bicton, Cockburn Central, Coogee, Coolbellup, East Fremantle, Fremantle, Hamilton Hill, Henderson, Hilton, Hope Valley, Mandogalup, Melville, Munster, Myaree, Naval Base, North Coogee, Palmyra, Samson, South Fremantle, Spearwood, Success, Wattleup, Willagee, White Gum Valley, and Yangebup.

The CBA is more than just a basketball association, it is the home of the Cougar Family. These comprise our junior and senior domestic teams, junior and senior state league teams, the Red Dust Healers National Wheelchair Basketball League teams and the Filipino Australian Basketball Society of Perth. CBA is built on community, a family that more than 1600 members are connected to year round. Absolute priorities

In any new or redeveloped facility on the Wally Hagan and Dixon Reserve site, the following are absolute priorities for the Cockburn Basketball Association:

1. There will be six indoor courts ready for use on completion of the facility, with the option to expand to eight. With the growth of basketball participation, the CBA, and the western corridor of the City, any facility with less than six courts on completion will not adequately cater to the needs of the Cougar Family and the wider community. This would include two show courts with seating of at least 1500 and 500 respectively. This requirement would also satisfy the ability of the CBA to host National level professional games at the venue (including the Perth Lynx and Wildcats), or even serve as the base for a National Level team.
2. The unique elements of the existing Wally Hagan Stadium and Cockburn Basketball Association are re-created in a new or redeveloped facility. The existing structure is home to corporate facilities and a function space that is unseen in any comparable association state-wide. The CBA would prioritise a similar (upgraded) function and bar space (overlooking the show court), as well as corporate facilities that cater for partners of the association. Similarly, heritage items such as the placards of playing life members on the walls of Wally Hagan Stadium would need to be replicated adequately in a new or redeveloped facility.

3. The new or redeveloped facility is Australian Junior Championship compliant (as set by Basketball Australia). The details of this compliance are outlined in Attachment A. The announcement by Basketball Australia to host the 2019 U18 National Championships in Townsville is expected to reap more than \$3,531,000 for the Townsville economy, and more than \$60,000 for the local Townsville Basketball Association. The ability to host a similar event out of a new facility on Dixon Park Reserve by the CBA would inject relative benefits to the local Cockburn economy.

4. The Cockburn Basketball Association remains the primary tenant of the facility. The CBA has managed Wally Hagan Stadium since its opening in 1979. In that time we have provided a sustainable association for the community of Cockburn. To ensure sustainability well into the future, the CBA requires primary tenancy of the facility. This would require an agreement similar in nature to the existing arrangement at Wally Hagan Stadium. The facility would also be sought to meet the requirements of a range of sporting and community needs with increased functionality.

5. Any new or redeveloped facility is accessible and compliant for all members of the community requiring wheelchair access. Wally Hagan Stadium is home to the Red Dust Healers of the National Wheelchair Basketball League. In its existing state, the facility inadequately caters for the needs of athletes and spectators who are wheelchair bound. The function room is inaccessible, there is limited spectator space that is accessible, and most door frames and showers inadequately cater for athletes and patrons in a wheelchair.

6. The Cockburn Basketball Association is not relocated during any stage of the redevelopment process or timeline. Logistically, there is no reasonable option for the CBA to be sustainably relocated during the construction phase of a new facility.

Response to Concept Plans

Option One: CBA's position – Strongly endorse (Conditional to absolute priorities being satisfied)

- Makes the most logistical sense. Normal operation of the CBA would continue throughout all stages of the process.
- Detailed concept designs would need re-working to ensure Australian Junior Championship compliance (based on existing high-level concept).
- Allows opportunity for community integration. E.g. café open outwards to community (idea), co-location of Skate Park, and uses the new facility as the centrepiece of integration between multiple sports.
- Six courts on completion, with capacity to extend to eight, are essential to the CBA's support.
- There are concerns over funds being available for six courts on completion, but the CBA is confident the council's funding model will provide for these.
- A passage connecting all six courts such as in Option 3 would be an improvement

Option Two: CBA's position – Do not endorse

- The proposed concept for development option two does not provide a sustainable solution for the CBA.
- The CBA would be forced to relocate during the entirety of the rebuild, with no facilities capable of hosting all operational pillars of the CBA during this time.
- Any relocation offer with replacement revenue provided by the council would be rejected, as this has significant short to medium term financial impacts alongside the long-term impacts on the association's ability to draw back athletes to the facility on completion.

Option Three: CBA's position – endorse

- Supported by the CBA provided it satisfies the absolute priorities of the association.
- Six courts on completion is a key requirement that is satisfied in this option.
- The key concern lies in the logistics of an extension of the current facility. There is likely to be disruption to CBA's normal operation, and any solution to this has not been outlined by the City of Cockburn.
- This concept will allow for the retention of Wally Hagan Stadium's unique elements, the renovation of which (including creating universal access) would need to be incorporated into the project.

Conclusion

The CBA strongly endorses the findings of the WSSPS and the development of Dixon Park to cater for a new basketball stadium and external sporting grounds. CBA's absolute priorities are provided to highlight the key elements crucial to our long term sustainability, but also with the appreciation of how long it can be between developments, the City and the CBA must get this right.

We have established a sub-committee tasked with working with the City in achieving our shared goals and look forward to the next phase.

Attachment: A National Championship Venue Requirements

- Provision of three full sized basketball courts (not situated side-by-side) to be used for competition. All three courts need to be of regulation size which is (15 x 28 metres in length). All courts need to be wheelchair accessible for U18 & Kevin Coombs Cup.
- Due to the number of teams expected, the availability of a fourth court for the U18 & Kevin Coombs Cup is preferable.
- The show court needs to have seating for a minimum of 1,000 spectators with the 2nd court being able to cater for at least 500 spectators and the 3rd court at least 300 spectators.
 - Provision of a space for Franchising, Sampling & Product Display (Exhibition stands)

- Provision of training venues for all teams prior to and during the Championship (preferably additional courts at the same venue).
- Court lighting would need to be able to accommodate television requirements particularly for news or sports shows.
- All court markings need to be as per the relevant FIBA regulations and need to be completely visible. U14 Championships will require the old 3-point line marked.
- All courts need to be free of obstruction from all side-lines and end-lines, which must be at least 2-metres.
- Backboards must have snapback rings with all the required padding and supports as per FIBA regulations.
- Quality scoreboards with tenth of a second count down facility built into them.
- 24-second devices positioned according to FIBA regulations (on each court). The 24-second shot-clocks must have 14-second reset capability from below & above 14 seconds.
- The main court must have a permanent public address system installed; other courts can be serviced by the use of a portable system.
- A minimum of four (4) fully equipped change rooms, six is preferable. Change rooms can be both adjacent to the court or within close proximity.
- A referee's change room which provides for both female and male officials.
- A championship office, which is separate to the normal venue office. This room would need to have internet access, power, tables and chairs.
- Wireless internet capability must be available throughout the stadium covering all courts and in the tournament office.
- Room suitable for ASADA doping control.

Cockburn Little Athletics

We feel that football will derive the most benefit from the proposed changes. Little Athletics have been operating at Santich Park for the last 34 years. Over this time we have established our Running Track, and had it surveyed and marked with datum points. It meets the Athletics Australia Specifications. Also we have our throwing circles, concreted in, to the National Specifications. And our Long and Triple Jump pits.

