



City of Cockburn
Ordinary Council Meeting
Minutes

For Thursday, 12 November 2020

These Minutes are confirmed.

Presiding Member's signature

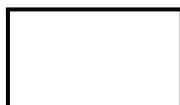
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Date: 10 December 2020

CITY OF COCKBURN

SUMMARY OF MINUTES OF THE ORDINARY COUNCIL MEETING HELD THURSDAY, 12 NOVEMBER 2020

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**CITY OF COCKBURN
MINUTES OF ORDINARY COUNCIL MEETING
HELD ON THURSDAY, 12 NOVEMBER 2020**

PRESENT:

ELECTED MEMBERS

Mr L Howlett	-	Mayor (Presiding Member)
Ms L Kirkwood	-	Deputy Mayor
Mr K Allen	-	Councillor
Mr M Separovich	-	Councillor
Ms P Corke	-	Councillor
Ms L Smith	-	Councillor (via e-Meeting) (arr 7.04pm)
Mr P Eva	-	Councillor
Ms C Stone	-	Councillor
Mr T Widenbar	-	Councillor

IN ATTENDANCE

Mr D Arndt	-	Acting Chief Executive Officer
Mr D Green	-	Director Governance and Community Services
Mr S Downing	-	Director Finance and Corporate Services
Mrs G Bowman	-	Executive Manager, Strategy and Civic Support
Mr A Lees	-	Acting Director, Engineering and Works
Ms R Pleasant	-	Acting Director, Planning and Development
Mr S Cecins	-	Media and Communications Officer
Mrs B Pinto	-	Governance Officer, Moderator
Mrs S D'Agnone	-	Council Minute Officer

1. DECLARATION OF MEETING

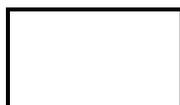
The Presiding Member declared the meeting open at 7.00pm.

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

The Presiding Member acknowledged the Nyungar People who are the traditional custodians of the land on which the meeting is being held and pay respect to the Elders of the Nyungar Nation, both past and present and extend that respect to Aboriginal and Torres Strait Islander people who may be with us tonight either in person or viewing online.

Mayor Howlett welcomed Mr Anton Lees, Acting Director Engineering and Works, to tonight’s meeting.

This Council meeting will be electronically recorded and live streamed on the City’s website, except where Council resolves to go behind closed doors. All recordings are retained in accordance with the General Disposal Authority for Local Government Records, produced by the State Records Office.



A copy of the recorded proceedings will be available on the website within two business days of this Council meeting.

Mayor Howlett advised that images of the public gallery are not included in the webcast, however the voices of people will be captured and streamed, and reminded everybody present to be mindful of their conduct during the recorded meeting.

Live streaming meetings is a Council initiative, aimed at increasing the City's transparency and openness, as well as making Council meetings more accessible to our community and those beyond.

Mayor Howlett advised that Cr Lee-Anne Smith, OAM, would be participating in the meeting via video link Cr Smith will be able to speak to agenda items and will appear on the screen facing the public gallery when she is addressing any matters.

Tonight Elected Members will be voting on Agenda Items, for the second time, by an electronic voting system that will display the vote of each member, and allow it to be recorded in the minutes of each meeting.

Mayor Howlett went on to made the following announcements:

Cities Power Partnership Awards

The City of Cockburn has received a Highly Commended Renewable Energy Achievement Award. The City of Melbourne received the major award, with the City of Sydney in third place.

Public Health Awards

On Wednesday, 4 November, the City of Cockburn was announced as the overall winner in the state, of the prestigious 2020 Local Government Policy Awards for Children's Environment and Health.

The City's overall scorecard in the ten categories ensured the win against very competitive policies and programs for children in local governments across the State.

Joan de Castro, the City's Children's Development Officer, received special recognition at the ceremony, being one of three local government officers to receive the inaugural Outstanding Service Award in recognition of her commitment to the local government policy awards.

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.

7.04pm Cr Smith entered the meeting.

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

Cr Phoebe Corke	-	Impartiality Interest Item 14.2
Cr Kevin Allen	-	Impartiality Interest Item 16.1
Cr Kevin Allen	-	Impartiality Interest Item 16.2
Mayor Howlett	-	Impartiality Interest Item 22.1

5. APOLOGIES AND LEAVE OF ABSENCE

Cr C Terblanche	-	Leave of Absence
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6. WRITTEN REQUESTS FOR LEAVE OF ABSENCE

Nil

7. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil





8. PUBLIC QUESTION TIME

Kristine Ostermeyer,

Animal Management and Exercise Plan

Q1. How safe is geo fencing to humans and animals and how does it work?

A1. The Director Governance and Community Services advised that the proposal is to install RFID scanners, which are commonly used and will meet international standards.

The purpose of these will be to monitor the frequency of dogs entering into dog prohibited areas, so that City Rangers can effectively patrol at relevant times.

Q2. Can you read a microchip on the phone?

A2. The intent is to specifically identify when dogs have strayed in to dog prohibited areas.

Q3. Accessibility and easy access to a beach for people with a handicap and or an elderly dog with anxiety. What other access do you provide for people with disabilities?

A3. Jervoise Bay car park is accessible from three bituminised car parks and relatively level pathways. The beach has very similar access paths consistent to that at Woodman Point.

Access to CY O'Connor beach from the recently upgraded Rollinson Road carpark provides accessible entryways to the dog beach area.

Jasslyn Otto, Hamilton Hill

Animal Management and Exercise Plan

Q1. My question is in relation to the dog beach and my disappointment that those dogs that are vulnerable and need to be on a leash are going to be at the other beaches now.

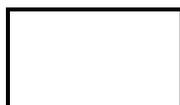
A1. The Director Governance and Community Services advised that the City of Cockburn still has two beaches accessible to dogs. These two beaches represent approximately 40% of the City coastline.

The only area of beach affected by the recent changes is the area north of Jervoise Bay beach and south of the Ammunition Jetty, located at Woodman Point.

The Jervoise Bay dog beach is widely accessible with water and toilet amenities available. Anecdotal evidence would suggest this beach is underutilised for use by dogs.

CY O'Connor Beach is also still widely available for members of the community to use. Although sand relocation works are currently underway, there is approximately 60% of the northern end of the beach still accessible for use by the public, including dogs. These works will be completed by late November 2020.

Both of these dog beaches are considered safe with no significant increases in dog nuisance being reported at these locations.



Further to this, dogs at both locations need to be under effective control by their owners, to ensure other dogs and people using the beach are not inconvenienced. Proactive measures by City Rangers are commencing in the lead up to summer to ensure compliance with these requirements.

Pauline Thomas, Hamilton Hill

Animal Management and Exercise Plan

Q1. What is the Council's plan to address the need for replacement on-leash dog beach access for dog owners within the City of Cockburn who have physical, emotional, psychological and other health impact access difficulties under the New Animal Management and Exercise Plan?

A1. The Director Governance and Community Services advised that within the recently adopted Animal Management and Exercise Plan there are a number of objectives and community initiatives proposed to assist dogs and dog owners alike. These include:

1. Upgrading the City's enclosed dog parks and providing more sensory items to stimulate dogs at these facilities,
2. Proposing the construction of two additional enclosed dog parks,
3. Introducing dog behavioural signage at popular dog areas in an aid to teach people about better management and dog behaviour,
4. Providing dog training classes, including dedicated classes for reactive dogs and also for owners that may have a disability.

Q2. Why did the City of Cockburn misrepresent the findings of the independent Environmental Impact Assessment and other research regarding the closure of the only on-lead dog beach in the City of Cockburn under the New Animal Management and Exercise Plan?

A2. The City highlighted sections of the assessment for Council to make an informed decision. The full report was provided to Council for review and is publicly accessible on the City's website.

Q3. Both of my questions related specifically to on lead dog beaches, however the replies mentioned nothing about on lead dog beaches.

A3. The Animal Management and Exercise Plan does not provide for on leash dog beaches.

Deanna Curran, Cockburn

Animal Management and Exercise Plan

Q1. With that off leash beach no longer available, what are people with reactive dogs, and dogs that have debilitating health issues, meant to do for exercise and mental stimulation?

A1. The Director Governance and Community Services advised that there are many quiet locations within the City where dogs can be walked on a lead. These include most of the City's conservation areas, including the path network at Woodman Point.



Dogs are permitted on lead anywhere in the City except areas where dogs are prohibited. Outside the City's boundaries there are areas, for instance, along the Swan River foreshore, where dogs can be walked on a lead.

7.16pm Cr Michael Separovich left the meeting.

Elizabeth Macguire, Willetton

Animal Management and Exercise Plan

Q1. Since the closure of Ammo Jetty, what other beaches has the Council provided that are on-lead specifically where people like myself can now take dogs that are rescues, reactive, timid, or older dogs with issues?

A1. Whilst there are no specific on lead dog beach areas within Cockburn, the off lead dog areas in the City of Cockburn are available for all dogs and can be accessed by dogs on lead.

These will be monitored by City Rangers to ensure that dogs off lead do not inconvenience those who wish to walk their dogs on leash in a beach environment.

Annette Whyman, Port Coogee

Animal Management and Exercise Plan

Q1. How does Cockburn Council justify the safety and well-being of ratepayers and their dogs when putting more dogs on smaller stretches of beach this summer, with Ammo beach shut to dogs and also CY O'Connor partly shut?

A1. The Director Governance and Community Services advised there is no evidence to suggest that the City's two dog beaches are impacted by high usage. City Ranger patrols will be increasing over the summer period to ensure dog owners are in effective control of their pet dogs at these beaches.

Woodman Point Beach has had 1,097 complaints about dogs rushing off lead or otherwise causing a nuisance, and dog attacks, between 2010–2020. There is no evidence to suggest that Woodman Point represents a safer beach than Jervoise Bay and CY O'Connor Beach.

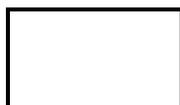
7.18pm Cr Michael Separovich returned to the meeting.

Lucia Benova, Spearwood

Animal Management and Exercise Plan

Q1. Prior to banning dogs from Woodman point did Council actually take into consideration the thousands of dogs and their owners, that for many different reasons, need to walk their dogs on lead so they can still enjoy the beach and ocean without having others dogs invading their personal space?

A1. The Director Governance and Community Services advised that the City sought consultation from users of Woodman Point at various times



through the development of the Animal Management and Exercise Plan, including a pop-up stall located on the beach to advise of the possible changes.

In addition, the City undertook wide reaching consultation through local newspapers, social media events and posts, workshops, focus groups, pop up stalls at impacted locations, and the Cockburn Gateway Shopping Centre.

Cameron Gardiner, Spearwood

Animal Management and Exercise Plan

Q1. Are Council aware that, while the rationale given to close three beaches at Woodman Point to dogs is Fairy Tern population viability, that the Fairy Tern populations have actually increased since dogs have been at Woodman Point?

In the Environmental Impact Assessment provided in Emery's own report, the numbers of terns have shown to steadily incline between 2015 to 2020 (conversely populations plummeted between 2000-2003)?

If Council was not aware of this, but now are, is it not apparent that the Emery report draws unsubstantiated conclusions from its own data?

A1. The Director Governance and Community Services advised that this matter is highlighted within page 11 of the Independent Environmental Impact Assessment. The chart on page 11 shows there have been sightings since 1995 and notable drops in 2002 and 2016. The sightings since 2016 are on an increase, but are still below pre 2016 numbers.

In 2016, the City changed Woodman Point to a dog on-leash area from a dog prohibited area.

Further to this, the report on page 9 talks about how the breeding habits of Fairy Terns are being affected by dogs, not the actual sightings of the birds.

The report highlights other academic research to support this claim and its links to dogs.

Alain Otto, Coogee

As Mr Otto was not present at the meeting, Mayor Howlett advised his question would be treated as correspondence.

Michele Hodgson, Beeliar

Animal Management and Exercise Plan

Q1. My questions is regarding assistance dogs and people with disabilities on the beach. It is not appropriate for assistance dogs to be in an off-leash area with a person with a disability.

I have checked with Council and they will say that there is no provision with this. It is highly inappropriate to expect someone using an assistance dog to be on an off leash beach and I am wondering what the Council's response is to that?



- A1. The Director Governance and Community Services advised that within Western Australia, there are two Acts of legislation pertinent to the registration and access of assistance dogs. These State Acts supersede any restrictions the City puts in place.

To have an assistance dog exemption for the City's dog prohibited areas, the dog must:

1. Undertake and pass a Behaviour and Obedience Assessment, and
2. Be approved by the Department of Local Government, Sport and Cultural Industries.

The Commonwealth *Disability Discrimination Act 1992* identifies and defines an assistance dog. Not all dogs are classified as an assistance dog, even if they assist a person in some way.

Identification cards are issued to owners and handlers of approved assistance dogs by the Department of Local Government, Sport and Cultural Industries. In accordance with the Dog Act, the City does not charge registration fees for approved assistance dogs.

Linda Demarco, Yangebup

Animal Management and Exercise Plan

- Q1. Why has there been no on leash dog beaches allocated?

- A1. The Director Governance and Community Services advised that, as previously explained, and based on the independent Environmental Impact Assessment, the previous Woodman Point on lead area was made a dog prohibited beach.

As part of the community consultation for the Animal Management and Exercise Plan, a need was highlighted to keep as much space available for dogs without endangering native wildlife.

Claudine Zealander, Spearwood

Animal Management and Exercise Plan

- Q1. How can the City claim it is consulting the community on decisions which severely impact their lives, when the survey question asked is whether the Woodman Point area should be dog off leash or dog on leash, and yet the conclusion put forward by Officers was that dogs should be banned from all three beaches, bears no relation to the community consultation?

- A1. The Director Governance and Community Services advised that the consultation showed strong community emphasis to protect the native wildlife and nesting birds. Keeping dogs away from nesting birds was the second highest concern to the community.

66% of the respondents thought it was 'high' and 22% thought it was a 'medium' concern to keep dogs away from nesting birds. In comparison, only 12% of respondents thought it was a 'low' concern.

Further adding to this response, the City has not banned dogs from all three beaches. Both CY O'Connor and Jervoise Bay dog beaches remain



open and there are no current plans on changing this. As such, no consultation about the closing of these two beaches was added to the community consultation.

Mandi Fyfe, Coogee*Animal Management and Exercise Plan*

Q1. How can the City of Cockburn claim that the Environmental Impact Assessment by Integrate Sustainability is independent, when the only information it uses is provided by Michael Emery (author of the Animal Management Plan) and other City of Cockburn staff?

A1. The Director Governance and Community Services advised that the Environmental Impact Assessment was undertaken at Council's request, by resolution. The consultant engaged to complete this assessment was provided with a copy of the Animal Management and Exercise Plan as background information to scope the requirements of their report.

The Environmental Impact Assessment does not use the Animal Management and Exercise Plan to guide its research. Upon reviewing the report itself, it is quite evident on pages 22 and 23, the amount of academic research referenced by the consultant to determine their own independent outcomes.

Tania Brenzi, Coogee*Animal Management and Exercise Plan*

Q1. Why did admin of Cockburn chat, who is the Deputy Mayor of Cockburn not allow conversation about the dog ban and blocking comments, and how can Council claim transparency when this is the case?

A1. The Director Governance and Community Services advised that Cockburn Chat is not a City of Cockburn administered forum so we are unable to comment.

Daniella Mrdja, Urbanista Town Planning*Item 14.1 Proposed Structure Plan, Lot 2 (7) Fawcett Road, Lake Coogee*

Q1. Ms Mrdja requested the Presiding Member's permission to provide a deputation in relation to Item14.1.

A1. Mayor Howlett advised deputations were not possible during Public Question Time, however Ms Mrdja was welcome to ask a question. Ms Mrdja advised she did not wish to ask a question.

Louise Corteen, Hamilton Hill*Item 16.5 Integrated Transport Strategy 2020-2030*

Q1. I note that the City is saying in the supporting documents attached to the agenda, that they will work with the Department of Main Roads and the City of Fremantle on the Cockburn Coast Drive.