We feel that the proposals that will have the most impact on Little Athletics are:

- 1) Re-alignment of Little Athletics infrastructure to enable floodlights to be placed around the "junior" oval.
- 2) Re-alignment of throwing circles and new run-up long and triple jump tracks.
- 3) Extended car parking area to 122 bays to increase off road car parking capability.

On the face of it, it might seem like a good deal for Little Athletics, gaining access to the lighting on the northern oval. However, there are a number of unintended consequences to consider.

1. Major disruption to the equipment storeroom with the closure of the southern roller door entrances and the creation of a new entrance on the Eastern side. No assessment has been made to see if this can even be done from a building structure view point.
2. Loss of significant grass area to create the new carpark for regular, but infrequent AFL carnivals, as well as the overcrowding on football training nights. The existing carpark would be extended onto the oval to create 100 more bays.
3. There is no obvious area (from looking at the plan supplied by the Consultant) to locate two High Jump sites.
4. There is uncertainty whether the current shot put rings could remain in their present location, and it is unclear if they need to be moved, where they would go.
5. A new running Track relocated to the Northern oval would need to be surveyed, who would pay for this? Also, the Northern oval may have a slope from North to South, which the Southern (junior) oval does not have. This may affect the certification of the track.
6. Perhaps the most significant consequence would be to the running of the Competitions. At a time when everyone wants things streamlined, the moving of the

track, and the significant loss of grass area means that we need to be very safety conscious regarding the throws events. We cannot have events overlapping or throwing towards each other. This would mean more time will be needed to have all throws completed, inconveniently extending Saturday morning competition times and jeopardising our athlete numbers.

7. With the realignment of the track, we would need to ensure sufficient shade and viewing is available to parents and guardians. With the current drawings, this is not available.

The most pressing requirement at Santich Park is the need for more parking space to reduce neighbour inconvenience. This would be achieved without the need to extend the existing car park with all its disruptions in three ways.

1. Lighting the southern oval would allow rationalisation of football training and would reduce vehicle congestion at night.

2. Make Santich Park perimeter parking all marked on the kerb "nose or tail" to the fence. At present a number of parks are parallel because of their close proximity to existing park fencing. This would require the fence to be moved into the park a meter or so at various spots.

3. A 100 bay car park could be developed in the North East corner and along the Eastern boundary of Santich Park. This would require moving a couple of small trees and the relocation of the existing play equipment and half basketball court. This carpark would have a significant advantage over that proposed because it would be decentralised and could be comfortably approached from two or three directions (Asquith St or two entrances from Shelley way) rather than just one for the proposed car park extension.

Whilst we understand that this draft document is a starting point, we must insist on more in depth conversations before any serious decisions are made. We feel that perhaps our sport and our requirements haven't been represented as well as they could have.

Thank you

Phoenix Park Little Athletics Club

The primary interest for the Phoenix Park Little Athletics Club (PPLAC) is Edwardes Reserve and then Santich Park -- an important part of Little Athletics is its focus on 'Family, Fun and Fitness'.

PPLAC was formed in 1976 and has a proud history of developing talented junior athletes. Just as importantly, Little Athletics are based around community because not only are athletes involved but the labour intense nature of athletics means that parents and extended family members are also involved.

Over the 42 years of its existence the yearly Club athlete numbers have ranged between 120 to 150 athletes from 5 years to 17 years. For most this time the Club has been based at Edwardes Reserve and its athletes have competed at Santich Park or the State Athletics Stadium.

Edwardes Reserve Infrastructure

There seems to be a lot of work required before a number of the Western Suburbs Sporting Precinct Study recommendations can be acted upon.

However, the needs of the sporting clubs that use Edwardes Reserve (and for that matter, Santich Park once the needs are clarified and simplified) are straight forward. It would be a pity if the complexity involved in catering for the needs of some reserves held up much needed improvements at others that could be done quickly and efficiently

The Reserve grass and its vegetation is generally well maintained. Good grass surface is vital to a sport such as athletics where running is a major focus and the City Parks and Gardens Department do a good job keeping it maintained.

The major disappointment with Edwardes Reserve is the aging building that serves as clubrooms, equipment rooms and change rooms/toilets. The building is approaching 40 years old and needs replacing. Each sport using the ground should be able to access facilities needed to function properly. At the moment the space allocated to athletics is too small and the undercover area is inadequate for the proper social gatherings for the club. If a new building is not able to be built then the existing one needs to be upgraded and expanded.

Another very important matter is the lack of carpark space at Edwardes Reserve and Watson Oval. Some people feel that they are forced to break the 'rules' and find ways around barriers and park on the sporting grounds themselves. One or both of the following needs to happen.

The western half (or whole) of Lot 21 between Edwardes and Watson Reserves should be purchased by the Council and made into carpark servicing both areas. It is important to note that the only access to Edwardes Reserve from the north is via land that is a WaterCorp easement which could be closed at any time.

Another reason to buy all or part of Lot 21 is that other equipment such as a fitness station should be installed there. In the event that it is not purchased, as a minimum, a small carpark should be developed in the northeast corner of Edwardes Reserve where the cricket club originally proposed practice nets (now not proposed).

The intrusion of a carpark into Edwardes Reserve must be minimised because every square metre of park is precious.

At the moment flood lighting at Edwardes Reserve is inadequate for any night-time activity. Athletics in the summer are ideally suited to be conducted at night. It is requested that the existing southern tower be upgraded and another added on the northern side and both be focused on the western end of the reserve towards the existing clubrooms.

As inferred above, the area is in desperate need of fitness station. Parts of Cockburn are well serviced by these facilities in places like Davilak Oval and Coogee Beach but are not near Watsons or Edwardes Reserves. Here they would serve a dual purpose being available for general public use as well as two or three times a week by athletes from the Phoenix Park Club. The best place for this facility would be in Lot 21 from a new carpark and could be easily accessed by athletes.

The needs of PPLAC are fairly simple and should not be held up and it is vital that the club is closely consulted before commitments are made to improve the Edwardes Reserve facilities.

Friends of the Community

Friends of the Community need housing in the new project so we have a vested interest.

The City have been very good to us and we appreciate everything they have done for us.

However we need office space and warehousing as well as somewhere to meet and a kitchen to prepare meals.

9. Comments

See separate appendix

City of Cockburn

9 Coleville Crescent, Spearwood WA 6193
PO Box 1215, Bibra Lake DC Western Australia 6965
T: 08 9411 3444 F: 08 9411 3333
E: comment@cockburn.wa.gov.au
cockburn.gov.wa.au



15.9 Annex 9 – Concept Plans Incorporating Community Comments



LEGEND

- TREES TO BE REMOVED (58 TREES)

Facility Development

Relocated Clubhouse facility to include:

1. 3 home and away unisex changing rooms.
2. Function space (260m2)
3. External and internal storage areas
4. Public toilets (including ambulant toilet
5. Offices
6. First Aid
7. Referees/officials room
8. Bar and kiosk

Acquisition of adjacent land on Kent Street and demolition of community buildings to repurpose the land as an extended car park

Rationalisation and development of car park (185 bays) off Kent Street with protected Norfolk Pine as an Entry statement.

6 full size soccer pitches and one junior/small sided soccer pitch.

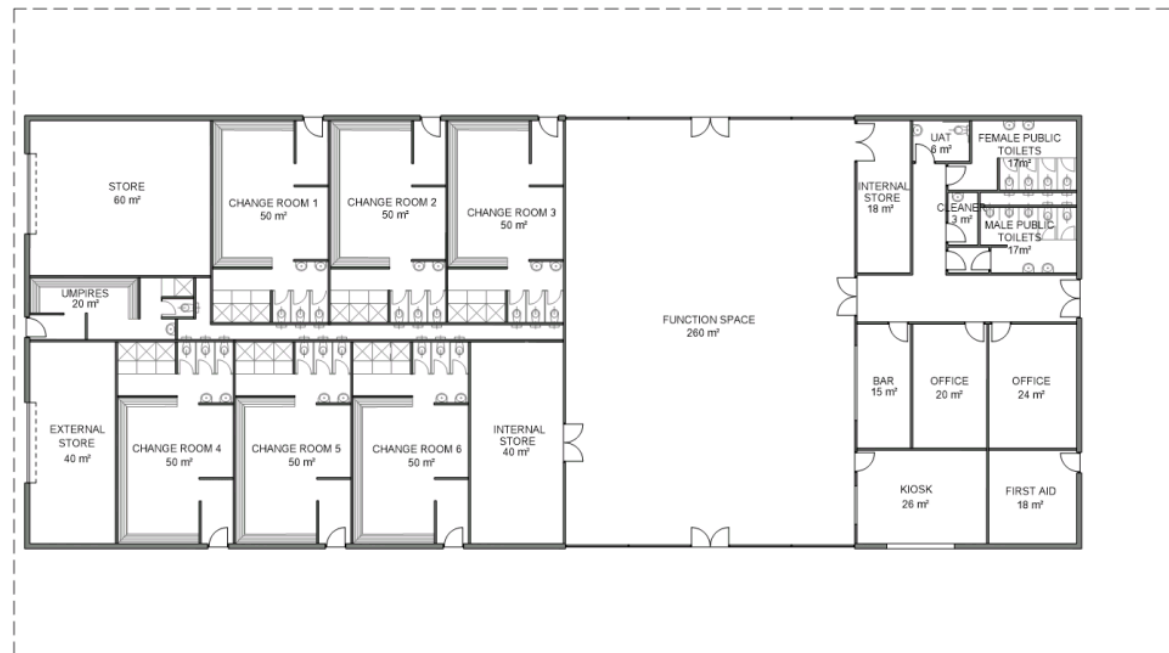
Relocated playground adjacent to pavilion.

Phased removal of trees to increase ground capacity and replacement on a 3:1 basis.

New floodlighting (100lux) to service all pitches, including power upgrade.

Mains sewerage connection.

Additional tree planting along Hamilton Road to prevent unauthorised verge parking.



⊕ PROPOSED FLOOR PLAN
SCALE 1:100 @ A1: 1:200 @ A3

TOILET REQUIREMENTS BASED ON 260m² FUNCTION SPACE
1m² PER PERSON, MAX CAPACITY 260 PEOPLE

MALE WC REQUIREMENTS
2 WC
3 URINALS
2 HAND BASIN
FEMALE WC REQUIREMENTS
4 WC
2 HAND BASINS

cockburn western suburb sporting precinct
beale park
proposed floor plan

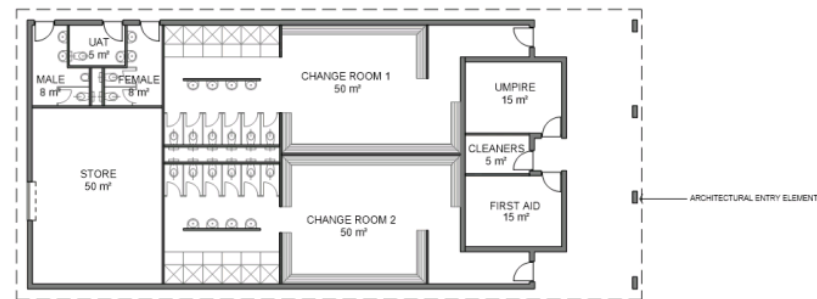
9 kent street
spearwood
wa 6163

SK02 REV: B
15-107 AUG 2017



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⊕ PROPOSED FLOOR PLAN
SCALE 1:100 @ A1 1:200 @ A3

cockburn western suburbs sporting precinct
dalmatinac reserve
proposed floor plan

101 hamilton road
spearwood
wa 6163

SK02 B
13-107 Aug 2017



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Minor extensions to both Edwardes Park Pavilion and Watsons Park Pavilion to increase functionality and flexibility.

Retention of existing football pitch infrastructure at Watsons Park and children's playground.

Enhanced floodlighting at
Edwardes reserve to
100 lux.

Introduce cricket nets at Edwardes Reserve.

Optional Softball/Baseball infrastructure.

Optional off-road chevron car parking extension around the site perimeter on Lintott Way, Etherington Avenue and Reserve Road.

cockburn western suburbs sporting precinct
watsons oval and edwardes park
proposed site plan

15 reserve road
spearwood
wa 6163

SK01 REV: F
17-107 sep 2018





Development Option 1 - Expansive Development:

- Develop a new four court basketball facility partly on Dixon Park and partly on adjacent land (currently within the control of Main Roads WA). Development to include community facility (gym, function space, public toilets, storage, group fitness) on Dixon Park.
- Existing Stadium to be retained until new stadium facility is ready for occupation.
- Development of 2 multipurpose fields on Dixon Park.
- Development of new oval on adjacent Main Roads WA land with trotting track around.
- Incorporate unisex changing room within the extended stadium to service the new rectangular pitches and oval.
- New floodlighting to multipurpose fields and oval.
- Relocation of skate park and pump track to south of multipurpose fields.
- Relocate existing sump.
- Enhance tree planting within and on the perimeter of the site to align with an ecological corridor and potential bush link.
- 249 bay car park.
- Optional 2 basketball court extension.

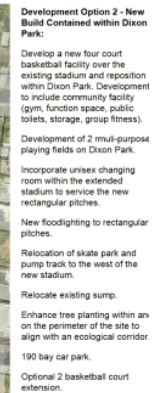
cockburn western suburbs sporting precinct
wally hagan centre
proposed site plan - option 1