I am concerned by the impact on the ecology of Manning Ridge in particular, but also the further wasting of ratepayer money on roads that don't actually achieve what they set out to achieve?

As far as I can tell this road is funnelling traffic from the south onto Rockingham Road, which is being scheduled to be reduced from a dual carriageway to a single lane road. What traffic problem is being solved by this upgrade?

- A1. The Acting Director Engineering and Works advised that the Cockburn Coast Road is currently designated on the Metropolitan Regional Scheme as a major road and is therefore under the direction of Main Roads WA. The City does not have control over that, however the City will work with Main Roads WA and other agencies to ensure the outcome is driven by the design, if the road is needed, to our best ability.
- Q2. Could you clarify that at the moment the City does not have information that can ascertain whether there is a problem, or whether that road will solve that problem?
- A2. The Acting Chief Executive Officer advised that Cockburn Coast Drive is designated by the state government and is therefore a state government controlled road and actual construction of the road will be up to a determination by state government.

As Mr Lees has pointed out, the City would obviously advocate its position in respect to that road, but ultimately it is the state government jurisdiction.

Research carried out by the City indicates that the City does not believe this road is actually necessary, and therefore will be asking similar questions.

It should be noted this particular road has been listed on the Metropolitan Regional Scheme for a number of decades, along with a number of other roads.

7.32pm Cr Kevin Allen left the meeting.

Robyn Colledge, Hamilton Hill

Subject: Draft Local Planning Strategy, Part 1

- Q1. I am wondering if and when the Cockburn Coastal Road is or is not put in, what will happen with the mountain bike riders who have been told that they are able to access that area which is already bushland forever area and has been bushland forever for quite some time?
- A1. The Acting Chief Executive Officer advised that, as indicated previously, the Metropolitan Region Scheme, which is administered for the state government, shows a road on that particular ridge line. The bush forever classification is also a state government classification.
- The City has a Manning Park Master Plan 2018-2028 over the area and is responsible for managing that.



That Management Plan does not include the area that is designated for Cockburn Coast Drive, it is only the area outside of the Cockburn Coast Drive that the City is managing.

The City is currently going through a consultation process in respect to the possible bike trails, but at this stage the City has not made no formal decision.

- Q2. How come we can have fireworks at Manning Park, blowing up the swans and cygnets, and your worried about terns?
- A2. The Acting Chief Executive Officer advised that the City did investigate the issue of the impact of fireworks on the bird population at Manning Park prior to agreeing to hold a fireworks display associated with the Spring Fair.
- City Officers monitored the number of birds and nesting birds in the area, prior to the event and subsequently monitored again post the event. There was no discernible change in bird numbers post the fireworks event. During the event and after the event there was a large number of birds that left the area. In subsequent days post the event, the number of birds in the area was approximately the same.
- Q3. What about the pollution from the paper on the fireworks that goes into the water?
- A3. The Acting Chief Executive Officer advised that the fireworks operator engaged by the City used materials that were all organic and biodegradable, and safe for the environment. There were no plastics used in any of the fireworks.

7.33pm Cr Kevin Allen returned to the meeting.



9. CONFIRMATION OF MINUTES

9.1 (2020/MINUTE NO 0221) MINUTES OF THE ORDINARY COUNCIL MEETING - 8/10/2020

RECOMMENDATION

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 8 October 2020 as a true and accurate record.

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr C Stone

That the recommendation be adopted.

CARRIED UNANIMOUSLY 9/0

10. DEPUTATIONS

Nil

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

7.45pm The following items were carried by En Bloc resolution of Council

14.1	15.1	16.3	22.2
14.3		16.4	
		16.7	



13. COUNCIL MATTERS**13.1 (2020/MINUTE NO 0222) MINUTES OF GRANTS AND DONATIONS COMMITTEE MEETING - 20 OCTOBER 2020****Author(s)** K Jamieson**Attachments** 1. Minutes of Grants and Donations Committee Meeting - 20 October 2020 [↓](#)**RECOMMENDATION**

That Council receives the Minutes of the Grants and Donations Committee Meeting held on Tuesday, 20 October 2020 and adopts the recommendations contained therein.

COUNCIL DECISION

MOVED Cr C Stone SECONDED Deputy Mayor L Kirkwood

That Council adopt the recommendation, subject to the exclusion of the Volunteer Home Support funding item, which is to be considered separately.

CARRIED UNANIMOUSLY 9/0**Reason for Decision**

To allow this item to be considered independently.

7.53pm Cr Lee-Anne Smith left the meeting.

2020/MINUTE NO 0223) VOLUNTEER HOME SUPPORT FUNDING SUBMISSION**RECOMMENDATION**

That Council approve the \$8,000 requested by Volunteer Home Support in their grant application.

COUNCIL DECISION

MOVED Cr C Stone SECONDED Cr M Separovich

That the recommendation be adopted.

LOST 3/5**For:** Cr K Allen, Cr M Separovich, Cr C Stone**Against:** Mayor L Howlett, Deputy Mayor L Kirkwood, Cr P Corke, Cr P Eva, Cr T Widenbar

(2020/MINUTE NO 0224) MINUTES OF GRANTS AND DONATIONS COMMITTEE MEETING – 20 OCTOBER 2020

COUNCIL DECISION

MOVED Cr P Corke SECONDED Cr T Widenbar

That Council receives the Minutes of the Grants and Donations Committee Meeting held on Tuesday, 20 October 2020 and adopt the recommendations contained therein.

CARRIED UNANIMOUSLY 8/0

7.53pm Cr Lee-Anne Smith returned to the meeting.

Background

The Grants and Donations Committee conducted a meeting on 20 October 2020. The minutes of the meeting are required to be presented for adoption by a resolution of Council.

Submission

N/A

Report

The Committee recommendations are now presented for consideration by Council and if accepted, are endorsed as the decisions of Council.

Any Elected Member may withdraw any item from the Committee meeting for discussion and propose an alternative recommendation for Council consideration. Any such items will be dealt with separately, as provided for in Council's Standing Orders.

Council approved a budget for Grants and Donations for 2020/21 of \$1,455,000, to be distributed as grants, donations, sponsorship and subsidies. The Grants and Donations Committee is empowered to recommend to Council how these funds should be distributed.

The September 2020 round of grants, donations and sponsorship funding opportunities has now closed and the Committee, at its meeting of 20 October 2020, considered revised allocations for the grants and donations budget, as well as applications for donations and sponsorship.

The donations recommended to Council are as follows:

Cockburn Volunteer Sea Search and Rescue Group	\$9,000
City of Cockburn RSL Sub-Branch	\$10,000
Cockburn Community and Cultural Council	\$10,000
Yangebup Family Centre	\$13,125
Cooby Cares	\$5,000
Meerilinga Young Children's Service	\$10,000



Cockburn Toy Library	\$7,000
Cockburn Central Youth CARE Council	\$20,000
Constable Care Child Safety Foundation	\$12,000
Volunteer Home Support	\$6,000

The sponsorships recommended by the Committee are as follows:

Cockburn Masters Swimming Club	\$11,500
Southern Lions Rugby Union Football Club	\$10,000
Spacecubed	\$10,000

Guidelines for Community Funding for Local Economic Development

The Committee also considered proposed guidelines for the implementation of the Community Funding to Support Local Economic Development (Grants) initiative, which are recommended for adoption.

Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Plan for and facilitate opportunities for local business (including home business and sole traders), local activity centres and industry to thrive.

Community, Lifestyle and Security

A vibrant healthy, safe, inclusive and connected community.

- Provide a diverse range of accessible, inclusive and targeted community services, recreation programs, events and cultural activities that enrich our community.
- Foster local community identity and connection through social inclusion, community development, and volunteering opportunities.

Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Ensure good governance through transparent and accountable, planning, processes, reporting, policy and decision making.

Budget/Financial Implications

Council approved a budget for Grants and Donations for 2020/21 of \$1,455,000. Following is a summary of the proposed grants, donations and sponsorship allocations.



Summary of Proposed Allocations

Committed/Contractual Donations	\$500,000
Donations	\$240,000
Sponsorship	\$100,000
<u>Specific Grant Programs</u>	<u>\$615,000</u>
Total	\$1,455,000
Total Funds Available	\$1,455,000
<u>Less Total of Proposed Allocations</u>	<u>\$1,455,000</u>
Balance	\$0

Legal Implications

N/A

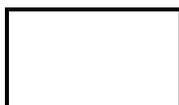
Community Consultation

In the lead up to the September 2020 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised:

- Three advertisements in the Cockburn Gazette on 27 August, 10 September and 17 September 2020.
- Feature advertisement article in the Cockburn Update September 2020 email Newsletter.
- Two City of Cockburn Facebook promotional posts on 18 and 22 September 2020 featuring previous recipients.
- Promotion to community groups through the Community Development Service Unit email networks, contacts and community group meetings.
- Additional advertising through Community Development promotional channels:
 - Community Development Calendar distributed to all Not for Profit groups in Cockburn.
 - Cockburn Community Group E News August 2020 edition.
 - School email update July 2020 edition.
- Information available on the City of Cockburn website.
- Reminder email sent to previous and regular applicants and people who made enquiries during the application period.

Risk Management Implications

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



There is a “Moderate” level of “Brand / Reputation” risk to the City of Cockburn should funds be allocated to individuals or groups who did not meet the criteria and guidelines and/or did not use the funds for the purposes they were provided. Adherence to these requirements is essential.

Advice to Proponents/Submitters

Applicants have been advised that their applications are to be considered at the 12 November 2020 Ordinary Council Meeting.

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

Nil





City of Cockburn
Grants & Donations Committee
Minutes

For Tuesday, 20 October 2020

These Minutes are subject to confirmation

Presiding Member's signature

Date:

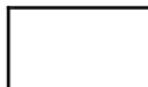


GAD 20/10/2020

CITY OF COCKBURN

**SUMMARY OF MINUTES OF THE GRANTS & DONATIONS COMMITTEE
MEETING HELD ON TUESDAY, 20 OCTOBER 2020 AT 06:00 PM**

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CITY OF COCKBURN**MINUTES OF GRANTS & DONATIONS COMMITTEE
HELD ON TUESDAY, 20 OCTOBER 2020 AT 06:00 PM****PRESENT:****ELECTED MEMBERS**

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

IN ATTENDANCE

Ms K Jamieson - Manager Community Development
Ms M Bolland - Grants and Research Coordinator
Ms B Miller - Grants and Research Officer
Ms S Kahle - Business Engagement Officer

1. DECLARATION OF MEETING

The Presiding Member declared the meeting open at 6.33pm.

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

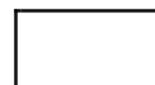
The Presiding Member acknowledged the Nyungar People who are the traditional custodians of the land on which the meeting is being held and pay respect to the Elders of the Nyungar Nation, both past and present and extend that respect to Indigenous Australians who are with us tonight.

2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED)

Nil

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

Nil



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4. APOLOGIES & LEAVE OF ABSENCE

Nil

5. CONFIRMATION OF MINUTES

5.1 (2020/MINUTE NO 0008) MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING - 21/07/2020

RECOMMENDATION

That Committee confirms the Minutes of the Grants & Donations Committee Meeting held on Tuesday, 21 July 2020 as a true and accurate record.

COMMITTEE RECOMMENDATION

MOVED Cr P Corke SECONDED Cr P Eva

That the recommendation be adopted.

CARRIED 4/0

6. DEPUTATIONS

Nil

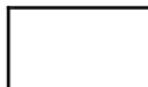
7. BUSINESS LEFT OVER FROM PREVIOUS MEETING (IF ADJOURNED)

Nil

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

Nil

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9. COUNCIL MATTERS

9.1 (2020/MINUTE NO 0009) GRANTS AND DONATIONS COMMITTEE RECOMMENDED ALLOCATIONS 2020/21

Author(s) K Jamieson

Attachments 1. Grants, Donations and Sponsorship Recommended Allocations Budget 2020-21 [↓](#)

RECOMMENDATION

That Council adopts the revised grants, donations and sponsorship allocations for 2020/21 as attached to the agenda.

COMMITTEE RECOMMENDATION

MOVED Cr P Corke SECONDED Cr P Eva

That Council adopts the revised grants, donations and sponsorship allocations for 2020/21 as attached to the agenda, and subject to reviewing the leasing arrangements between Meerilinga and Cockburn Toy Library prior to the next donation applications.

CARRIED 4/0

Reason for Decision

It was noted that the majority of the Cockburn Toy Library donation is for rent to be paid to Meerilinga who have a peppercorn lease with the City for their premises at Winterfold Road. In future, the Committee would prefer that the Toy Library was able to spend its donation on other operational costs if this leasing arrangement can be reviewed.

Background

Council approved a budget for Grants and Donations for 2020/21 of \$1,455,000. The Grants and Donations Committee is empowered to recommend to Council how these funds are to be distributed.

At its meeting of 21 July 2020, the Committee recommended a range of allocations of grants, donations and sponsorships, which were duly adopted by Council on 13 August 2020.

Submission

N/A

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Report

The September 2020 round of grants, donations and sponsorship funding opportunities was advertised to close on 25 September 2020. A total of 43 applications were received including seven applications for Community Grants, 20 for COVID-19 Recovery Grants and three for Cultural Grants which are being reviewed under the delegated authority of the Manager Community Development. The remainder include 10 applications for Donations and three applications for Sponsorship to be considered by the Committee.

In the summary of Grants, Donations and Sponsorship Recommended Allocations Budget 2020/21, attached to the Agenda, the following items are to be considered by the Committee:

- 10 applications for Donations
- 3 applications for Sponsorship

There are no proposed adjustments to committed/contractual funding or grant funding allocations. The applications for donations and sponsorship are described below.

DONATIONS

The proposed total for Donations for 2020/21 is \$240,000, with \$137,875 remaining for the March 2021 round of applications.

Following are the latest round of application summaries for consideration.

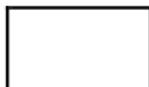
Applicant: Cockburn Volunteer Sea Search and Rescue Group

Requested: \$9,000

Recommended: \$9,000

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

An average year will see the group respond to around 200 calls for assistance while logging thousands of radio registrations 365 days of the year, 24 hours per day. During the first 7 months of 2020 there have been 133 calls for help with 349 people assisted, and 66 of the calls



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were out of hours. In a typical year the group of around 60 volunteers, who undergo extensive and structured training, are involved in excess of 250 police authorised rescues bringing back over 1,000 seafarers safely back to shore. Rescues and specialist tasks include: day and night searches for missing people, recovery of kite surfers, sinking vessels, vessels aground and the recovery of countless broken down and out of fuel vessels that were out at sea.

2020 has fortunately seen a reduction in serious search and rescue incidents however the lifting of 'stay at home' orders (due to COVID-19) resulted in more boats on the water during May/June and an increase in calls for assistance compared with the same period last year. Cockburn Volunteer Sea Search and Rescue Group also participated in the City of Cockburn's Community Safety Event with the presence of their trailer and volunteers. Additionally, the organisations' vessels with uniformed crews are often seen around Port Coogee Marina where the public are invited to tour the vessels and learn about activities and operations.

The group work closely with, and support, other rescue groups, including the Water Police when requested to do so. The group receives funding from the State Government through the Emergency Services Levy, and other income from donations and memberships.

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

2019, September \$9,000
2018, September \$9,000
2017, September \$8,500
2016, September \$8,500
2015, March \$8,500
2014, March \$8,500
2011, September \$8,500
2010, March \$8,500
2008, September \$8,000
2007, October \$8,000
2006, October \$6,000

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

Recommendation:

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

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Applicant: Returned and Services League – City of Cockburn

Requested: \$10,000

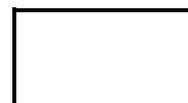
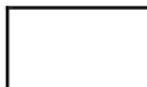
Recommended: \$10,000

The Cockburn Branch of the Returned and Services League (RSL) supports the welfare of the ex-service and serving members of Australian Defence Forces and their families in Cockburn. There are over 260 members including 188 service members, 69 affiliate members as well as social and youth members. There has been an increase in service members of about 20 since the Veterans Welfare Hub opened, however having to close for more than three months has had an impact on membership drive (down approximately 40 since the last application), during which time the RSL lost several of their older members.