starling street
hamilton hill
wa 6163

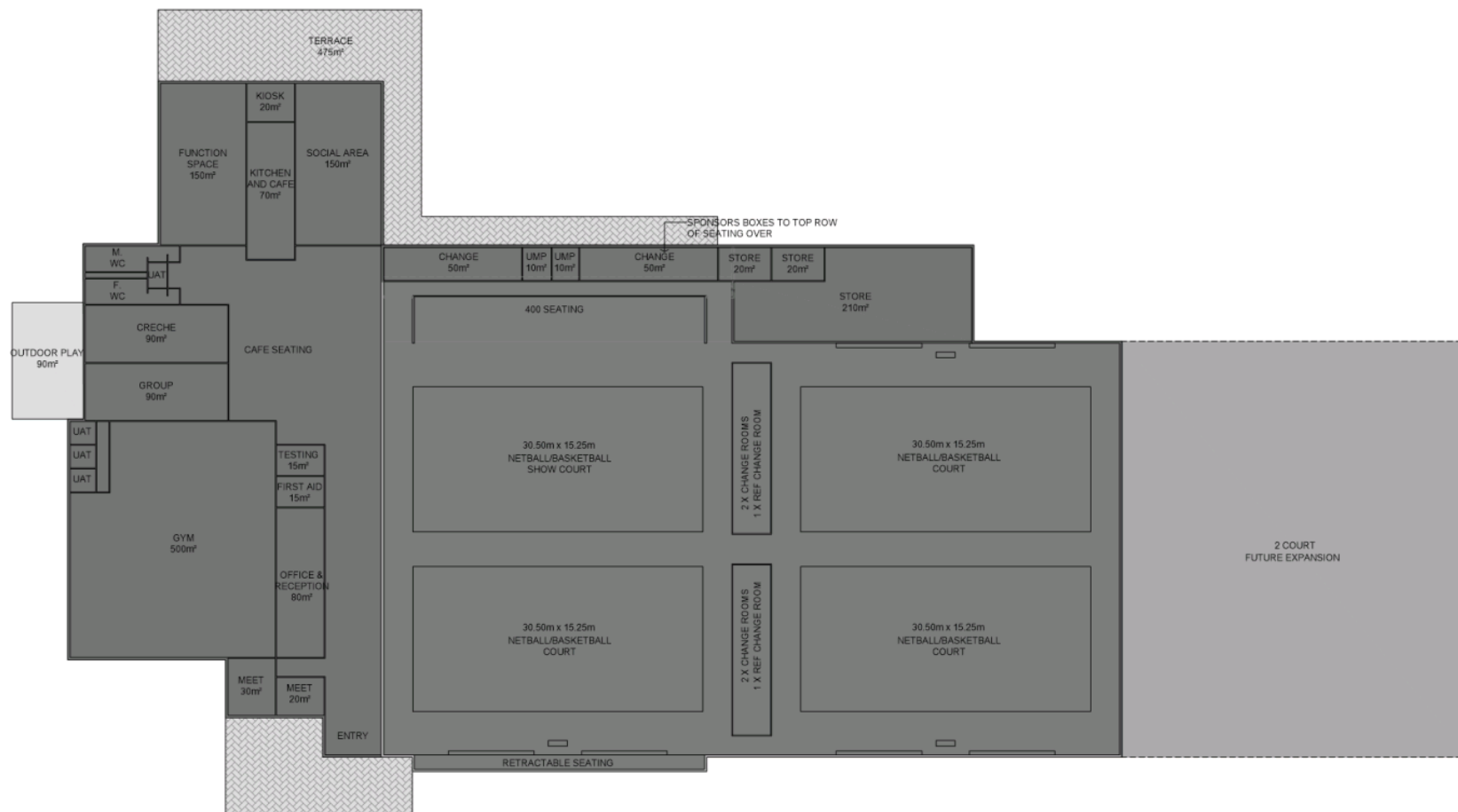
SK01 F
12/10/17 04/09/2018
1:1000 @ A1







PGA
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ARCHITECTS
WWW.PATGROUPARCH.COM



cockburn western suburbs sporting precinct
wally hagan centre
proposed stadium - option 2

starling street
hamilton hill
wa 6163

SK07 A
13-107 SEP 2017



Model: 17 05/2018 7:53:46 PM Pateron Group Architects



Option 3 - Reclad existing building and extend:

Develop off existing basketball stadium and create additional two courts and community facility (including gym, function space, public toilets, storage, group fitness).

Redevelop existing two-story element of basketball stadium to increase functionality.

Development of 2 multi-purpose playing fields on Dixon Park.

Incorporate unisex changing room within the extended stadium to service the new rectangular pitches.

New floodlighting to rectangular pitches.

Relocation of skate park and pump track to south of multi-purpose playing field.

Relocate existing sump.

Enhance tree planting within and on the perimeter of the site to align with an ecological corridor.

167 bay car park.

cockburn western suburbs sporting precinct
wally hagen centre
proposed site plan - option 3

starling street
hamilton hill
wa 6163

SK04 C
13-1027 SEP 2018
1:10000





SK02 17-107 sep 20



Model: 17/05/2018 7:50:38 PM, Paterson Group Architects

**LEGEND**

TREES TO BE REMOVED

Facility Development:

- New clubhouse facility aligned to senior oval to be orientated to face west with extended outdoor shade area.
- Demolition of existing clubhouse and development of car park over existing footprint and to the rear of the new clubhouse building.
- Development of a second junior oval to the south of the clubhouse facility.
- Relocated cricket nets offset by 30 degrees from the bowlers run-up to the senior oval wicket.
- Relocated playground adjacent to pavilion and to the south of the new car parking area.
- Phased removal of trees to increase ground capacity and replacement on a 3:1 basis.
- New floodlighting (100lux) to service all pitches. Western Power easement to south of junior oval to be avoided by locating lighting pylon outside of easement boundary.
- Footpath network and fitness equipment around perimeter of the site.
- Relocation of the Tennis Club to Anning Road.
- Development of new 123 bay car parking area as an overspill to accommodate function, game day and training day parking.
- Relocation of Drainage sump.

cockburn western suburbs sporting precinct
davilak oval
proposed site plan

12 lucius road
hamilton hill
wa 6163

SK01
12-107
1:100 @ A1





PROPOSED FLOOR PLAN
SCALE 1:100 @ A1, 1:200 @ A3

TOTAL INTERNAL FLOOR AREA 870m²

cockburn western suburbs sporting precinct
davilak oval
proposed floor plan

12 lucius road
hamilton hill
wa 6163

SK02 REV A
17-107 540 2017
1:100 @ A1, 1:200 @ A3



DATE: 14/05/2018 12:15:00 PM: 12/05/2018 12:15:00 PM



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**LEGEND**

- PROPOSED SCHOOL
AREA = 15375m²
- PUBLIC COUNCIL
AREA = 32400m²

Facility Development:

Heritage Fig Tree Corridor retained with walkway through.

Heritage Chimney is retained and incorporated within a plaza/piazza to the north.

Off-road 61 bay car parking provided to the south.

New clubhouse facility with public toilets and unisex changing rooms.

Floodlighting to oval.

New Playground to north east of the clubhouse

cockburn western suburbs sporting precinct
north cockburn coast oval
proposed site plan - option 2

9002L cockburn road
north coogee
wa 6163

SK01 C
13-10-17 SEP 2018



15.10 Annex 10 – Order of Probable Cost

Park	Beale Park		Lucius / Dalmatinac		Watson / Edwardes		Wally Hagan 1	
	Total		Total		Total		Total	
Building Works		\$3,068,300		\$834,500		\$1,140,000		\$16,124,700
Optional / Non-essential		\$0		\$30,000		\$0		\$4,799,370
External Works and Services		\$3,640,615		\$1,461,251		\$1,692,295		\$5,938,053
Temporary Infrastructure		\$50,000		Excluded		Excluded		\$80,000
Construction Works Sub-Total		\$ 6,758,915		\$ 2,325,751		\$ 2,832,295		\$ 26,942,123
Design Contingency	10%	\$ 675,892	10%	\$ 232,575	10%	\$ 283,230	10%	\$ 2,694,212
Construction Contingency	10%	\$ 743,481	10%	\$ 255,833	10%	\$ 311,552	10%	\$ 2,963,634
Professional Fees @ 12%	12%	\$ 981,394	12%	\$ 337,699	12%	\$ 411,249	12%	\$ 3,911,996
Construction Works Sub-Total		\$ 9,159,682		\$ 3,151,858		\$ 3,838,326		\$ 36,511,965