The group conducts six commemorative services throughout the year for Cockburn residents and for the wider community, including the ANZAC Youth Parade and Service, which was attended by 27 local schools and 1,700 students in 2019. Due to COVID-19 this year's parade was unable to run in its current format, and instead will be run for the 2020 Year 6 cohort on 4 November, just prior to Remembrance Day. ANZAC Day 2019 services had numbers of 3,500 upwards, and this year was instead driveway services. The group also promotes the ANZAC history and military service in local schools by providing speakers from the veteran community (12 in 2019) and providing an annual ANZAC Memorial Award to schools in the Cockburn area (21 in 2019).

The Cockburn Branch opened a Veterans Welfare Hub in October 2019 to provide trained welfare and pension officers to assist with pensions, advocacy and welfare issues for serving and past service members and their families. They also offer a welfare fund that can also provide short term assistance to eligible members of the veteran community. This is financed by the collections during November where poppies are distributed to the general public and 50% of what is raised goes to RSL WA headquarters main welfare fund and 50% is retained in the branch account for use with local veterans when requested.

Previous funding from the City includes:
2020, June \$2,500 (COVID-19 Response Grant)
2019, September \$10,000
2018, September \$10,000
2017, September \$10,000
2016, September \$10,000
2015, September \$10,000
2014, September \$10,000



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

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

Recommendation:

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

Applicant: Cockburn Community and Cultural Council

Requested: \$10,000

Recommended: \$10,000

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

The organisation facilitates exhibitions for youth and seniors within the City and develops workshops for all not-for-profit organisations wishing to utilise the existing facilities, assisting with low cost facility and equipment use. They provide ongoing engagement with the City's Cultural Development Coordinator, participation on reference groups and input into development of strategies.

They assist and are supported by 400-600 artists and craftspeople that show interest in their programs. This includes 300 entries in the annual exhibition, but due to COVID-19 this was cancelled for 2020, a mailing list of 400 people, and 600 attending exhibitions and workshops. Membership is comprised of the CCCC organising group, Artzplace - 50

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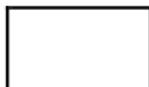
members, Cockburn Arts – 20 members, Cockburn Seniors – 50-70 members, 35 Associate members, 15 independent members, as well as the support of 10-12 local schools (who are provided with 3-4 scholarships).

Previous funding received from the City includes:

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

The Cockburn Community and Cultural Council provide four local schools hire stands for their own exhibitions each year as well as low cost hire for other not-for-profit organisations, a role that no other group fills. The organisation have met their outcomes from last year continued development of their website to allow affiliated organisations to lodge online entries for the exhibition and facilitate information sharing and promotion; diversification of services being offered at the centre including school groups attending, and increasing opening hours including Saturdays to meet customer requests and interest.

Recommendation:



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The application scored 13/18 on assessment. Art and cultural activities are important to the fabric of the community, as they improve social and community engagement outcomes, and provision of free or low cost equipment and activities to overcome barriers for those that are financially and or socially disadvantaged, and therefore it is recommended to support this application for \$10,000.

Applicant: Yangebup Family Centre

Requested: \$13,125

Recommended: \$13,125

The Yangebup Family Centre (YFC) is a community-managed, not-for-profit organisation that promotes connection and wellbeing in the local community and provides a range of community services for residents of Yangebup and the surrounding area. Services include programs for children, community workshops and events, parenting information and support services, and community group meeting facilities. The centre is a cultural hub where children, families, individuals and seniors can embrace diversity and belonging. Over 500 families attend the centre weekly and the centre maintains an e-news database of over 1,000 people.

The YFC crèche was established in 2002 to support the need for a craft group at the centre. Previous funding from the City contributed to providing affordable crèche services to mothers that attend the craft groups. In 2014, the Centre requested an increased donation to add an additional crèche session and facilitate more community workshops. The additional crèche is available to parents so they can attend Playclub with children aged 2-3 years. The third crèche session is provided so that they are able to host a series of community workshops focusing on parenting skills, life skills and wellbeing such as cultural cooking, first aid and social sewing. Each crèche has 19 places available, with three sessions providing 57 places for children from 0-6 years on a weekly basis.

In 2019-20, over 120 families participated in programs supported by the crèche, which was due to closure of crèche services between March and June due to COVID-19 restrictions. In 2020-21 this is planned to provide for at least 160 families. The YFC services a large culturally and linguistically diverse community, with free or low cost activities. In addition, 95% of people they surveyed said they are either Very Satisfied or Satisfied with the programs and services provided. By providing a crèche, YFC addresses issues of social isolation, mental health and financial hardship by providing a way for families with young children to have an affordable social activity or to attend workshops to gain parenting or life skills with other families from the community. Crèche provision is an engagement strategy to reduce barriers so that



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families are supported to build on their knowledge, confidence and skills to effectively manage their own lives and to increase their participation in community activities.

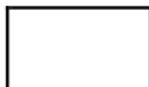
Previous funding from the City includes:

- 2020, May \$4,000 (Sustainability Grant)
- 2019, September \$13,125
- 2019, March \$4,229 (Community Grant)
- 2018, September \$13,125
- 2018, August \$11,776 (Auspice for Cockburn Creates)
- 2018, March \$3,603 Sustainability Grant
- 2017, September \$12,000
- 2017, March \$2,000 (Community Grant for 25th Anniversary Open Day)
- 2016, September \$12,000
- 2015, September \$12,000
- 2015, August \$1,637 (Donation for Health Nurse Clinic)
- 2015, March \$2,500 (Sustainable Events Grant Community Open Day)
- 2014, September \$12,000
- 2013, September \$9,500
- 2013, September \$3,025 (Alcoa Project Grant for Open Day)
- 2012, September \$7,000
- 2011, September \$5,000
- 2010, September \$5,000
- 2009, September \$5,000
- 2008, September \$5,000
- 2007, October \$5,000
- 2006, October \$5,000

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

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

The YFC has a large number of culturally and linguistically diverse members who may not have family support nearby. By providing a crèche these parents are able to attend the centre and engage in their community. For many disadvantaged families, high fees make it difficult for them to attend activities in their community. By providing free or low cost crèche and groups they are encouraged to be involved in the



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community such as the Multicultural Feast Event in November 2019 and a Chinese New Year event in partnership with the Cockburn Chinese Community Association in February 2020. Many of the women who attend programs go on to become volunteers at YFC, which now has over 80 volunteers. They assist with governance, management, program delivery, administration, social media management and marketing, grant applications, problem solving, capacity building, input into program design, fundraising, events and community initiatives. It is estimated the financial contribution of these volunteers is in excess of \$100,000 per annum.

Recommendation:

The application scored 15/18 with good outcomes for the disadvantaged in the community and improved access to services and activities for Cockburn residents. It is recommended to support the YFC with a donation of \$13,125.

Applicant: Cooby Cares

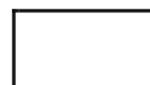
Requested: \$5,000

Recommended: \$5,000

Cooby Cares is a not-for-profit group made up six members that make up the board, a pool of approximately 30 volunteers, and a few hundred donors. The group initially began in Coolbellup, assisting vulnerable families escaping violence and hardship to furnish houses before extending their services to provide emergency food hampers to local families in Coolbellup and the wider Cockburn community. The group currently receives a large number of enquiries a month from all over Perth; however they limit services to the cities of Cockburn, Melville and Fremantle. On average, 70% of recipients are based in Cockburn.

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

The group anticipate assisting approximately 500 households in 2020/21 equating to around 1,500 to 2,000 children, in line with increased demand. Due to the COVID-19 pandemic, the service expanded from an average of 120 food boxes per month to a peak of 400. During this time, Cooby Cares has increased their dry food offering



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and incorporated standard fruit and veg options, and at times also been able to offer meat as well. They have also introduced 3 food box sizes including options such as: no children, small family (up to 3 children) and large family (3 or more children). The food boxes have grown in size but are still based around providing 2 days of emergency relief food. Christmas 2019 saw the introduction of another food box size, extra-large, for families of 5 or more children. There was also an increase in Christmas hampers from 180 the previous year to 280.

Food is only one aspect of the services provided and there has been equal growth in demand for toiletries, cleaning products, bed linen, towels and baby items. Referrals to Cooby Cares are received from organisations such as Centrelink, Aboriginal health service, Cockburn health service and disability support groups.

Due to increased demand and reach by adjusting boxes for different demographic and family types, the group is seeking a donation to offset operating costs. Provision of emergency relief service with increased numbers supported and delivering (in one year not six months that application is seeking support for) amount to approximately \$300,000 of benefit into the community in 2020, based on delivering approximately 2,800 food boxes plus additional items.

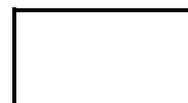
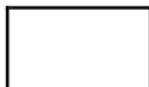
Cooby Cares is promoted mainly through an active social media Facebook page attracting 2,000 page followers, and word of mouth for collection and distribution of donations. The group have an SMS only mobile number people can contact to enable drop-offs at Green Bean Accountants. The group is supported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

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

2020, June	\$5,000 (COVID-19 Response Grant)
2019, September	\$5,000 (Donation)
2019, March	\$5,000 (Donation)
2018, September	\$3,000 (Community Grant for fridge and freezers)
2018, March	\$3,000 (Donation)

Recommendation:

The application has received a score of 16/18 in line with its outcomes for disadvantaged people within Coolbellup and surrounds. It is recommended to fully support this application for \$5,000 as benefits are extending beyond the suburb with a growth in provision of Emergency Relief hampers, Christmas hampers and gifts, and furniture. They have established a good reputation in the community, and the application is supported by the Community Development Coordinator.



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Applicant: Meerilinga Young Children's Services**Requested:** \$10,000**Recommended:** \$10,000

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

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

In the last year, the organisation reports that over 1,500 community members were linked in to local services and community supports. Approximately 485 children attended play-based and social activities, and 598 parents were supported by parenting services. There were 126 community collaborations and partnerships. Group attendance in playgroups ranges from 10-15 children each session and early learning program attendance ranges from 15-20 children at a time with a total of 78 enrolled families. Local community and outreach activities attract up to 150 participants during school hours and can be higher over weekends. Parenting programs are offered each term from the service and parenting support is available on a daily basis. School holiday activities attract at least 20 school aged children and parents per session. Demand for holiday activities is high and Meerilinga have had to implement a booking system to manage numbers. Workshops and other forums can attract upwards of 30 participants per group.



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Approximately 35% of families participating were from Aboriginal and Torres Strait Islander and culturally and linguistically diverse backgrounds, and 85% were females. Additionally, 12 active volunteers were supported within the Centre. Over the COVID-19 period, Meerilinga offered support to families and children using a range of digital platforms - online courses, activities such as storytelling, music sessions and craft activities. Meerilinga Cockburn facilitates adult learning for the community of Cockburn that offers workshops and nationally recognised programs. It offers flexible adult education, career development and local traineeships ensuring empowerment of local women and volunteers including a growing number of culturally diverse members in the local community participating in these programs

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

Previous funding from the City includes:

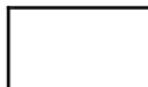
2019, September	\$10,000
2018, September	\$10,000 plus \$3,000 once-off contribution
2018, August	\$16,437(Cockburn Creates project)
2018, March	\$900 (Cultural Grant for NAIDOC Celebration)
2017, September	\$10,000
2016, September	\$10,000
2015, September	\$10,000
2014, September	\$10,000

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

Additional priority activities for 2020/21 based on local demographics include the ongoing development and implementation of the Reconciliation Action Plan. Based on feedback, the centre will continue to deliver low cost activities for children and families during the school holidays.

Recommendation:

The application scored 15/18 and delivers good outcomes for disadvantaged and vulnerable people in the community, improves access to services and activities for Cockburn residents and benefits the community. Services are well attended with increases in numbers and systems in place to now capture bookings. The Centre is a hub that



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receives rental income from other organisations such as Cockburn Toy Library and Connecting Communities Homecare to subsidise its operational costs. It is recommended to support Meerilinga with a donation of \$10,000.

Applicant: **Cockburn Toy Library**

Requested: **\$7,000**

Recommended: **\$7,000**

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

The Library's membership has steadily grown from 45 families in 2016, to 102 families in 2019 and approximately 100 in 2020 with 150 children who are directly benefiting from the service (with the exact number of active members difficult to calculate at the moment due to the impacts of COVID-19). Members pay a six or 12-monthly membership fee. In 2019, the group also introduced a concession membership for Health Care Card holders providing a discounted rate. Over the past 12 months, members have borrowed 4,872, almost twice as many as last year despite being shut for several weeks due to COVID-19.

The library also provides volunteer opportunities for approximately 15 non-member volunteers. Volunteering at the toy library provides a range of benefits to the volunteers depending on their circumstances including the opportunity to re-connect with the community and young families; build skills and work experience with a view to entering or re-entering the workforce; give something back to their community or just engage with the Toy Library.

Previous funding received from the City includes:

2019, September	\$7,000 (Donation)
2018, September	\$6,000 (Donation)
2017, September	\$6,000 (Donation)
2016, September	\$6,000 (Donation)
2015, September	\$4,000 (Donation)
2014, September	\$4,000 (Donation)
2013, September	\$4,000 (Donation)
2012, September	\$4,000 (Donation)



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2011, September \$4,000 (Donation)
 2008, March \$2,000 (Community Grant – new toys)
 2003, March \$1,283 (Community Grant – new venue).

The Cockburn Toy Library is currently the third largest toy library in Western Australia in terms of membership, and the largest without any paid staff. The library use their donation to cover rental expenses of \$6,000 per annum paid to Meerilinga. As a result of rental expenses being covered, the service is able to cover insurance, toy maintenance, new toy purchasing, marketing, online database hosting and its internet connection, all necessary for running a toy library service providing equitable access to high quality toys for short periods without needing to increase membership fees. The application is supported by the peak body, Toy Libraries Australia.

Recommendation:

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

Applicant: Cockburn Central YouthCARE Council (CCYC)

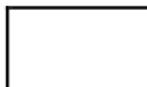
Requested: \$20,000

Recommended: \$20,000

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

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

Chaplains support students with concerns such as peer relationship and family relationship stresses, anxiety, mental health issues, behavioural issues and school attendance. Chaplains also support parents and other carers with personal concerns, concerns for their child, concerns about the school and parenting concerns. Also, chaplains support staff members across a similar range of concerns. At



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a program level, the Chaplains arrange breakfast clubs to address poor eating patterns in some households, lunchtime groups to assist with socialisation which 1,200 students attended in 2019; led 34 social, emotional and physical programs to strengthen wellbeing and resilience among students, and undertake one-on-one mentoring.

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

In 2019, CCYC hosted 13 chaplains in 14 public schools and had 9,498 student conversations, 4,291 staff conversations and 2,198 parent/carer conversations. The main issues raised include peer relationships, family relationships, mental health and development concerns. CCYC also ran 45 community and mentoring programs in 2019/20.

The CCYC proposes that Atwell College chaplaincy will be provided five days per week in 2020/21 to be funded by a combination of WA Department of Education funding, a school contribution and this donation. At Lakeland Senior High School chaplaincy will be provided four days per week in 2021 to be funded by a combination of WA Department of Education funding, a school contribution and this donation. Hammond Park Secondary College opened in 2019 and propose to increase service to 1.5 days/week (or if possible 2 days/week) as enrolments are expected to double in 2021, to be funded by YouthCARE support, a school contribution and this donation. It is expected to expand its services each year up to Year 9 by 2022 (forecast enrolment of 574 students), and to Year 11 by 2024 (projected 1,031 students). CCYC, with the support of local churches, will also contribute to other operating costs of services in these schools together with its support of primary school chaplains in Cockburn.

In 2020-21, the CCYC expect to positively impact the wellbeing of around 1,300 students, as well as their families and school staff, based on 59% average across all YouthCARE's schools in Western Australia, applied across the student enrolments of Lakeland Senior High School, Atwell College and Hammond Park Secondary College. During 2020 to date, with the impact of COVID-19, YouthCARE chaplains have been an important part of delivering essential services in schools. Chaplains provided social-emotional and practical support for school communities ranging from practical support in helping to prepare learning packs, practical support to families such as stationery packs or food parcels, through to phone calls to families to check in on their wellbeing. Where needed, families were linked with services from City of Cockburn or other agencies



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Previous funding provided by the City to CCYC includes:

2019, September	\$20,000
2018, September	\$20,000
2017, September	\$20,000
2016, September	\$20,000
2015, September	\$13,000
2014, September	\$48,100 (\$13,000 for chaplaincy, LSHS; \$35,100 towards chaplaincy at local primary schools identified as in need of chaplaincy support)
2013, September	\$9,000 (chaplaincy for LSHS)
2013, March	\$24,000 (chaplaincy for four local primary schools)
2012, March	\$9,450
2011, March	\$9,000
2010, March	\$11,600 (\$9,000 for chaplaincy, LSHS; \$2,600 for Chaplaincy, Atwell College)
2008, September	\$9,000 (chaplaincy for LSHS)
2007, October	\$9,000 (chaplaincy for LSHS)
2006, October	\$9,000 (chaplaincy for LSHS)

Recommendation:

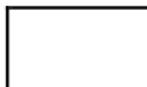
The application scored 16/18 against the donation criteria. The organisation does improve access to services for vulnerable people and contribute to overall benefits in the community. It is recommended that the City maintain its support for the organisation with a donation of \$20,000 which is in line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

Applicant: Constable Care Child Safety Foundation

Requested: \$12,000

Recommended: \$12,000

Constable Care Child Safety Foundation (CCCSF) is a not-for-profit community-based charity whose purpose is to prevent harm to children, young people and the community through theatre-in-education programs and community services that raise awareness, change attitudes and behaviours and prevent or reduce harm. CCCSF uses applied theatre and interactive drama to engage children and young people aged 4 to 17 years in self-learning strategies focusing on safety, protective behaviours, crime prevention, mental health and better decision-making. The programs are designed to empower students to find creative solutions and responses to difficult peer, social and community issues, including bullying, internet safety, drug and alcohol abuse, protective behaviours, crime prevention, relationships violence, and issues of tolerance and empathy.



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

The City has supported the organisation with donations as below.

2019, September	\$12,000
2018, September	\$12,000
2017, September	\$12,000
2016, September	\$12,000
2015, March	\$12,000
2014, March	\$12,000
2013, March	\$10,000
2012, March	\$10,000
2010, September	\$20,950
2009, September	\$20,495
2008, September	\$19,531
2007, October	\$18,780
2006, October	\$18,045

The CCCSF advises that between 1 July 2019 and 30 June 2020 it worked with 3,974 young people who took part in 44 targeted interactive performances and workshops across early learning centres, primary and secondary schools within the City. An additional 3 road safety excursions for 175 primary school children were hosted at the Constable Care Road Safety bike and pedestrian skills learning centre in Maylands, and a mascot appearance and performance was provided at the Yangebup Carols by Candlelight event for over 3,500 attendees. Over 380 secondary students took part in TRG participative workshops during the year on relationship violence, cyberbullying and road safety. During the COVID-19 school closure period March-June, CCCSF produced over 30 educational videos and made these available online, including within City of Cockburn, for free access by the 50,000+ parents and teachers who used them in home school and online education with their children and students.

The CCCSF requests a donation of \$12,000 for 2020/21 to enable it to continue to deliver program performances to an expected 3,700 students across Cockburn. The state government part-funding received by CCCSF only allows it to deliver programs within primary and secondary schools, and primarily only if requested by a school. By the City of Cockburn providing support with a donation, the CCCSF can provide the local community with much more targeted marketing and promotion (which delivers a significantly greater school penetration rate (47%) than in neighbouring non-partner regions (approx. 20%) where CCCSF provides programs), and allows the CCCSF to include



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performances in non-funded, non-school environments such as early learning centres and community events.

Recommendation:

The application received a score of 16/18 against the donation criteria. It is recommended that the City of Cockburn support CCCSF with a \$12,000 donation. It is recognised that CCCSF performances in local schools were significantly impacted this year due to the COVID-19 pandemic but have the potential to deliver a flow-on benefit for the City’s Crime Prevention Strategy. Evaluation survey results show that community and teacher perception of the quality and value of the programs is overwhelmingly positive and there is strong history with the City and support from schools within Cockburn.

Applicant: Volunteer Home Support

Requested: \$8,000

Recommended: \$6,000

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

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

2019, September	\$5,000
2018, September	\$6,000
2017, September	\$6,000
2016, March	\$5,000
2015, March	\$5,000
2014, March	\$5,000
2013, March	\$5,000
2006, October	\$5,000

VHS currently service 720 client homes within the City of Cockburn receiving home maintenance, gardening and lawn mowing services, of which 120 were absorbed last year from Cockburn Community Care



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without additional funding. Clients also complete satisfaction surveys indicating services are well received, particularly as they are the only organisation removing garden refuse. VHS also receive support from the Cockburn Volunteer Resource Centre for gardening volunteers. Due to COVID-19 they are also experiencing additional costs in relation to sanitising equipment, masks, gloves, staff infection control training with trucks now sanitised daily.

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

Recommendation:

The application was assessed and scored 16/18. VHS does provide services that assist the vulnerable in the community. Numbers have increased from previous year, as has the funding amount requested. VHS also receives significant funding from the Department of Health (over \$1.6M), and doesn't receive funding from other local government areas that it services. It is recommended to support with a donation of a slight increase to \$6,000.

SPONSORSHIPS

The total proposed allocation for Sponsorships in 2020/21 is \$100,000, with \$10,000 set aside for Individual Sponsorships and \$58,500 remaining for Groups for the March 2021 round.

Following are the latest round of proposal summaries.

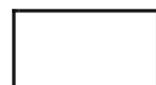
Applicant: Cockburn Masters Swimming Club

**Proposal: Coogee Jetty to Jetty Swim 24.5
'Major Event Partner'**

Requested: \$11,500

Recommended: \$11,500

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



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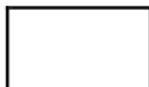
The 2020 event attracted over 1,300 registered swimmers (1,128 participated on the day), and it has been a sell-out event for the past four years in the 1500m and 750m events. Over 449 cooked breakfasts were served, with 116 volunteers assisting at the event. In recent years, the event has become the largest open water swim hosted by a Masters swimming club. Only the Rottneest Channel Swim and Busselton Jetty Swim are bigger. Because of the unique nature of the event - offering shorter ocean swim distances in a safe environment and enabling a broad range of community participants to take part - the Club is keen to continue providing this swim as a community event but also continue to look for ways to add-value and continuously improve and expand the 'athlete experience'.

The 2021 Coogee Jetty to Jetty Swim 24.5 (JTJ 24.5) will be held on Sunday 7 March 2021 at Coogee Beach and John Graham Reserve, Woodman Point, Coogee. With a focus on community re-engagement and participation following COVID-19, the group has indicated they are operating under more challenging and restrictive conditions this year, which has led to the decision to postpone plans for the 25th Anniversary Swim from March 2021 to March 2022. The 24.5 'bespoke' targeted community event will be custom-designed to include a number of changes necessary to comply with all relevant Health WA directives and ensure the safety of swimmers, volunteers and spectators at all times.

The planned activities include choices of 250m Try It and 1500m Classic swim distances, a beach walk along Coogee Beach, and themed promotions, including Daphne the Duck. The simple primary aim for 2021 is to encourage the community to become active again. Like many events in the aftermath of COVID-19, there are modifications required to deliver JTJ 24.5, with Cockburn Masters intending to adapt, continuously improve and deliver the same quality event.

Ages of participants range from 10 to 90 years and over, with varying abilities. The 250m Try It Swim normally attracts 100+ new swimmers, this year being capped at 100, many being children too young to enter the main race distances (8-10 years old) and adults attempting an ocean swim for the first time. The 1500m event, which is regularly sold out, will be capped at 500 entries. The JTJ 24.5 event will enable over 120 local residents (club members and their families) to volunteer and contribute on the day. Local businesses are also involved as suppliers (e.g. Cockburn Party Hire) and sponsors. Coogee Beach Surf Life Saving Club provides contracted water safety services. Wherever possible, the Club aims to use services from within the Cockburn community.

The Club will engage participants through its past swimmer database of 3,200+ names, local sporting clubs and groups, Masters swimming



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clubs and other swimming clubs. The event is also promoted as a cornerstone of Master Swimming WA's (MSWA) new WA Open Water (WOW) Swims series of community swims including a new WOW Swims website and other promotions coordinated by MSWA. Emphasis is also placed on promoting the event brand and use of other promotion channels, which include:

- Event Signage- opportunity to provide teardrop flags or fence mesh banners for incorporation into event set up
- Event Posters/Flyers - limited number printed for display on community boards, electronic versions emailed to recreation centres, sponsors, other groups and used on social media
- Event Banners - numerous branded mesh banners displayed on free community signs (several in Cockburn)
- Website - developed in 2016 and is used extensively for promotions and event/sponsor information
- Social Media (mainly Facebook, Instagram and Twitter) - now being used extensively to spread the word
- Other Events - cross-promotions through other events the Club has associations with (e.g. Christmas 10K, Swim Thru Perth and Champs of the Bay)

The City has been involved for many years, and has been a Major Event Partner for the last five years. This role is publicised and acknowledged through the website, Facebook, media releases and event flyers and posters. The Club advises that a showcase article will also be included in an electronic database email (EDM). The Club proposes that as Major Event Partner, the City will receive excellent exposure and branding opportunities over and above all other sponsorship categories, including brand recognition through this year's naming convention, "Coogee Jetty to Jetty Swim 24.5 bespoke community event brought to you in partnership with City of Cockburn".

Other branding opportunities will include:

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

Though temporarily suspended for the 2021 event, brand association through the "City of Cockburn Community Big Breakfast & Kidzone" will still be promoted on the event website.



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

- Invitation for Elected Members to attend and participate
- Invitation for the Mayor to attend and take part in the presentation of prizes during the post-event announcements
- Invitation for the Mayor to address participants during the pre-event registration period and/or the announcement of prizes
- Inclusion of promotional literature within the pre-event e-Bag emailed to all participants
- Up to four complimentary swim entries to use as the City sees fit (e.g. a promotion to the City's co-workers or a City-coordinated prize-giveaway through social media channels and/or the Cockburn Soundings newsletter)
- Promotion of Cockburn ARC

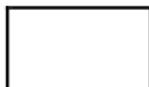
The City has assisted this event in previous years as below:

2020, July \$3,000 (Small Events Sponsorship, Christmas 10K Swim)
 2019, September \$13,000
 2019, August \$7,660 (Freo Ports Partnership, Christmas 10K Swim)
 2018, September \$12,500
 2018, August \$7,675 (Alcoa Partnership, Christmas 10K Swim)
 2017, September \$12,500
 2016, September \$12,500
 2015, September \$10,000
 2014, September \$10,000 (Naming Rights Sponsor of 2015 event)
 2013, September \$10,000 (Naming Rights Sponsor of 2014 event)
 2012, March \$10,000 (Naming Rights Sponsor of 2013 event)
 2011, September \$10,000 (Naming Rights Sponsor of 2012 event)
 2010, September \$3,500
 2009, September \$2,000
 2008, September \$2,000
 2007, October \$1,000

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

For 2021, the organisation are requesting less funding than in previous years as the event is custom-designed to include a number of changes necessary to comply with all relevant Health WA directives and ensure the safety of swimmers, volunteers and spectators. Some of the changes result in cost savings (compared to the "normal" event) e.g. reduced food and hire equipment, Kidzone activities, however there will be some extra costs involved especially around hygiene and protective equipment.

Recommendation:



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The application was assessed and scored 17/21. The group provide a unique community event within the Cockburn area, as well as providing good branding benefits, and participant and volunteering opportunities. Due to COVID restrictions currently in place, the organisation has faced challenges in the planning of the event and in response to this will offer a smaller bespoke event with reduced participation opportunities. There are some reduced costs due to some activities being temporarily suspended, but also increased costs to comply with COVID-19 safety measures. Therefore, it is recommended to provide sponsorship support of \$11,500.

Applicant: Southern Lions Rugby Union Football Club

**Proposal: City of Cockburn 10s Rugby Tournament 2021
'Naming Rights'**

Requested: \$10,000

Recommended: \$10,000

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

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

The SLRUFC is seeking sponsorship to assist with the costs of hosting the annual international sporting event, the 2021 City of Cockburn 10s Rugby Invitational Tournament on Saturday 20 February 2021 at Success Regional Sporting Facility. The annual tournament will invite and welcome RugbyWA Teams, including all Premier Teams, WA Police, Navy and Army. They will also be extending an invitation to all East coast-based Premier Grade Teams to compete in Men's, Women's and Under 20s competitions. The club expects a minimum of 24 teams to participate.



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Although Rugby Union is traditionally seen as an English game, it has evolved into a truly international sport. Because of this, a large cross-section of the community attends the tournaments. Previous attendance has included teams from as far as Darwin and Malaysian competing. The 2020 10s Tournament built on the great success of the previous events, with positive feedback received from all Clubs and Rugby WA - all keen to participate again. 2020 also saw the WA Super Women's play QLD on the day. The format change to 10s was in response to a preference from the majority of the teams sending expressions of interest.

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

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

In line with sponsorship of the 2020 event, the City will receive naming rights and the following sponsorship benefits:

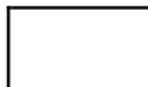
The City of Cockburn 10s event will be actively promoted via:

- Event correspondence to all competing and invited teams including emails, event flyer and team nomination forms
- Event, Southern Lions, Rugby WA and Western Force and local Cockburn Facebook pages
- Community groups (including cultural) e.g. WA Fijian Association
- Local radio
- Event posters
- Event sound system throughout the day
- Banner placement around the event location
- The City of Cockburn website

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

- Inclusion on all event advertising including local media coverage via radio

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- Logo inclusion on event signage
- Opportunity to display City signage at the event
- Logo inclusion and sponsor recognition on advertising and promotional material
 - Flyers/Posters
 - Rugby Australia Events website
 - Event Facebook page
(Cockburn10sRugbyInvitationalTournament)
 - Event Program

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

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

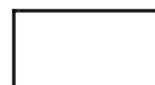
2019, September	\$10,000 (Naming Rights Sponsor of 2020 event)
2018, September	\$10,000 (Naming Rights Sponsor of 2019 event)
2017, September	\$10,000 (Naming Rights Sponsor of 2018 event)
2016, September	\$10,000 (Naming Rights Sponsor of 2017 event)
2015, September	\$12,500 (Naming Rights Sponsor of 2016 event)
2014, September	\$12,500 (Naming Rights Sponsor of 2015 event)
2013, September	\$12,500 (Naming Rights Sponsor of 2014 event)

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

Save Our Sons Duchenne Foundation has provided a letter of support for the proposal, as SLRUFVC host an annual charity game for the foundation. Australian Rugby Union and Rugby WA have endorsed the event each year; with Rugby WA providing rugby equipment and. Referees WA provide referees for the day.

Recommendation:

The application received a score of 16/21 and provides ongoing branding and other benefits to the City and club with growth in awareness of the sport, short format competition and inclusive participation within Rugby. The event is regularly well-attended and free for the community and the club have provided good evidence of previous sponsorship and outcomes. It is recommended to maintain support with \$10,000 naming rights sponsorship.