Wally Hagan 2	Wally Hagan 3		Davilak		Santich Park		North Coogee	
Total	Total		Total		Total		Total	
\$16,482,200		\$15,056,200		\$2,693,500		\$100,000		\$1,732,500
\$4,799,370		\$44,900		\$0		\$0		\$0
\$3,476,825		\$3,645,950		\$2,736,085		\$1,601,644		\$1,406,862
\$80,000		\$80,000		\$30,000		Excluded		Excluded
\$ 24,838,395		\$ 18,827,050		\$ 5,459,585		\$ 1,701,644		\$ 3,139,362
10% \$ 2,483,840	10%	\$ 1,882,705	10%	\$ 545,959	10%	\$ 170,164	10%	\$ 313,936
10% \$ 2,732,223	10%	\$ 2,070,976	10%	\$ 600,554	10%	\$ 187,181	10%	\$ 345,330
12% \$ 3,606,535	12%	\$ 2,733,688	12%	\$ 792,732	12%	\$ 247,079	12%	\$ 455,835
\$ 33,660,993		\$ 25,514,418		\$ 7,398,830		\$ 2,306,068		\$ 4,254,463

Exclusion :

Excludes GST

Excludes abnormal ground conditions / contamination etc

Excludes major services diversions

Excludes major utility upgrades / contributions & headworks

Excludes FF&E

Excludes client costs, legal costs, site costs, agents fees, finance etc

Excludes land purchase costs

Excludes Client Representative / Project Management Fee / Professional Fees

Excludes escalation - costs are current day

Excludes % for Public Art

Excludes ESD

Costs assume Competitive Tender process with local builders using basic palette of materials

Notes :

OPC based on indicative proposal drawings provided

All quantities and rates are provisional therefore subject to adjustment

All external works and service allowances are Provisional

Scope adjusted as per email 15/09/2018

City of Cockburn						DONALD
FUNCTIONAL AREA BUDGET BREAKDOWN						CANT
Beale Park						WATTS
17/09/2018						CORKE
FUNCTIONAL AREA	Beale Park					
	Qty	Unit	Rate	Total		
Clubhouse Facility						
Allowance for public toilets	34	m2	\$3,500	\$119,000		
Allowance for UAT	6	m2	\$3,500	\$21,000		
Allowance for change rooms / showers	300	m2	\$3,500	\$1,050,000		
Allowance for kitchen & kiosk	26	m2	\$5,000	\$130,000		
Allowance for first aid / medical room	18	m2	\$2,500	\$45,000		
Allowance for office / administration / meeting	44	m2	\$2,500	\$110,000		
Allowance for storage (internal and external)	158	m2	\$2,100	\$331,800		
Allowance for utility / cleaners room	3	m2	\$2,500	\$7,500		
Allowance for bar	15	m2	\$2,800	\$42,000		
Allowance for function space	260	m2	\$3,500	\$910,000		
Allowance for umpires room	20	m2	\$3,000	\$60,000		
Allowance for duct	17	m2	\$2,000	\$34,000		
Allowance for circulation / internal walls	104	m2	\$2,000	\$208,000		
Indicative Clubhouse Facility Sub-Total	1005	m2	\$3,053.03	\$3,068,300		
External Works						
Allowance for site clearance / levelling	1	Sum	\$200,000	\$200,000		
Allowance for soft landscaping	1	Sum	\$50,000	\$50,000		
Allowance for hard landscaping	1	Sum	\$50,000	\$50,000		
Allowance for bins, seats, bike racks, signage etc	1	Sum	\$25,000	\$25,000		
Allowance for removal of trees	58	no	\$500	\$29,000		
Allowance for new trees	23	no	\$500	\$11,500		
Allowance for additional tree planting along Hamilton Road	46	no	\$500	\$23,000		
Allowance for new playground	234	m2	\$1,600	\$374,400		
Allowance for removing existing playground	191	m2	\$10	\$1,910		
Allowance for demolishing buildings	1859	m2	\$30	\$55,770		
Allowance for car parking	5337	m2	\$120	\$640,440		
Allowance for soccer pitches - minor alterations to existing only	46863	m2	\$10	\$468,630		
Allowance for Preliminaries	10%	Sum		\$192,965.0		
External services						
Allowance for stormwater /water	1	Sum	\$175,000	\$175,000		
Allowance for sewer	1	Sum	\$55,000	\$55,000		
Allowance for gas	1	Sum	\$10,000	\$10,000		
Allowance for electrical and lighting	1	Sum	\$250,000	\$250,000		
Allowance for sport lighting	12	No	\$70,000	\$840,000		
Allowance for pumps/tanks/hydrants	1	Sum	\$25,000	\$25,000		
Allowance for communications	1	Sum	\$5,000	\$5,000		
Allowance for security	1	Sum	\$20,000	\$20,000		
Allowance for Preliminaries	10%	Sum		\$138,000.0		
Indicative External Works and Services Sub-Total				\$3,640,615		
Estimated Total Current Day Construction Budget				\$6,708,915		

City of Cockburn

FUNCTIONAL AREA BUDGET BREAKDOWN

Lucius Reserve / Dalmatinac Reserve

17/09/2018

DONALD
CANT
WATTS
CORKE

FUNCTIONAL AREA	Lucius Reserve and Dalmatinac Reserve			
	Qty	Unit	Rate	Total
Changing Facility				
Allowance for players toilet / showers and public toilets	86	m2	\$3,500	\$301,000
Allowance for change rooms	111	m2	\$2,500	\$277,500
Allowance for first aid / medical room	15	m2	\$2,500	\$37,500
Allowance for storage (internal and external)	50	m2	\$2,100	\$105,000
Allowance for officials rooms (including toilet and showers)	15	m2	\$3,000	\$45,000
Allowance for utility / cleaners room	5	m2	\$2,500	\$12,500
Allowance for circulation/internal walls etc	28	m2	\$2,000	\$56,000
Indicative Changing Facility Sub-Total	310	m2	\$2,692	\$834,500
Optional / Non-essential				
Allowance for external covered viewing area	40	m2	\$750	\$30,000
Indicative Optional / Non-essential Sub-Total	40	m2	\$750	\$30,000
External Works				
Allowance for site clearance / levelling	1	Sum	\$30,000	\$30,000
Allowance for soft landscaping	1	Sum	\$20,000	\$20,000
Allowance for hard landscaping	1	Sum	\$20,000	\$20,000
Allowance for bins, seats, bike racks, signage etc	1	Sum	\$10,000	\$10,000
Allowance for car parking				Excluded
Allowance for ovals - minor alterations only	18551	m2	\$10	\$185,510
Allowance for tree planting	18	No	\$500	\$9,000
Allowance for fencing	1	Sum	\$50,000	\$50,000
Allowance for removal of existing light	1	No	\$2,000	\$2,000
Allowance for bike path	391	m	\$150	\$58,650
Allowance for banking between pitches	185	m2	\$100	\$18,500
Allowance for footpath to Manning Reserve	730	m2	\$75	\$54,750
Allowance for Preliminaries	10%	Sum		\$45,841
External services				
Allowance for stormwater /water	1	Sum	\$25,000	\$25,000
Allowance for sewer	1	Sum	\$25,000	\$25,000
Allowance for gas	1	Sum	\$10,000	\$10,000
Allowance for electrical and lighting	1	Sum	\$80,000	\$80,000
Allowance for sport lighting	8	No	\$70,000	\$560,000
Allowance for new lights to existing poles	4	No	\$30,000	\$120,000
Allowance for pumps/tanks/hydrants	1	Sum	\$25,000	\$25,000
Allowance for communications	1	Sum	\$5,000	\$5,000
Allowance for security	1	Sum	\$20,000	\$20,000
Allowance for Preliminaries	10%	Sum		\$87,000
Indicative External Works and Services Sub-Total				\$1,461,251
Estimated Total Current Day Construction Budget				\$2,325,751

Page 1

City of Cockburn

FUNCTIONAL AREA BUDGET BREAKDOWN

Watson / Edwardes Reserve

17/09/2018

DONALD
CANT
WATTS
CORKE

FUNCTIONAL AREA	Watson and Edwardes Reserve			
	Qty	Unit	Rate	Total
Clubhouse Facility				
Allowance for new clubhouse extension	150	m2	\$2,900	\$435,000
Allowance for store and viewing extension	150	m2	\$1,500	\$225,000
Allowance for refurbish existing clubhouse	240	m2	\$2,000	\$480,000
Indicative Clubhouse Facility Sub-Total	540	m2	\$2,111	\$1,140,000
External Works				
Allowance for site clearance / levelling	1	Sum	\$20,000	\$20,000
Allowance for soft landscaping	1	Sum	\$20,000	\$20,000
Allowance for hard landscaping	1	Sum	\$20,000	\$20,000
Allowance for bins, seats, bike racks, signage etc	1	Sum	\$10,000	\$10,000
Allowance for chevron parking on verge	1860	m2	\$75	\$139,500
Allowance for removal of floodlight	1	No	\$1,000	\$1,000
Allowance for ovals - minor alterations only	21990	m2	\$10	\$219,900
Allowance for runoff	5161	m2	\$50	\$258,050
Allowance for cricket nets	2	No	\$45,000	\$90,000
Allowance for softball back fence	1	No	\$10,000	\$10,000
Allowance for Preliminaries	10%	Sum		\$78,845
External services				
Allowance for stormwater /water	1	Sum	\$25,000	\$25,000
Allowance for sewer	1	Sum	\$25,000	\$25,000
Allowance for gas	1	Sum	\$10,000	\$10,000
Allowance for electrical and lighting	1	Sum	\$80,000	\$80,000
Allowance for sport lighting	8	No	\$70,000	\$560,000
Allowance for pumps/tanks/hydrants	1	Sum	\$25,000	\$25,000
Allowance for communications	1	Sum	\$5,000	\$5,000
Allowance for security	1	Sum	\$20,000	\$20,000
Allowance for Preliminaries	10%	Sum		\$75,000
Indicative External Works and Services Sub-Total				\$1,692,295
Estimated Total Current Day Construction Budget				\$2,832,295

City of Cockburn FUNCTIONAL AREA BUDGET BREAKDOWN Wally Hagan - OPTION 1 17/09/2018				DONALD CANT WATTS CORKE	
FUNCTIONAL AREA	Wally Hagan				
	Qty	Unit	Rate	Total	
Proposed Stadium					
Allowance for lighting	1	item			Included
Allowance for public address system	1	item			Included
Allowance for scoreboard	4	no	\$10,000	\$40,000	
Allowance for shot clocks	4	no	\$500	\$2,000	
Allowance for seating	600	no	\$650	\$390,000	
Allowance for team seating (34 seats per court)	34	no	\$350	\$11,900	
Allowance for basketball / netball courts	3200	m2	\$2,800	\$8,960,000	
Allowance for gym	514	m2	\$2,800	\$1,439,200	
Allowance for function space	162	m2	\$3,500	\$567,000	
Allowance for toilets	41	m2	\$3,500	\$143,500	
Allowance for UAT	27	m2	\$3,500	\$94,500	
Allowance for kitchen / café / kiosk	106	m2	\$3,500	\$371,000	
Allowance for offices and meeting rooms	129	m2	\$2,500	\$322,500	
Allowance for group room	101	m2	\$2,500	\$252,500	
Allowance for social area	157	m2	\$2,500	\$392,500	
Allowance for first aid and testing room	34	m2	\$2,500	\$85,000	
Allowance for change rooms	212	m2	\$3,500	\$742,000	
Allowance for store rooms	305	m2	\$2,500	\$762,500	
Allowance for umpire rooms	23	m2	\$3,500	\$80,500	
Allowance for duct	17	m2	\$2,000	\$34,000	
Allowance for outdoor play	154	m2	\$1,500	\$231,000	
Allowance for creche	87	m2	\$2,500	\$217,500	
Allowance for circulation	448	m2	\$2,200	\$985,600	
Indicative Proposed Stadium Sub-Total	5717	m2	\$2,820.48	\$16,124,700	
Optional / Non-essential					
Allowance for an additional of 2 basketball courts	1601	m2	\$2,750	\$4,402,750	
Allowance for workshop (wheelchair basketball)	20	m2	\$2,000	\$40,000	
Allowance for circulation	162	m2	\$2,200	\$356,620	
Indicative Optional / Non-essential Sub-Total	1621	m2	\$2,961	\$4,799,370	
External Works					
Allowance for demolishing existing building	3145	m2	\$30	\$94,350	
Allowance for site clearance / levelling	1	Sum	\$150,000	\$150,000	
Allowance for soft landscaping	1	Sum	\$40,000	\$40,000	
Allowance for hard landscaping	1	Sum	\$100,000	\$100,000	
Allowance for bins, seats, bike racks, signage etc	1	Sum	\$40,000	\$40,000	
Allowance for car parking	6293	m2	\$120	\$755,160	
Allowance for future car parking	1380	m2	\$120	\$165,600	
Allowance for terrace	560	m2	\$500	\$280,000	
Allowance for oval	20523	m2	\$60	\$1,231,380	
Allowance for soccer pitches includes remediation	14002	m2	\$75	\$1,050,150	
Allowance for potential skate park	920	m2	\$285	\$262,200	
Allowance for bush link	1813	m2	\$30	\$54,390	
Allowance for Preliminaries	10%	Sum		\$422,323.00	
External services					
Allowance for stormwater / water	1	Sum	\$50,000	\$50,000	
Allowance for sewer	1	Sum	\$25,000	\$25,000	
Allowance for gas	1	Sum	\$25,000	\$25,000	
Allowance for electrical and lighting(external building)	1	Sum	\$250,000	\$250,000	
Allowance for sport lighting lighting	10	No	\$70,000	\$700,000	
Allowance for pumps/tanks/hydrants	1	Sum	\$50,000	\$50,000	
Allowance for communications	1	Sum	\$25,000	\$25,000	
Allowance for security	1	Sum	\$50,000	\$50,000	
Allowance for Preliminaries	10%	Sum		\$117,500	
Indicative External Works and Services Sub-Total				\$5,938,053	
Estimated Total Current Day Construction Budget				\$26,862,123	