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Applicant: Spacecubed

**Proposal: Plus Eight Sprint 2021
 'Scholarship Sponsor'**

Requested: \$19,500

Recommended: \$10,000

Spacecubed is Perth's first collaborative workspace, launched in March 2012. As well as hosting co-working and office spaces, Spacecubed aims to support start-ups through programs such as the Plus Eight Sprint and Accelerator. To date, Spacecubed has supported over 1000 entrepreneurs in a wide range of programs.

Spacecubed has been leading WA's collaboration and innovation space for the past eight years. The team has facilitated hackathons, incubation, accelerators and corporate innovation programs directly, and through partners in the network across WA. The Plus Eight Program has delivered over 8 Sprint programs, reaching over 300 entrepreneurs.

The Plus Eight Sprint program goal is to support entrepreneurs and small business owners to grow their business and create more job opportunities, via:

- Structured Program: to learn up-to-date start-up models, tools and frameworks that have an immediate impact on business.
- Growth Network and Mentorship: chance to leverage strategic guidance from local and international entrepreneurs, investors and industry experts.
- Community Building: opportunity to strengthen the relationship between like-minded individuals that will seek support from each other.

Spacecubed report that more than 60 per cent of small businesses in Australia close within their first three years. Starting and growing a business can be hard and extremely overwhelming, with a vast range of aspects that the entrepreneur needs to master. Lack of product-market fit (the business is trying to sell a product that the market is not asking for / not ready to buy), a business model that is not sustainable, running out of cash, lack of investment and growth network are some of the key reasons why new businesses fail. The Plus Eight Sprint program was developed to address these challenges to growth and sustainability.

The program offers ten Cockburn businesses (and 10 businesses from another LGA – to be determined):

- 8 x two- hour intensive skill sessions



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- Weekly assignments to help apply skills to real life business problems and opportunities
- 1:1 Industry Mentoring Program 4 individual sessions per business with local experts
- Small cohorts: Maximum of 20 business per program
- Access to the Plus Eight mentor and alumni network.

Topics of each of the sessions are:

1. How to build an enduring business:
 - a. articulating business model and unique value proposition
 - b. Understanding the competitor landscape and how to plan on competing
2. How to make a product customers will love - using design thinking to deeply understand customer needs, goals and motivations
3. How to turn ideas into a reality - defining design sprints to test product proposition
4. Growth and marketing - finding the first customer, building a loyal customer base and growth marketing strategies
5. Team and mindset - personal awareness, company culture, founder relationship
6. Fundraising and pitching - selecting the right fundraising approach, timing and strategy
7. Review and connect -customised review of the program based on cohort needs
8. Pitch night - open event to the ecosystem.

Spacecubed advise that the community and the City will benefit from the program through:

- Short-term job retention and mid/long-term job creation by increasing the chances of survival and growth of businesses
- Stronger innovation community, fostered by mentor-mentee and mentee peer-to-peer connections
- Culturally more connected
- Economically more self-sustained, as many mentors are also investors or part of investment networks and the connections will encourage deals
- Stimulates local economy, keeping all the funding to players of the innovation ecosystem
- Raises the City's profile as a key partner in start-ups and SME growth.

Expected outcomes include:

- Founders to feel stronger, more confident and prepared to deal with their challenges
- More sustainable business models
- Products with a better fit for market
- Greater visibility and community support of businesses pitching
- Connection with other founders



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Spacecubed propose a collaborative promotion and advertisement strategy, leveraging:

- Local chambers, business support services and entrepreneurial support services in Cockburn
- Local and state government stakeholders involved with the City of Cockburn
- Plus Eight existing mailing list and alumni base
- Spacecubed members
- Social Media, such as Facebook and LinkedIn
- Press Release, such as our Plus Eight partner Start-up News.

Support from the City will also be acknowledged in all programs, events, materials, mentions and media. The City logo will feature on event promotional material, and the City will be acknowledged at all events and there will be a digital and media presence.

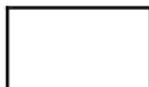
The exclusive information night and final pitch night will also provide opportunities for the City to showcase the support and engage with its community and others. The City will be able to invite key stakeholders to watch the pitches, having the opportunity to present a speech and the beginning and have banners in the space.

Spacecubed advise that their community currently reaches over 35,000 across all physical spaces and digital channels. The marketing team will create a campaign before, during and after the event focused not only on finding the right participants, but also establishing the program and Cockburn's support as one of the leading early-stage business support programs in the state.

Spacecubed suggest that other acknowledgements will come from the mid and long-term success of the supported participants, as after a few years it is common for participants to become mentors and to acknowledge the help the program gave them in their websites and media coverage.

Depending on the second LGA partner/sponsor, yet to be confirmed, locations will be determined.

No letters of support or testimonials from previous sponsors or LGAs (or even program participants) were provided with the application, so grants officers followed up with the applicant and were provided with a referee from the City of Canning. The officer from the City of Canning confirmed that they ran two Sprint programs previously and were happy with them. One in 2019, based solely at the City of Canning for six businesses, and one in 2020, done fully online (due to COVID) for seven businesses, but the benefit of being online was that the pitch night was fully open to the public. The officer advised that they chose to



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cap how many businesses they would take on for each program, but both years were oversubscribed and they easily met the cap and ran successfully with the smaller numbers.

The proposal is supported by the City's Business Engagement Officer, who thinks it aligned with the Strategic Community Plan objectives to:

- Plan for and facilitate opportunities for local business (including home business and sole traders), local activity centres and industry to thrive
- Build local business capacity through partnerships, networks and skill development.

Furthermore, given the interest in the Curtin Ignition program, sponsored by the City, the Business Engagement Officer believes there will be enough interest and uptake in the program.

Recommendation:

The proposal scored 11/21 due to limited branding and tangible community benefits to the wider community aside from the participants. Given the applicant is unknown and untested in the City of Cockburn, and that the program ran successfully in the City of Canning for 6-7 businesses, it is recommended to offer \$10,000 to trial one program for five businesses on this occasion and to evaluate outcomes.

COMMITTED AND CONTRACTUAL FUNDING

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

The total proposed for committed/contractual donations for 2020/21 is \$500,000.

GRANTS

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

The total allocation proposed for grants programs is \$615,000.

Strategic Plans/Policy Implications

Community, Lifestyle & Security

A vibrant healthy, safe, inclusive and connected community.



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- Provide a diverse range of accessible, inclusive and targeted community services, recreation programs, events and cultural activities that enrich our community.
- Foster local community identity and connection through social inclusion, community development, and volunteering opportunities.

Listening & Leading

A community focused, sustainable, accountable and progressive organisation.

- Ensure good governance through transparent and accountable, planning, processes, reporting, policy and decision making.

Budget/Financial Implications

Council approved a budget for Grants and Donations for 2020/21 of \$1,455,000. Following is a summary of the proposed grants, donations and sponsorship allocations.

Summary of Proposed Allocations

Committed/Contractual Donations	\$500,000
Donations	\$240,000
Sponsorship	\$100,000
Specific Grant Programs	\$615,000
Total	\$1,455,000
Total Funds Available	\$1,455,000
Less Total of Proposed Allocations	\$1,455,000
Balance	\$0

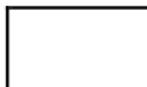
Legal Implications

N/A

Community Consultation

In the lead up to the September 2020 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised:

- Three advertisements running in the Cockburn Gazette on 27 August, 10 September and 17 September 2020.
- Feature advertisement article in the Cockburn Update September 2020 Email Newsletter.
- Two City of Cockburn Facebook promotional posts on 18 and 22 September 2020 featuring previous recipients.



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- Promotion to community groups through the Community Development Service Unit email networks, contacts and community group meetings.
- Additional advertising through Community Development promotional channels:
 - Community Development Calendar distributed to all NFP groups in Cockburn.
 - Cockburn Community Group E News August 2020 edition.
 - School email update July 2020 edition.
- Information available on the City of Cockburn website.
- Reminder email sent to previous and regular applicants, and people who made enquiries during the application period.

Risk Management Implications

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

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

Advice to Proponent(s)/Submitters

Applicants have been advised that their applications are to be considered at the 20 October 2020 Grants & Donations Committee Meeting, and November 2020 Ordinary Council Meeting.

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

Nil



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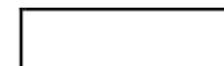
GRANTS, DONATIONS & SPONSORSHIP RECOMMENDED ALLOCATIONS BUDGET 2020/21						
Activity OP 315 Natural Acc 4810	Description	Allocated 2020/21	Actual as at end September 2020	Proposed Adjustments 2020/21	Comments	Council Decision/ Delegated Authority
Donations						
Committed/Contractual						
8896	Cockburn Community Men's Shed Coordinator	36,000	36,000	36,000	Funding for Cockburn Community Men's Shed Inc. to support the annual administration costs of a part-time coordinator	Council Decision
9239	Native ARC	93,782	46,891	93,782	Donation to support the annual administration costs of Native ARC (plus CPI 2.2%)	Council Decision
9310	The Wetlands Centre Cockburn	93,782	46,891	93,782	Donation to support the annual administration costs of The Wetlands Centre Cockburn (plus CPI 2.2%)	Council Decision
9317	Pineview Preschool Maintenance Contribution	8,126	0	8,126	Annual contribution for maintenance of grounds and building (plus CPI 2.2%)	Lease Agreement
9322	Cockburn ARC/Dolphin Swim Club Subsidy	150,000	37,500	150,000	Subsidised fees for Dolphin Swim Club at Cockburn ARC (as to Minute 6057 of OCM 13 April 2017)	Council Decision
9398	Cockburn Senior Citizens Building Donation	9,972	9,972	9,972	Assists with maintenance costs as per lease agreement (plus CPI 2.2%)	Lease Agreement
9559	Cockburn Cricket Club Insurance	1,500	0	1,500	Commitment included in the lease agreement (flat fee)	Lease Agreement
9574	Spearwood Dalmatinac Club - Rates Reimbursement	12,964	0	12,964	Reimbursement of 50% of annual rates payable by Spearwood Dalmatinac Club for 42 Azelia Rd, Spearwood as to Council Decision 14 May 2009	Council Decision
9244	Melville Cockburn Chamber of Commerce (MCCC)	20,000	0	20,000	Two-year agreement for \$20,000 per annum in 2020/21 and 2021/22, and peppercorn lease, subject to development of a Memorandum of Understanding (MOU) and the MCCC meeting and reporting on agreed Key Performance Indicators.	Council Decision
	Future Allocations	73,873		73,873	(To be allocated throughout the year)	
	Committed/Contractual Sub Total	600,000	177,254	600,000		
Donations to Organisations						
9196	Donations to Organisations	240,000	0	137,875	Remainder of Donations funding allocated for March 2021 funding round	Council Decision
9196	Cockburn Volunteer Sea Search and Rescue Group			9,000	Request for \$9,000 Donation towards operating costs for 24/7 radio coverage and sea search and rescue service	Council Decision
9196	City of Cockburn RSL Sub-Branch			10,000	Request for \$10,000 Donation towards their activities, operations and commemorative services such as the ANZAC Youth Parade	Council Decision
9196	Cockburn Community and Cultural Council			10,000	Request for \$10,000 Donation towards their general operating costs	Council Decision
9196	Yangebup Family Centre			13,125	Request for \$13,125 Donation towards operating three creche sessions a week to support craftrooms, PlayClub and community parenting workshops	Council Decision
9196	Cooby Cares			5,000	Request for \$5,000 Donation towards operating costs to assist with emergency relief activities in Coolbellup and surrounding suburbs	Council Decision
9196	Meerlinga Young Children's Service			10,000	Request for \$10,000 Donation towards operations of family and children's services in Cockburn	Council Decision
9196	Cockburn Toy Library			7,000	Request for \$7,000 Donation towards their rent and other expenses	Council Decision
9196	Cockburn Central YouthCARE Council (CCYC)			20,000	Request for \$20,000 Donation towards chaplaincy services at Alwell College, Lakeland Senior High School and Hammond Park Secondary College	Council Decision
9196	Constable Care Child Safety Foundation			12,000	Request for \$12,000 Donation towards operating costs to deliver personal safety and crime prevention programs through theatre-in-education to children in Cockburn	Council Decision
9196	Volunteer Home Support			6,000	Request for \$6,000 Donation to assist with garden waste removal costs for Cockburn homes	Council Decision
	Donations to Organisations Sub Total	240,000	0	240,000		
Sponsorships						
9197	Sponsorships	90,000	0	58,500	Remainder of Sponsorship funding allocated for March 2021 funding round	Council Decision
9197	Cockburn Masters Swimming Club			11,500	Request for \$11,500 Major Event Partner Sponsorship for Coogee Jetty to Jetty Swim 24.5, Sunday 7 March 2021	Council Decision
9197	Southern Lions Rugby Union Football Club			10,000	Request for \$10,000 Naming Rights Sponsorship of City of Cockburn 10s Rugby Tournament, Saturday 20 February 2021	Council Decision
9197	Spacecubed			10,000	Request for \$10,000 Sponsorship to offer scholarships to ten Cockburn businesses to participate in the Plus Eight Sprint in 2021	Council Decision
9197	Individual Sponsorships	10,000	0	10,000	Formal sponsorship program for individuals	Delegated Authority LGAC14
	Sponsorships Sub Total	100,000	0	100,000		



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Activity OP 315 Natural Acc 6810	Description	Allocated 2020/21	Actual as at end September 2020	Proposed Adjustments 2020/21	Comments	Council Decision/ Delegated Authority
Grants						
8040	Landowner Biodiversity Conservation Program	35,000	0	35,000	Financial and natural resource management training support program for Cockburn landowners to conserve the natural bushland and wetland areas on their property	Delegated Authority AEW5
9004	Emergency Disaster Fund	30,000	0	30,000	For one-off emergency and disaster situations as to DA ACS13 (revised as per Council Decision 10 February 2011)	Delegated Authority ACS13
9015	Youth Academic Grants	2,000	0	2,000	Assists young people to travel to attend academic programs and activities	Delegated Authority LGACS2
9031	Junior Sports Travel Assistance Program	55,000	0	55,000	Assists young people in Cockburn representing WA or Australia in interstate or international team or individual sports by providing assistance for travel to competitions	Delegated Authority LGACS13
9240	Sustainability Grants Program	40,000	5,220	40,000	Grants program established in accordance with Council Decision on 13 May 2010	Delegated Authority LGACS14
9241	Len Packham Hall Subsidy (Burdya)	6,000	1,300	6,000	Subsidy program that allows Indigenous and multicultural Cockburn families to access funds to assist with hall hire costs for hosting funerals, memorials and cultural events	Delegated Authority LGACS2
9312	Community Grants Program	100,000	0	100,000	Formal grant process for local community groups and organisations	Delegated Authority LGACS14
9314	Provide Bins Sporting Events	1,000	258	1,000	Provide bins to schools for sports carnivals	Delegated Authority LGACS2
9327	Community/Residents Assoc. Hall Hire Subsidy and Support Program	12,000	1,241	12,000	Assists community groups to conduct monthly meetings and events, and funds for incorporation/set up costs for new residents associations and donations for small PO box hire, adopted by Council on 14 September 2017	Delegated Authority LGACS7
9329	Cultural Grants Program	40,000	0	40,000	Provide small grants to cultural and artistic groups and individuals	Delegated Authority LGACS14
9331	Bus Hire Subsidy	1,500	0	1,500	Provides a subsidy towards the bus hire for community organisations	Delegated Authority LGACS2
9335	Grants General Welfare	10,000	1,145	10,000	Miscellaneous requests for small donations as per DA LGACS2	Delegated Authority LGACS2
9341	Community Group Newsletter Subsidy	11,000	2,444	11,000	Assists community groups to disseminate information	Delegated Authority LGACS7
9373	Small Events Sponsorship Program	40,000	4,377	40,000	Small Events Sponsorship Program for local events for community organisations	Delegated Authority LGACS14
9396	U Fund	1,000	0	1,000	Small grants for youth for cultural/arts initiatives and events	Delegated Authority LGACS2
9399	Youth Arts Scholarships	5,000	0	5,000	Assist young people to travel in order to participate in performing/arts events and also for further study	Delegated Authority LGACS2
9490	Environmental Education Initiatives Program	15,000	0	15,000	Support for Environmental Services to assist schools to facilitate environmental education	Delegated Authority LGACS2
9517	Cockburn Community Group Volunteer Insurance	15,000	12,306	15,000	Cockburn Community Group Insurance Program	Delegated Authority LGACS7
9535	Council Match Staff Donation	2,000	174	2,000	Council to match staff fundraising effort	Delegated Authority LGACS2
9649	Safety House/Walk to School Program	1,000	0	1,000	Support to schools for safety programs for children getting to school and to attend Safety House shows in Safety House month	Delegated Authority LGACS2
9673	Sport and Recreation Club Grants	35,000	3,627	35,000	Grants matched by local sporting clubs for minor capital works on Council owned facilities and sporting equipment	Delegated Authority LGACS13
9674	Grants to Schools	9,000	6,328	9,000	For small donations to schools for minor items	Delegated Authority LGACS2
9688	Security Subsidy for Seniors	50,000	14,670	50,000	Subsidy program for security devices for seniors	Delegated Authority LGACS2
9495	Donation and Grants General Account	98,500		98,500	(Remainder of grant allocations, to be allocated based on expenditure throughout the year)	
Grants Programs Sub Total		615,000	53,091	615,000		
Totals		1,455,000	230,346	1,455,000		
Budget		1,455,000		1,455,000		
Balance		0		0		
Carried Forward 2019/20 GAD Budget						
9732	COVID-19 Community Funding	113,543	0	113,543	Funding Program adopted by Council on 14 May 2020 (balance of funds from 2019/20 to be carried forward to 2020/21 financial year)	Delegated Authority LGACS2