City of Cockburn FUNCTIONAL AREA BUDGET BREAKDOWN Wally Hagan- OPTION 2 17/09/2018				DONALD CANT WATTS CORKE	
FUNCTIONAL AREA	Wally Hagan				
	Qty	Unit	Rate	Total	
Proposed Stadium					
Allowance for lighting	1	item			Included
Allowance for public address system	1	item			Included
Allowance for scoreboard	4	No	\$10,000	\$40,000	
Allowance for shot clocks	4	No	\$500	\$2,000	
Allowance for air movement	20	m2	\$400	\$8,000	
Allowance for 600 retractable bleacher seating	600	No	\$650	\$390,000	
Allowance for basketball / netball courts	3200	m2	\$2,800	\$8,960,000	
Allowance for gym	517	m2	\$2,800	\$1,447,600	
Allowance for function space	162	m2	\$3,500	\$567,000	
Allowance for toilets	54	m2	\$3,500	\$189,000	
Allowance for UAT	28	m2	\$3,500	\$98,000	
Allowance for kitchen / café / kiosk	98	m2	\$3,500	\$343,000	
Allowance for offices and meeting rooms	139	m2	\$2,500	\$347,500	
Allowance for group room	93	m2	\$2,500	\$232,500	
Allowance for social area	162	m2	\$2,500	\$405,000	
Allowance for first aid and testing room	35	m2	\$2,500	\$87,500	
Allowance for change rooms	264	m2	\$3,500	\$924,000	
Allowance for store rooms	269	m2	\$2,500	\$672,500	
Allowance for umpire rooms	23	m2	\$3,500	\$80,500	
Allowance for duct	15	m2	\$2,000	\$30,000	
Allowance for outdoor play	92	m2	\$1,500	\$138,000	
Allowance for creche	95	m2	\$2,500	\$237,500	
Allowance for circulation	583	m2	\$2,200	\$1,282,600	
Indicative Proposed Stadium Sub-Total	5829	m2	\$2,827.62	\$16,482,200	
Optional / Non-essential					
Allowance for an additional of 2 basketball courts	1601	m2	\$2,750	\$4,402,750	
Allowance for workshop (wheelchair basketball)	20	m2	\$2,000	\$40,000	
Allowance for circulation	162	m2	\$2,200	\$356,620	
Indicative Optional / Non-essential Sub-Total	1783	m2	\$2,692	\$4,799,370	
External Works					
Allowance for demolishing existing building	3145	m2	\$30	\$94,350	
Allowance for site clearance / levelling	1	Sum	\$100,000	\$100,000	
Allowance for soft landscaping	1	Sum	\$25,000	\$25,000	
Allowance for hard landscaping	1	Sum	\$20,000	\$20,000	
Allowance for bins, seats, bike racks, signage etc	1	Sum	\$10,000	\$10,000	
Allowance for car parking	4870	No	\$120	\$584,400	
Allowance for terrace	530	m2	\$500	\$265,000	
Allowance for soccer pitch	14002	m2	\$75	\$1,050,150	
Allowance for potential skate park and pump track	410	m2	\$285	\$116,850	
Allowance for Preliminaries	10%	Sum		\$226,575.00	
External services					
Allowance for stormwater / water	1	Sum	\$50,000	\$50,000	
Allowance for sewer	1	Sum	\$25,000	\$25,000	
Allowance for gas	1	Sum	\$25,000	\$25,000	
Allowance for electrical and lighting	1	Sum	\$250,000	\$250,000	
Allowance for sport lighting	6	no	\$70,000	\$420,000	
Allowance for pumps/tanks/hydrants	1	Sum	\$50,000	\$50,000	
Allowance for communications	1	Sum	\$25,000	\$25,000	
Allowance for security	1	Sum	\$50,000	\$50,000	
Allowance for Preliminaries	10%	Sum		\$89,500	
Indicative External Works and Services Sub-Total				\$3,476,825	
Estimated Total Current Day Construction Budget				\$24,758,395	

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DECLARATION OF INTEREST

The Presiding Member advised he had received a Declaration of Impartiality Interest – Pursuant to Regulation 11 Local Government (Rules of Conduct) Regulations 2007 from Cr Allen in relation to Item 17.2. The nature of the interest being that he is employed as the State Manager of Equifax Australia, the company which has undertaken the financial verification and score reports on those who tendered.

17.2 (2018/MINUTE NO 0019) C100563 (RFT27/2018) - BUILDING CONSTRUCTION SERVICES LAKELANDS RESERVE MULTIPURPOSE HOCKEY & COMMUNITY FACILITY

- Author(s)** A Natale and T Moore
- Attachments**
1. Consolidated Evaluation Summary
(CONFIDENTIAL)
 2. Tender Price Summary **(CONFIDENTIAL)**

RECOMMENDATION

That Council

- (1) accept the tender submitted by Crothers Construction Pty Ltd, for Tender No. RFT 27/2018 Building Construction Services - Lakelands Reserve Multipurpose Hockey & Community Facility, for a total estimated lump sum contract value of \$5,607,532(Ex GST) and the additional Schedule of Rates for determining variations and/or additional services; and
- (2) transfer to a new capital account \$125,000 from the Greenhouse Gas Reserve to fund the purchase of Solar PV Panels and LED lighting and amend the municipal budget accordingly.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

MOVED Cr M Separovich SECONDED Cr C Sands

That the recommendation be adopted.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 9/01

Background

The City is seeking the services of a suitably qualified, registered and experienced Commercial Building Construction Contractor to undertake the construction of the Principal's Lakelands Reserve Multipurpose

Hockey and Community Facilities located at Lakelands Reserve, South Lake Drive, South Lake, Western Australia.

The project includes the development of a synthetic hockey turf and requisite lighting, together with a multipurpose clubroom facility which will include club and function spaces, toilets, change rooms and ablutions (toilets/showers), food and beverage areas for the proposed relocation of Fremantle Hockey Club to Lakelands Regional Reserve in South Lake.

The integrated community facility will support regional sporting events, functions and commercial activities and provide regional benefit to the Community and meet the specific objectives of each stakeholder. The facility will be a multipurpose community centre capable of hosting community meetings and events, and medium size functions. The facility will also cater for corporate and member functions, with a number of change rooms and toilet facilities to cater for its various users including universal access.

Parking is to be provided for a minimum of 89 new standard car bays, which will be provided with adequate car park lighting. It is expected that some additional overflow parking capacity will be provided by the existing car park to the east of the site (outside the existing / redundant aquatic centre)

The external facilities consist of a fully enclosed (fenced) synthetic hockey surface, lighting, fencing and spectator viewing. New sports lighting will also to be provided to the existing grassed oval on Lot 3028. It is the City's expectation that practical completion will be achieved no later than June 2019.

Tender Number RFT27/2018 Building Construction Services Lakelands Reserve Multipurpose Hockey & Community Facility, was advertised on Saturday 25 August 2018 in the Local Government Tenders section of "The West Australian" newspaper. It was also displayed on the City's eProcurement website between Saturday, 25 August and Wednesday, 26 September 2018.