9.2 (2020/MINUTE NO 0010) GUIDELINES FOR COMMUNITY FUNDING FOR LOCAL ECONOMIC DEVELOPMENT

Author(s) S Kahle

Attachments 1. Guidelines for Community Funding to support local Economic Development (Grants) [↓](#)

RECOMMENDATION

That Council adopts the attached guidelines for the implementation of the City’s Community Funding for Local Economic Development initiative

COMMITTEE RECOMMENDATION
MOVED Cr P Corke SECONDED Cr P Eva

That the recommendation be adopted.

CARRIED 4/0

Background

Council adopted the Policy ‘Community Funding to Support Local Economic Development (Grants)’ and the associated Delegated Authority, as recommended by the Delegated Authority and Policies meeting on 27 August 2020, at its 10 September 2020 Ordinary Council Meeting.

The report stated that guidelines for the management and implementation of this funding would be brought back to the October Grants and Donations Committee meeting.

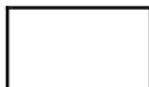
Submission

N/A

Report

The purpose of these guidelines is to provide a framework for the provision of community funding to support local Economic Development.as per the Policy ‘Community Funding to Support Local Economic Development (Grants)’.

The City of Cockburn aims to engage and work with businesses in the City of Cockburn local government area who are contributing/or wish to contribute to Cockburn’s vibrancy, sustainability, growth and employment prospects.



Council provides up to two per cent of the annual rates income to a budget for grants, donations, sponsorships and subsidies. To ensure that these funds are distributed in a rational way, eligibility and application criteria are required for the assessment and prioritisation of applications to be funded.

As adopted by Council, the funds allocated to applicants are to assist in the provision of activities and services that support local Economic Development and facilitate opportunities for local business, local activity centres and industry to thrive and to meet the objectives of the local economy outcome contained in the City's Strategic Community Plan 2020-30.

This program is divided into two categories (A-B) to encourage and cater for a range of applications and activities

The proposed guidelines will assist the City to respond to requests for financial assistance in line with the City's Strategic Community Plan. A further aim of the proposed guidelines is to optimise the use of Council funds to support organisations to deliver economic benefits to the community.

The proposed guidelines outline the relevant eligibility and application criteria of each funding category, and are to be applied in conjunction with the associated Policy adopted by Council.

Applicants for funding to be distributed from the Grants and Donations budget are required to address the relevant criteria in their application.

Assessment and approval will be assessed according to the category and be administered under the relevant delegated authority or recommendation by the Grants and Donations Committee to Council. Applicants cannot bypass these processes.

Category A: Economic Development Grants

These are grants of up to \$5000, available in the following streams:

- A. Technology/digital enhancements
- B. Enhancements to local activity centres
- C. Promotion of innovation
- D. Assisting businesses with COVID-19 recovery.

Each stream has unique application criteria, although the eligibility criteria are consistent for all applicants.

Category B: Economic Development Grants - Minor and Major

These are grants of over \$5000, that, as recommended by the Delegated Authority and Policies Committee meeting on 27 August



2020, will be assessed by the Director, Governance & Community Services and Manager, Corporate Communications who will review the proposal and provide a report with a recommendation to the Grants and Donations Committee for consideration at its next meeting.

The Grants and Donations Committee will make their recommendation for consideration by Council.

The Director, Governance & Community Services or Manager, Corporate Communications may exclude a proposal from being considered by the Committee, if the applicant does not provide adequate information or does not meet the evaluation criteria of one of the funding categories.

These guidelines have been developed after extensive research and consultation on a range of business grants from various Local Government Authorities.

Strategic Plans/Policy Implications

Local Economy

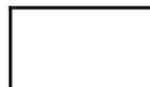
A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Plan for and facilitate opportunities for local business (including home business and sole traders), local activity centres and industry to thrive.
- Build local business capacity through partnerships, networks and skill development.
- Advocate for and attract investment, economic growth, and local employment.
- Support and promote the benefits of buying locally.

Budget/Financial Implications

In 2020/2021 funds for the 'Community Funding to Support Local Economic Development (Grants)' program are recommended to come from the Grants and Donations budget, as indicated in the Corporate Business Plan.

The program will be funded from the COVID-19 grants budget that was allocated for 2020/2021, using funds from of the \$113,543 COVID-19 Community Funding carried forward to the Grants and Donations



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budget from the 2019/2020 Budget, as recommended at the 10 September 2020 Ordinary Council Meeting.

In regard to the future funding of the program, it is recommended to be funded from the Grants and Donations budget. Over the last five years the Grants and Donations budget has not been fully expended by existing grants programs.

The budget for 2020-2021 is already approved.

Legal Implications

N/A

Community Consultation

In the recent "Markyt" Community Resilience Scorecard, 'Recovery of the local economy' was listed as the second highest COVID-19 impact of concern, and respondents indicated that the highest local government priority should be 'Economic recovery and employment opportunities'.

The Business Engagement Officer reviewed and benchmarked a range of LGA grants programs, in order to develop the attached guidelines.

Risk Management Implications

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

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

Advice to Proponent(s)/Submitters

N/A

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

NIL



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City of Cockburn Guidelines:

Community Funding to support local Economic Development (Grants)

Objective

The purpose of these guidelines is to provide a framework for the provision of community funding to support Local Economic Development.

The City of Cockburn aims to engage and work with organisations in the City of Cockburn local government area who are contributing or wish to contribute to Cockburn's vibrancy, sustainability, growth and employment prospects.

Background

Council provides up to two per cent of the annual rates income to a budget for grants, donations, sponsorships and subsidies. To ensure that these funds are distributed in a rational way, eligibility and application criteria are required for the assessment and prioritisation of applications to be funded.

The funds allocated to applicants are to assist in the provision of activities and services that support local Economic Development and facilitate opportunities for local business, local activity centres and industry to thrive, and the objectives of the local economy outcome of the Strategic Community Plan 2020-30.

Program details

This program is divided into two categories (A-B) to encourage and cater for a range of applications and activities.

Community Funding Category	Description	Open for applications	Maximum amount available per application	Approval
Category A – Economic Development Grants	One-off projects, programs or activities that support local economic development	Twice a year	\$5,000	Delegated Authority
Category B – Economic Development Grants – Minor & Major	Major funding proposals, minor funding and requests outside of	Upon enquiry and invitation to apply	Dependent on funding type (in alignment with Policy 'Grants,	Council decision



	established categories.		Donations and Sponsorships – Community Organisations and Individuals’)	
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These guidelines assist the City to respond to requests for financial assistance in line with the City’s Strategic priorities and aim to optimise the use of Council funds to support businesses and organisations to deliver economic benefits to the community. These outline the relevant selection criteria, application criteria and limitations of each funding category, and are to be utilised in conjunction with the associated Policy ‘Community Funding to support local Economic Development (Grants)’.

Selection criteria

Applicants for funding to be distributed from the Grants and Donations budget are required to apply and address the relevant criteria in one of the funding categories. Assessment and approval will be done according to the category and be done under the relevant delegated authority or recommendation by the Grants and Donations Committee to Council, and applicants cannot bypass these processes.

An applicant may successfully apply for and receive funding from two different Community Funding categories per financial year, provided they meet the criteria for the particular category.

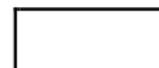
This funding can be granted from either of the following categories:

- two different Community Funding to support local Economic Development (Grants) categories from this policy, or
- seven different categories from the Community Funding for Community Organisations & Individuals (Grants, Donations & Sponsorships) policy.

This is provided they meet the criteria for the particular category; however, the applications cannot be for the same project. Applicants that have been successful in previous years are eligible to apply provided all previous funding has been satisfactorily acquitted, and cannot apply for projects or activities that have previously received funding.

Community Funding to support local Economic Development (Grants)

Who can apply?



Item 9.2 Attachment 1

GAD 20/10/2020

Eligibility Criteria:

Category A - Economic Development Grants

Category B – Economic Development Grants – Minor & Major

To apply for Community Funding for Local Economic Development - category A or B, an applicant must:

- a. Have an ABN.
- b. Have a business based in the City of Cockburn or offer a project or initiative within the City of Cockburn local government area.
- c. If an applicant is not located within the City of Cockburn local government area, the project or initiative must demonstrate a clear link and direct impact on the City of Cockburn's strategy and objectives, for example - the local economy outcomes of the Strategic Community Plan.
 - o Where an applicant is not located within the City of Cockburn local government area the City will have full discretion to determine if the local Economic Benefit is sufficient such that a grant may be awarded.
- d. Be a micro, small or medium business (1 to 199 employees).
- e. Have all appropriate insurances and licenses.

Applicants that will be procuring from suppliers based within City of Cockburn will be favourably considered.

How do I apply?

Applications are to be made online using the Smarty Grants portal and will be assessed and notified of the outcome within two months of the application closing date. Projects must not commence prior to notification of grant outcome, as funding cannot be awarded retrospectively.

Community Funding to support local Economic Development**Category A – Economic Development Grants****Eligible activities:**

Category A: Economic Development Grants of \$5000 are available in the following streams:

- A. Technology/digital enhancements
- B. Enhancements to local retail and employment centres
- C. Promotion of innovation
- D. Assisting businesses with COVID-19 recovery



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Projects must be delivered within 12 months, with an acquittal submitted within one month of completion.

Application criteria can be found below for each grant stream.

A. Technology/Digital enhancements

Costs associated with online and e-commerce activities, including the purchase of software, hardware and services in any of the following areas, to support a business's sustainability and promote economic growth:

- Website design and development
- E-commerce platforms (selling online and receiving payments)
- Online content development (web pages, mobile apps, audio & visual media)
- Digital marketing promotion
- Mentoring and training in online and e-commerce activities (where this is not readily available under the City's Business Advisory/ Business Development program)

Hardware purchases must be matched funding (i.e. The City will contribute 50% of the cost provided that the applicant contributes 50%)

Assessment Criteria

- a. The applicant must meet the eligibility criteria
- b. The applicant must provide evidence that development of the online and e-commerce capabilities will benefit the business long term.
- c. Meets an identified need in line with one of the themes of the City's Strategic Community Plan.

B. Enhancements to local retail and employment centres

Costs associated with enhancing the destination and visitor experience in local activity centres. A Local retails and employment centre is a community focal point, and can include activities such as commercial, retail, entertainment, tourism, civic/community, education and medical services.

Eligible improvements may include the following, *subject to council approval where required*:

- Painting of the existing façade
- Repairs to structural façade elements
- External architectural and or artistic façade features
- Upgrading entrance for accessible access
- Window treatments including vacant shopfront windows (ie. Vinyl artwork)
- Tiling or painting of external walls
- Awnings & canopies

Item 9.2 Attachment 1

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- Creative lighting on facades, awnings and footpaths
- Removal of redundant signage, air conditioning units
- Verge upgrades
- Landscaping including planter boxes or vertical garden beds in private property
- Public art elements including painted murals, light boxes, window or footpath decals

Assessment Criteria

- a. The applicant must meet the eligibility criteria
- b. If the applicant does not own their premises, they must have the consent of the property owner and have at least 12 months of their lease at time of application.
- c. The applicant must provide evidence that enhancements to local activity centres will offer benefits to the business and local area.
- d. Applications are also open to strata bodies and property owners (that lease to a small to medium business), who have the support of their tenant.
- e. Activities must improve street appeal and attractiveness of the premises, and be visible from the adjoining street or public space.
- f. The use of local suppliers.

Please note:

Applicants must obtain the relevant approvals and permits, including compliance with the City's planning framework and the Building Code of Australia

Applicants that will be procuring from suppliers based in the City of Cockburn will be favourably considered.

C. Promotion of innovation

Encouraging new and innovative practices and products in small to medium businesses in the City of Cockburn.

- Business Growth - Development of new innovative ideas to expand business
- Supporting Export Growth - Research and development of export-focused initiatives
- Start-Up - Support for launching an innovative business idea in the City.

Other projects with an innovation focus may also be considered, so please consider applying for this funding if your business is eligible.



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Assessment Criteria

- a. The applicant must meet the eligibility criteria
- b. The applicant must provide evidence that the activities undertaken will benefit the business in the long term.
- c. Detail the expected multiplier effects (how will the local economy and communities benefit from the activities).
- d. Applicants will not require commitment to ongoing funding from the City (application must show how the activity/ service will be viable after the grant funds have been received).
- e. The City will not fund business development activities that duplicate those provided to local businesses by the City's Business Engagement Officer (ie. Business Advisory programs)
- f. Innovation support is for businesses, business activities or projects that do not duplicate a service or activity already available in the local area
- g. Meets an identified need in line with one of the themes of the City's Strategic Community Plan.

D. Assisting businesses with COVID-19 recovery

The City is committed to helping the local business community recover and rebound from the impacts of COVID-19.

This program will fund measures that will assist businesses to reopen and adapt following the COVID-19 pandemic. This grant has been developed to encourage businesses within the City boundaries to develop capacity, invest in their premises, encourage community visitation, attract new customers, build exposure and ultimately be a financially sustainable business.

To assist with COVID-19 Rebound examples such as the following may also be considered on a temporary basis:

- General safety and hygiene supplies
- Safety screens, barriers, railings
- Safe distancing decals for internal or external use
- External thermometers, hand sanitisers, masks.

Contracting services

- Visual merchandising services
- Social media services and social analytics
- Store counters / pedestrian counters
- Rebranding, and the purchase of new packaging.

Assessment Criteria

Item 9.2 Attachment 1

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- a. The applicant must meet the eligibility criteria
- b. The applicant must prove the degree to which the business has been negatively impacted by the COVID-19 pandemic.
- c. How the project or activity improves the ability of the applicant to retain operations and existing staff and/or increase the number of staff as a result of the project.
- d. The use of local suppliers.

**Community Funding to support local Economic Development (Grants)
Category B – Economic Development Grants – Minor & Major**

Major and Minor Funding

This Category incorporates a range of funding opportunities subject to Council Decision.

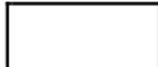
Major Funding Proposals

Most of the Cockburn Community Fund budget is distributed to community groups, organisations and individuals through established grants, donations and sponsorship programs and application processes in accordance with Council Policy 'Community Funding for Community Organisations and Individuals (Grants, Donations & Sponsorships)' and the associated guidelines. It is the intention that most of the Community Funds to support local Economic Development will be distributed via category A .

However, similarly to the Community Funding for Community Organisations and Individuals guidelines, occasionally, the City may receive new requests for funding that fall outside of the scope of the category rounds and other limitations.

Hence category B was established to include a process and assessment criteria for funding requests received that do not fit within category A.

1. Eligibility Criteria:
 - a. As per the relevant category from the guidelines from Community Funding to support local Economic Development (Grants) that the funding request would normally apply to.
2. Project Selection and Evaluation Criteria:
 - a. Funding requests that align with the evaluation criteria of one of the funding categories described in these guidelines, must follow the process below for consideration.
 - b. A proposal for funding must be submitted to the City which outlines:



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- (i) How it meets the evaluation criteria of one of the funding categories of the Policy 'Community Funding for Economic Development (Grants) and within these guidelines and a statement addressing the eligibility, assessment criteria of the category.
- (ii) The justification for the funding request and why it cannot be accommodated within the established programs and processes outlined in the other categories within these guidelines.
- (iii) The amount of funding requested.
- (iv) The proposed term of funding or partnership.
- (v) Key terms and conditions.
- (vi) An activity/project budget showing expenditure
- (vii) Quotations from suppliers
- (viii) Evidence of any other income sources used to fund the project
- (ix) Insurance certificates
- (x) For Category B applications over \$5000 Audited Financial Statements must be provided
- (xi) Proposed economic outputs, outcomes or benefits of the proposed funding arrangement to the Cockburn community, and how these will be evaluated.
- (xii) Detail the expected multipliers effects (how will the local economy and communities benefit from the activities).
- (xiii) Applicants that utilise local suppliers where possible for project/activity delivery will be considered favourably.
- (xiv) Any contractual considerations.

3. Process:

- a. The proposal must be submitted to the City's Grants and Research service unit for initial assessment at least two months prior to the next scheduled Grants and Donations Committee Meeting.
- b. The City will review the proposal and provide a report with a recommendation to the Grants and Donations Committee for consideration at its next meeting, which will be available to the public via the Ordinary Council Meeting agenda. The City may exclude a proposal from being considered by the Committee if the applicant does not provide adequate information or does not meet the evaluation criteria of one of the funding categories.
- c. The Grants and Donations Committee will make their recommendation for consideration by Council.

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Limitations and conditions

For Categories A and B funding will not be provided:

- Retrospectively for any projects or events that have already occurred or commenced
- If previous City of Cockburn funding has not been acquitted
- To political parties, government departments and agencies, or individuals.
- For projects or programs that rely on existing funding from the City of Cockburn
- Multi-year funding will not be considered within this program
- For expenses without documentation
- Payment of debts to any entity
- Items covered by state and federal government funding packages
- Utility charges
- Council rates
- Insurance payments
- Consumables
- Franchise fees
- Projects/ activities which exclude or offend segments of the community
- Projects/ activities which could present a hazard to the community or environment or promote antisocial behaviour
- Wages or salaries



GAD 20/10/2020

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

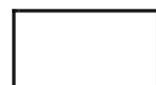
Nil

11. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

Nil

12. CLOSURE OF MEETING

The meeting closed at 6.47pm.



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13.2 (2020/MINUTE NO 0225) DELEGATES - WALGA - SOUTH METROPOLITAN ZONE

Author(s) D Green
Attachments N/A

RECOMMENDATION

That Council appoints Cr Tom Widenbar as a Deputy Delegate to the WALGA South Metropolitan Zone.

Cr Separovich moved an Alternative Motion for himself to be appointed to the position, which lapsed for want of a seconder.

COUNCIL DECISION

MOVED Cr P Corke SECONDED Cr C Stone

That the recommendation be adopted.

CARRIED UNANIMOUSLY 9/0

Background

At the 24 October 2019 Special Council Meeting, the following Elected Members were appointed as City of Cockburn delegates to the WALGA South Metropolitan Zone (Zone):

- Mayor Logan Howlett
- Cr Chamonix Terblanche
- Cr Chontelle Stone
- Cr Lee–Anne Smith (Deputy)

The Zone meetings are held bimonthly with the next meeting scheduled for 23 November 2020.

Submission

N/A

Report

Given that Cr Terblanche is on a leave of absence from Council, and Cr Smith is currently based in Port Hedland, there will be one less voting delegate available to attend the Zone Meeting on behalf of the City of Cockburn.

Cr Widenbar has specifically expressed an interest in attending this meeting on behalf of Council, and it is considered appropriate to appoint him as a second Deputy Member to enable full voting representation at the Zone Meeting.



Strategic Plans/Policy ImplicationsListening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Actively advocate and seek regional collaboration focussed on growing the wellbeing and self-sufficiency of the community to better meet their social, environmental and economic needs.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

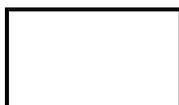
There is a “Low” level of “Brand / Reputation” risk associated with this item.

Advice to Proponent/Submitter

The Proponent has been advised that this matter is to be considered at the 12 November 2020 Ordinary Council Meeting.

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

Nil



14. PLANNING AND DEVELOPMENT DIVISION ISSUES

14.1 (2020/MINUTE NO 0226) PROPOSED STRUCTURE PLAN - LOT 2 (7) FAWCETT ROAD, LAKE COOGEE

Author(s)	K Knuckey
Attachments	<ol style="list-style-type: none"> 1. Site Plan ↓ 2. Advertised Structure Plan Map ↓ 3. Schedule of Submissions ↓ 4. Detailed Planning Assessment ↓ 5. Officer's Recommended Structure Plan Design ↓
Location	Lot 2 (7) Fawcett Road, Lake Coogee
Owner	Vem Contracting Pty Ltd
Applicant	Urbanista Town Planning
Application Reference	110/204

RECOMMENDATION

That Council:

- (1) adopt the Schedule of Submissions prepared in respect to the Proposed Structure Plan;
- (2) endorse the Bushfire Management Plan Version 1.0, dated 9 October 2019, prepared by Green Start Consulting in respect of the proposed Structure Plan;
- (3) pursuant to Schedule 2, Part 4, clause 20, of the deemed provisions of the *Planning and Development (Local Planning Scheme) Regulations 2015*, recommend to the Commission the approval of the proposed Structure Plan at Lot 2 (No. 7) Fawcett Road, Lake Coogee, subject to the following modifications:
 1. Modify the Structure Plan Map as follows:
 - a. Land proposed to be zoned 'R40/60' to be modified to 'R30/60',
 - b. Land proposed to be zoned 'R40' to be modified to 'R30',
 - c. Land proposed to be zoned 'R30,' which is located over the existing Water Corporation sewer easement, to be reserved as 'Road Reserve',
 - d. A designation of 'R40' to land identified as such in the officer's recommended structure plan design at Attachment 5,
 2. revise and update the entirety of the Structure Plan Report and all relevant appendices to reflect the modified zoning and reserves,
 3. update Part 1, Section 4.7, Treatment of Road Reserve, to include the following provision:

Land that is reserved as road reserve and located over the



Water Corporation easement is required to be embellished by the responsible developer to the satisfaction of the City of Cockburn.,

4. Update Part 1, Section 5, Local Development Plans, to include the additional requirement for lots zoned 'Residential R40' to require the preparation of an LDP, and
 5. All references to Local Structure Plan or 'LSP' replaced with 'Structure Plan';
- (4) advise the Western Australian Planning Commission (WAPC) that should the WAPC wish to explore an alternative recommendation for the zoning/reservation of the Water Corporation easement, the City recommend that the following be demonstrated and enforced:
1. A design approach that ensures a coordinated, consistent and compliant design be approved and constructed over all burdened lots,
 2. A mechanism be in place to ensure that landscaping, hardscaping and fencing be delivered by the developer, compliant with Water Corporation requirements,
 3. That a legally-binding mechanism is in place to ensure that the specified requirements for landscaping, hardscaping and fencing are enforced in perpetuity, and
 4. That any works on burdened lots require approval by Water Corporation;
- (5) advise the WAPC that the City has given multiple opportunities to the applicant to deal with both the City's and Water Corporation's concerns with residential lots being located on the Water Corporation easement. However, all proposed solutions are considered to be unduly restrictive to implement (particularly upon the future landowners), or reliant on third party approval and form an unreliable and flawed basis upon which to support this aspect of the proposal; and
- (6) advise the landowners within the Structure Plan area and those who made a submission of Council's decision.

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr T Widenbar

That the recommendation be adopted.

CARRIED UNANIMOUSLY 9/0



Background

The proposed Structure Plan is being presented for a recommendation for final approval to the Western Australian Planning Commission (WAPC).

This item was deferred at the 10 September 2020 Ordinary Council Meeting (OCM); however it was deferred to allow further discussions about the proposed residential zoning over a Water Corporation sewer easement. These discussions have now occurred and the matter is presented back for Council's consideration.

Submission

N/A

Report

The site is located in the middle of Lake Coogee, nearby Mayor Road and Stock Road, as shown on the Location Plan (refer Attachment 1).

The advertised Structure Plan Map is shown in Attachment 2.

The subject Lot 2 (outlined in red below) and Lot 1 (immediately adjacent to the north), are some of the final lots left to be structure planned for the northern part of this cell, as illustrated below:

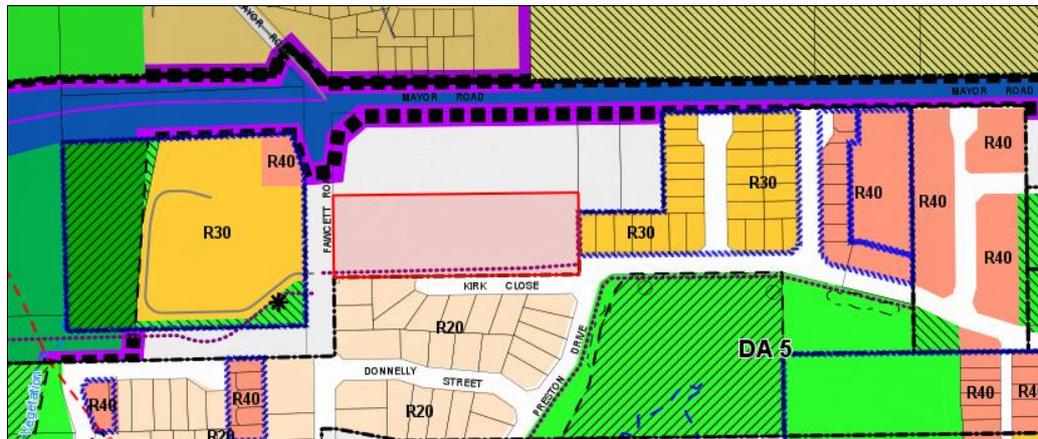


Figure 1: Approved Structure Plans surrounding the subject Lot 2 (shown in red).

Structure Plans surrounding the subject lot are generally coded R20 to R30 with a pocket of R40 to the west, and a large pocket to the east. The R20, R30 and R40 coded lots largely provide for single detached dwellings as illustrated below:



Figure 2: Single detached dwellings characterise the surrounding area in proximity to the Bindjar Reserve Wetland.

Planning Assessment

Given the number of concerns with the advertised Structure Plan, and the Alternative Zoning and Easement Design ('Alternative Design') put forward by the applicant, a detailed planning assessment has been prepared assessing officers (see Attachment 4).

This assessment steps through:

- The advertised Structure Plan design and the specific issues of concern;
- The Alternative Design and the officer considerations in not supporting that design, and finally;
- The Officer's Recommended Structure Plan design ('Officer's Design') which presents a more workable compromise (see Attachment 5). This has been discussed with the applicant and the Water Corporation and is reflected in the suggested modifications set out in Part 3 of the officer recommendation.

The applicant would prefer their Alternative Design to the Officer's design (which is to be expected).

In summary, the key relevant issues associated with the advertised Structure Plan could be described as the densities proposed and the land use designation to apply above the existing sewer easement.



Conclusion

While the advertised Structure Plan raises a number of concerns, relatively simple modifications could be applied to render a better planning outcome (as set out in Part 3 of the recommendation). This would also address a number of the submitter's concerns (see summary in the Community Consultation section of this report).

It is recommended the advertised Structure Plan be forwarded to the WAPC for approval, with the suggested modifications.

Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Plan for and facilitate opportunities for local business (including home business and sole traders), local activity centres and industry to thrive.
- Advocate for and attract investment, economic growth and local employment.

Environmental Responsibility

A leader in environmental management that enhances and sustainably manages our local natural areas and resources.

- Provide accessible high-quality open spaces and parks for community benefit.

City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

- Plan to provide residents with great places to live, activated social connections and high quality open spaces.
- Plan and facilitate diverse and affordable housing choices for residents and vulnerable communities.

Budget/Financial Implications

N/A

Legal Implications

N/A



Community Consultation

The proposal was advertised for a period of 28 days from 18 June to 16 July 2020. Advertising consisted of a newspaper advertisement in the Cockburn Gazette, Comment on Cockburn and letters to surrounding landowners and affected government agencies.

A total of 14 submissions were received, of which included:

- Eight objections and two support from private submitters; and
- Four government agencies/service providers, with advice.

The key issues that were raised during the advertising period were:

- Location of private residential lots located over the Water Corporation sewer easement.
- The unavailability of ground water allocation to irrigate the POS area.
- Increased vehicle traffic and whether the existing road network is able to cater for this.
- Height of the proposed R60 development and impacts on noise and overlooking.
- Proposed density – some submissions suggesting that it is too high and some suggesting that it is too low.
- A lack of open green space.
- The proposed structure plan not including or accounting for the surrounding lots that are also zoned 'Development Area'.
- Damage to surrounding property during the construction period.

A number of suggested modifications are recommended by the City to the advertised Structure Plan. These respond to many of the key issues listed above.

The full Schedule of Submissions can be found at Attachment 3.

Risk Management Implications

The Officer Recommendation takes into consideration all 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 and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 November 2020 Ordinary Council Meeting.

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

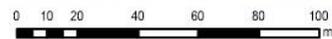
Nil





FIGURE 2 — SITE PLAN

LOT 2 FAWCETT ROAD LAKE COOGEE



SCALE 1:2,000 @ A4



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 Tel: (08) 6444 9171 | www.urbanistaplanning.com.au | ABN: 47 609 657 098 | 1984 & AHD



File No. 110/204

SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN : Lot 2 (7) Fawcett Road, Lake Coogee

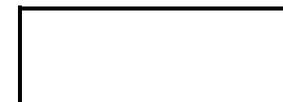
NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
Service Providers and Government Agencies			
1	Telstra	<p>COMMENTS:</p> <p>With regard to your proposed works, Telstra has no objections but may have network in the area that may be impacted by the proposal and may require relocation. Please ensure that you locate all services and protect during your works.</p> <p>I urge you to contact Dial Before You Dig and request some plans showing the assets in the area, once received utilising an Accredited Plant Locator, locate all services and survey to determine if conflicts exist.</p> <p>If you are able to complete your works to avoid the Telstra network and adhere to the standards then please do so otherwise costs will be incurred to relocate the Telstra network accordingly to meet the required standards and practices.</p>	Comments noted.
2	Department of Transport	<p>SUPPORT:</p> <p>The Department of Transport (DoT) has reviewed the submitted documents and support the shared-path connection through the proposed POS.</p> <p>The Department has no further comment to provide.</p>	Support noted.