Submission

The request for tender closed at 2:00pm (AWST) Wednesday, 26 September 2018 with ten (10) submissions received from the following companies:

Tenderers Name	Registered Name
Adco Constructions	Adco Constructions Pty Ltd



Alita Construction	The Trustee for The Arkline Hybrid Trust
BE Projects	BE Projects (WA) Pty Ltd
Crothers Construction	Crothers Construction Pty Ltd
Firm Construction	Firm Construction Pty Ltd
McCorkell Constructions	McCorkell Constructions (W.A) Pty Ltd
MG Group	Menchetti Consolidated Pty Ltd
Pindan	Pindan Constructions Pty Ltd
Ren Construction	Ren Construction Services Pty Ltd
Shelford Constructions	Shelford Constructions Pty Ltd

Report

Compliance Criteria

The following criteria were used to determine whether the submissions received were compliant:

	Compliance Criteria
(a)	Compliance with A02 – RFT27/2018 – Request Document.
(b)	Compliance with the Specification contained in the Request.
(c)	Compliance with A03 – RFT27/2018 – Conditions of Responding and Tendering.
(d)	Compliance with A04 – RFT27/2018 – General and Special Conditions of Contract.
(e)	Compliance with ACCC Requirements and completion of A05 – Certificate of Warranty.
(f)	Compliance with all Registration and / or License requirement.
(g)	Compliance to and Completion of Qualitative Criteria.
(h)	Compliance with and Completion of B02 – Price Schedule.
(i)	Compliance with ACCC Requirements and completion of A05 – Certificate of Warranty.
(j)	Acknowledgement of any Addenda Issued.

Compliance Tenderers

Procurement Services undertook the initial compliance assessment and all Ten (10) submitted Tenderers were deemed compliant and release for evaluation.



Evaluation Criteria

Evaluation Criteria	Weighting Percentage
Demonstrated Experience	15%
Tenderer's Resources	15%
Methodology	20%
Sustainability	10%
Tendered Price	40%
TOTAL	100%

Tender Intent / Requirements

The intent of this tender is to select the services of a suitably qualified, experience and licenced building construction contractor to undertake the construction of the City's new Lakelands Reserve Multipurpose Hockey and Community Facility located at Lot 3028 and Lot 100 South Lake Drive, South Lake WA. The tender includes, synthetic hockey turf, lighting, multipurpose clubroom, change rooms, ablutions and food and beverage areas.

Evaluation Panel

Name	Position
Travis Moore	Manager Recreation & Community Safety (Chairperson)
Stuart Downing	Director - Finance & Corporate Services
Peter McCullagh	Project Manager – Infrastructure Services
Graham Nash	Savills Projects Management Pty Ltd
Probity Role Only	
Mr Tony Natale	Strategic Procurement Manager

Scoring Table – Combined Totals

The assessment panel evaluated the Qualitative Criteria of the respondents in the absence of the tendered prices (two-envelope system).



Tenderer's Name	Percentage Score		
	Non-Cost Evaluation	Cost Evaluation	Total
	60%	40%	100%
McCorkell Constructions	40.40%	38.16%	78.56%
**Crothers Construction	39.30%	38.74%	78.04%
Adco Constructions	38.68%	38.25%	76.93%
Alita Construction	37.43%	37.99%	75.42%
Firm Construction	33.45%	40.00%	73.45%
BE Projects	33.75%	37.58%	71.33%
Shelford Constructions	32.48%	36.41%	68.89%
MG Group	28.35%	33.50%	61.85%
Pindan	27.30%	34.52%	61.82%
Ren Construction	13.80%	21.93%	35.73%

** Recommended Submission

Evaluation Criteria Assessment

Demonstrated Experience

McCorkell Constructions and Crothers Construction provided good demonstration and relevant information in respect to their local government recreation, community and civic facility construction experience of a similar in size to this project. In particular, both demonstrated experience in the construction of specialist sporting spaces such as bowling greens and synthetic hockey turfs. Other tenderers also provided sound examples and were considered to have a satisfactory level of experience.

Tenderer's Personal and Resources

McCorkell Constructions and Adco Constructions scored well for this criterion, demonstrating their ability to meet the required works. Crothers Construction has the experienced and available key personnel and resources to deliver this project within the required time frame and



quality standards. Other tenderers provided similar resources to complete the required works.

Methodology

Crothers Construction comprehensively detailed their methodology and an understanding of the works. Their methodology included a logical and detailed program for how the works are to be completed and they are available to start immediately, with the project to be completed within expectations.

Adco Constructions, Alita Constructions and McCorkell Constructions all scored well for this criterion providing sufficient and specific information in respect to the construction sequencing. Other tenderers provided a varied level of understanding of the project with some tenderers providing generic construction methodology rather than outlining their understanding of this specific project.

Sustainability

Crothers Construction and McCorkell Construction scored well for this criterion with other tenders providing a satisfactory understanding of the City's sustainability requirements.

Summation

All compliant tenders are considered to have the capacity to meet the City's requirements as detailed in the specifications with varied quality levels of submissions as stated in the tender document. Most tenderers have the experience and capability to deliver this type of project.

Crothers Construction, McCorkell Constructions and Adco Constructions scored the best across all criteria. However Crothers Construction Pty Ltd provided the best overall assessment against the selection criteria, including the cost evaluation.

Referees were consulted from both local government and private sector. All information gathered considered Crothers Construction Pty Ltd efficient and capable of delivering to the programme, budget and quality expected of the City.

The tender submitted by Crothers Construction Pty Ltd is considered to be the most advantageous and presented best value for money to the City and therefore the Evaluation Panel recommends that the contract be awarded to Crothers Construction Pty Ltd.

Strategic Plans/Policy Implications

Community, Lifestyle & Security

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



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

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

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

Budget/Financial Implications

The current Capital works budget allocation (CW4677) for 2018/19 is \$6.53M which is planning, design and construction of the Lakelands Reserve Multipurpose Hockey and Community Facility. Additional funding of \$125,000 has been made available through Greenhouse Gas Reserve for Solar PV Panels (\$35,000) and for LED lighting (\$90,000) for both the synthetic and grass fields to a standard of 500 and 250 Lux respectively. The cost of LED lighting over metal halide will see a payback on the investment in 7.5 years at an increase on 3% in electricity prices, less if they increase more than 3%.

Current uncommitted funding of \$5.9M remains for the 2018/19 financial year and is sufficient for the appointment of the Main Building Works Contractor at a cost of \$5,607,532 including building works, provisional sums and prime costs.

An independent financial risk assessment is currently being undertaken and will be available for the Council meeting.

Legal Implications

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

Community Consultation

A significant amount of consultation has occurred with the Fremantle Hockey Club during the design process for the new facility.

In addition a public comment period was completed as part of the development application process, which indicated that there was considerable community support for the development.

Risk Management Implications

If Council decide to not proceed with the proposed development, there is a reputational risk as the project would not be able to meet the deadline for acquitting the CSRFF Grant of \$1.25M. This could



potentially impact on the City's likelihood in receiving future grants from DSR.

The award of this contract will assist in allowing the delivery of a new Recreational facility, thereby providing the community necessary Hockey fields and club rooms in the development of the sport in City.

Advice to Proponent(s)/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 October 2018 Ordinary Council Meeting.

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

Nil.



18. EXECUTIVE DIVISION ISSUES

Nil

19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

20. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING

Nil

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

Nil

22. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

Nil.

23. CONFIDENTIAL BUSINESS

Nil

24. (2018/MINUTE NO 0020) RESOLUTION OF COMPLIANCE**RECOMMENDATION**

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

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

COUNCIL DECISION

MOVED Cr C Reeve-Fowkes SECONDED Cr M Separovich

That the recommendation be adopted.

CARRIED 9/0

25. CLOSURE OF MEETING

The meeting closed at 8.37 pm.