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
3	Water Corporation	<p>COMMENTS:</p> <p>Advice provided 9 July 2020:</p> <p>The site is located within the Water Corporation’s planning areas for water and sewerage. Services can be extended from the surrounding networks to the land by the developer undertaking mains extensions at the subdivision stage. The Water Corporation has a large diameter gravity sewer (2,250mm diameter Bibra Lake Main Sewer) that traverses the Munster area generally from north-east to southwest. The main sewer runs through the subject land and is contained within a 9m wide easement in favour of the Water Corporation.</p> <p>This section of the Bibra Lake main sewer was installed in 2002. At the time of planning and designing the sewer, the Water Corporation based the route for the sewer along existing and proposed roads and public open space in accordance with then adopted and draft structure plans for the area. The main sewer route is reflected in the City’s ‘Munster – Phase 3’ overall Local Structure Plan, as well as other more detailed structure plans and subdivision layouts that have since been approved through the Munster area. The sewer is mostly contained within public road reserves and POS. Where it traverses currently undeveloped land (including Lot 2), the sewer has been aligned generally along proposed future roads and open space based on information obtained from the City and landowners at that time.</p> <p>The sewer is 5-6m deep through the subject land. While unlikely, the Water Corporation may at some point in the long</p>	<p>Comments are noted, specifically:</p> <ol style="list-style-type: none"> 1. That the main sewer was installed in 2002 along existing and proposed roads and public open space in accordance with existing structure plans and development. 2. That the Water Corporation may at some point in the long term need to excavate down to the sewer for maintenance or repair work purposes. 3. That private residential lots located over the easement is not the Water Corporation’s preferred solution, as this will complicate access to the sewer if required in the future. 4. That the Corporation’s preference is that the layout should be redesigned to accommodate the sewer in POS or a Road Reserve. 5. Permanent mass structures that cannot easily be removed must not be located over the mains easement. Subject to this, Water Corporation does not object to the POS location. 6. Seating, paving and garden walls are acceptable over the sewer easement. 7. Play and exercise equipment will also be acceptable in the area. The footings for these structures would typically be relatively small and shallow. 8. The Building Restriction Zone is in fact



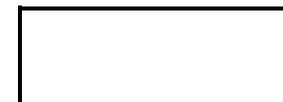
NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>term need to excavate down to the sewer for maintenance purposes. The draft subdivision layout depicted on the structure plan places the main sewer through the front yards of several residential lots ranging from 260m² to 300m². This arrangement is not the Water Corporation's preferred solution, as this will constrain access to the sewer if required in the future.</p> <p>The Corporation's preference is that the layout should be redesigned to accommodate the sewer in POS or a road reserve. However, it is understood from discussions with the proponents that this has been considered and that additional POS is not required in the immediate locality and that duplication or relocation of the road reserve for Kirk Close is not viable. It is understood that the loss of additional land/lots to properly accommodate the sewer in a reserve is not financially feasible for the developer.</p> <p>In the event that the City and the DPLH adopt the LSP in its current form, the developer has advised that a more detailed Development Plan/design guidelines will be put in place over the affected lots in order to ensure that the building envelopes for these lots are located outside the easement, to support the use restrictions contained in the Water Corporation's easement, and to ensure future land owners are aware of the use limitations over the easement area.</p> <p>The easement registered on the title of the Lot 2(7) Fawcett Rd is only 9m wide straddling the sewer. In accordance with the minimum requirements in the Water Corporation's <i>Technical Guidelines for Safely Working Near Water Corporation Assets</i> the width of the 'Building Restriction</p>	<p>6.25m centred on the pipeline, rather than their previous advice which stated that the BRZ was 6.25m either side of the pipe centreline (e.g. 12.5m total width).</p> <p>The officer recommendation and proposed modifications to the structure plan respond to the issues raised by Water Corporation and incorporate their recommendations.</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Zone' is the minimum width required to excavate the pipeline using trench supports to safely undertake emergency maintenance and repairs, which depends on the size and depth of the pipeline. Under the Technical Guidelines the Building Restriction Zone measured from the centreline of this sewer is at least 4m plus the diameter of the pipe i.e. at least 6.25m either side of the pipe centerline, which is in excess of the easement width (which is only 4.5m either side). The Structure Plan and subdivision layout will therefore need to achieve the minimum Building Restriction Zone. A detailed scaled plan should be included in the LSP report to demonstrate how this can be achieved on the proposed subdivision layout.</p> <p>The purchasers of the affected lots will not be able to plant trees and shrubs, sink garden bores, construct building piling, sheds, walls, improvements or footings within the Building Exclusion zone, or place anything in the area that would prevent the Corporation from readily accessing the sewer, or which would cause damage to the sewer. The existing easement conditions will need to be reinstated on each lot at the subdivision stage.</p> <p>Included Attachments</p> <p>Further comments provided on 27 July 2020:</p> <p>Our Building Services team has previously provided the following advice to Urbanista regarding the proposed POS over the sewer easement:</p> <p>As long as there are no permanent mass structures that</p>	



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>cannot easily be removed, the Water Corporation has no objections to the proposed location of the POS. Seating, paving and garden walls are considered as structures exempt from WC building approval and are acceptable over the sewer easement. They can be dismantled and removed in order to access the area for maintenance and repair to the sewer main, if required.</p> <p>Play and exercise equipment will also be acceptable in the area. The footings for these structures would typically be relatively small and shallow.</p> <p>The minimum Building Restriction zone around this sewer is 6.25m either side of the pipe centreline.</p> <p>Further comments provided on 17 September 2020:</p> <p>Yes, it appears that the proponent is correct and I have incorrectly read that part of the technical guidelines. The clause is a bit cryptic – “Zone width is defined as total width with pipe centrally located”, as per the table below.</p> <p>For pipelines >5m depth and larger than 600mm diameter, the BRZ is 4m plus the diameter of the pipe (2.25m) = 6.25m centred on the pipe i.e. 3.125m either side.</p> <p>In this case the existing easement is 9m wide approximately centred on the sewer pipe extends 4.5m north into the proposed lots, which is greater than the BRZ.</p> <p>As per the Technical Guidelines, no buildings are permitted within the BRZ and special requirements apply to any</p>	



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		<p>structures within the adjacent "Zone of Influence".</p> <p>By way of example, where the main sewer is situated in the centre of the Preston Drive road reserve immediately to the east, the nearest house wall is at least 8m from the centre of the sewer.</p> <p>The above issues and the usability of the proposed lots straddling the sewer is amplified by the small size of the proposed lots. Whether or not this is an acceptable design outcome is up to the LG and the WAPC to decide.</p> <p>As per our previous written submission, the Water Corporation's preference is that no lots should be located over the main sewer and that as per previous structure plans for the broader area the sewer should be located within a road reserve or POS.</p> <p>I hope this helps in your consideration of the structure plan.</p>	
4	Department of Water and Environmental Regulations	<p>6 August 2020:</p> <p>We are currently reviewing the document, however in the interest of time I have noted some initial aspects of the plan that would require some clarification following the Departments previous advice.</p> <p><i>Commercial area drainage</i> – there does not appear to be reference to drainage assumptions of the commercial area and how this impacts public open space (POS). There is mentions of 2 soakwells however connectivity to (and capacity to manage) the commercial precinct, and how this</p>	<p>A requirement of State Planning Policy 2.9: Water Resources and Better Urban Water Management, is that structure plans are accompanied by a Local Water Management Strategy (LWMS). In some instances, a Stormwater Management Plan (SMP) may be accepted instead, subject to approval by DWER and the City. Given this site is small in nature with clearance to groundwater and no water dependent ecosystems, DWER and City officers have accepted the SMP prepared by the proponent. Modifications were requested by</p>



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		<p>impacts POS in critical events have not been discussed. The role of POS in managing stormwater is important to confirm at the structure planning stage to ensure adequate land is set aside for proposed configurations and usability to be achieved. It is also noted no water quality treatment is proposed at all.</p> <p><i>Non-potable resource</i> – The Departments previous comments requested a source be confirmed for irrigation and dust suppression requirements. This has not been done. This is also important at this stage to ensure areas proposed as green space can in fact be kept green.</p> <p>7 August 2020:</p> <p>Yes upon learning the commercial area is not considered in the Local Structure Plan area, we would consider this resolved.</p> <p>With regard to the POS irrigation issue I can advise that the site is in the Cockburn Groundwater area, Kogalup Sub Area as proclaimed under the Rights in Water Irrigation Act 1914. Unfortunately, this aquifer is fully allocated, and as such no local groundwater resources are available to irrigate this POS.</p> <p>As such, the following needs to be undertaken.</p> <ul style="list-style-type: none"> • Confirm the amount of water required for irrigation of this are per year (generally POS on average is irrigated at 6,750 kL/ha/year); 	<p>both DWER and the City, and these modifications have been incorporated into the final report.</p> <p>DWER also raised the issue of POS irrigation. The subject site is located within the Cockburn Groundwater area, Kogalup Sub Area. DWER have stated that this aquifer is fully allocated and would not be available for use as irrigation of the POS.</p> <p>Discussions between DWER and City staff are ongoing on this matter, as this will likely continue to be an issue raised for any development areas within the City of Cockburn. A solution raised by the City with DWER in this instance, is for excess water allocation from Port Coogee to be reallocated to Lake Coogee.</p> <p>Discussions between DWER and City staff are ongoing on this matter, as this will likely continue to be an issue raised for any new development areas within the City of Cockburn. A solution raised by the City with DWER in this instance, is for a portion of the water allocation identified for the Port Coogee development be transferred to Lake Coogee.</p> <p>In regards to the subject structure plan, a dry park design is not a preferable option given the restrictions already placed upon the POS and that it is the City's preference for this POS is for</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<ul style="list-style-type: none"> • Seek to resolve the issue through one of the following approaches: • Secure a groundwater entitlement through a water trade agreement with an existing groundwater licence holder in the Kogalup Sub Area; • Confirm with City of Cockburn that irrigation will be possible utilising a proportion of any existing licence they may have in the area (this may also be conditional upon the developer installing the bore and infrastructure); • Confirm with City of Cockburn that a dry park design is an amenable approach; • Confirm with City of Cockburn that irrigation via scheme water is an amenable approach, noting the City will eventually have to take on this cost upon handover of POS. <p>Please note, the above communication with the City is to be undertaken by, or on behalf of, the proponent...not by the Department.</p> <p>I hope this information is useful. Please feel free to contact me with any queries.</p> <p>13 August 2020:</p>	<p>it to be embellished specifically for 0-7 year old children, thereby requiring grass (and irrigation).</p>



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		<p>As you may be aware, the requirement to operate the groundwater interception drain (GID) is in accordance with the relevant Waterways Environmental Management Plan and is tied to nitrogen concentrations as per the ANZECC (2000) low reliability trigger for marine ecosystems. However, with the submitted Port Coogee Annual Groundwater Monitoring Summary 2018-2019, it appears that the City of Cockburn is not currently operating the system within its primary intended purpose, as there was zero re-injection despite nitrogen levels in the intercepted groundwater exceeding ANZECC (2000) trigger levels.</p> <p>The department is prepared to review the City of Cockburn groundwater licences for the Kogalup subarea and subsequently to free up some of the water from the Port Coogee licence for other locations within the same resource. For this we request information on the future of the GID, including any current commitments and obligations for the City of Cockburn for its operation, and on the current and future water use requirements for the non-potable water supply in the Port Coogee area. Furthermore, please provide updated information on the City's additional water requirements arising from current and future developments within the wider Kogalup subarea.</p> <p>19 August 2020:</p> <p>The stormwater plan was accepted as a manner to satisfy requirements of State Planning Policy 2.9: Water Resources and Better Urban Water Management (WAPC, 2008) as a substitute for a Local Water Management Strategy (which would be more comprehensive report) given this site is small in nature with clearance to groundwater and no water</p>	



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		<p>dependent ecosystems.</p> <p>The issue of non-potable supply was raised in initial comments, and should be resolved within either the Stormwater Plan or the Engineering Servicing Report that will support the Local Structure Plan.</p> <p>Please note the City of Cockburn will also be required to confirm satisfaction with the plan, given they will be the managing authority of resultant infrastructure.</p>	
Community Submissions			
5	Doris Dengel 34 Preston Drive LAKE COOGEE	<p>OBJECT:</p> <p>As a local resident right next to the proposed area I don't support the proposal as it would make the area too busy and increase the local traffic.</p>	<p>Objection noted.</p> <p>Should the site be developed there will always be an impact on traffic, as with any proposed structure plan that proposes an increased number of residents or commercial uses. Therefore, a standard requirement is that structure plans be accompanied by a Traffic/Transport Impact Statement (TIS).</p> <p>A TIS was prepared for the proposed structure plan based on the zoning proposed by the proponent. The outcomes of this were the following:</p> <p><i>It is expected that the proposed development will generate up to 723 VPD; 37 VPH in the AM peak and 65 VPH in the PM peak. This is considered</i></p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			<p><i>as a worst-case scenario, given KCTT have assumed that the entire commercial part of the development will be retail with significant food component. According to WAPC Guidelines 65 VPH is considered as a moderate impact to the surrounding network. KCTT believe that the surrounding network would successfully absorb this 'worst-case scenario' additional traffic.</i></p> <p>Given that officer recommendations are to lower the proposed densities from R60/40 and R40 to R60/30 and R30, this proposed traffic increase will be reduced again. Furthermore, the future upgrade of Beeliar Drive (Mayor Road) will see significant road modifications and improvements made in this area. It is hoped that the future road upgrades will include improvements to public transport also. Regardless, the small development proposed is unlikely to have significant effects on the overall traffic of this locality.</p>
6	Confidential	<p>SUPPORT:</p> <p>I have a few questions regarding the development as my property shares a boundary with lot 1</p> <ul style="list-style-type: none"> - what is the intended finished height for each of the blocks on the eastern edge of lot 1? - there is currently a retaining wall on the boundary of 	<p>Support noted.</p> <p>In regards to the specific details of finished development levels, this level of detail is generally not required during the structure plan process. At this stage of structure planning, the process is to assign zoning (e.g. residential or commercial) and reserves (such as public open</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>my property and lot 1. Will this be replaced by a limestone block wall or remain as is?</p> <ul style="list-style-type: none"> - would the developer be willing to construct a fence on our shared boundary as this is something we were considering doing before the end of 2020, but will hold off for now as we assume this may have to come down for earthworks. - our house sits at 12m. Will the eastern end of lot 1 be excavated deeper than this? If so, what provisions are in place to protect our house and property from damage? - what general provisions are in place to protect our property from noise, dust and debris/damage? - Will excavation of our council crossover/verge be required for connecting utilities - we currently have an easement partially across the front of our property. Will this be extended in order to provide provisions to the new development? 	<p>space and roads). Finished height levels of the development site will be identified, assessed and approved closer to the subdivision application stage. However the following additional comments have been provided by the planning consultant in relation to this matter:</p> <p><i>'The client has confirmed that the site is relatively flat so that there will be not much change in levels, although he cannot provide FFL's at this point in time as engineering has not been finalised. However, a feature survey has now been completed which illustrates that the height of the retaining wall to the property on the south is 10.85 and the height of the retaining wall adjacent to the adjoining eastern property is 9.53 (these are marked on the survey in yellow). As you will see from the green spot levels, the adjoining southern and eastern properties, currently sit at a higher level than the subject property.'</i></p> <p>The survey plan has been provided to the submitter.</p> <p>Details such as retaining and fencing are not determined at the subdivision stage. The submitter has been recommended to contact the proponent, should they wish to discuss the matter of retaining and fencing treatments.</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			<p>In regards to provisions to protect house and property damage, this is a civil matter addressed between the developer and residents. Damage to surroundings properties should be avoided and where damage does occur, it is at the developer's expense to fix.</p> <p>This matter is given consideration at the subdivision and development application stages – and there are guidelines in place to protect surrounding properties from noise and dust.</p> <p>The Water Corporation sewer easement already extends over the subject lot, with sewer infrastructure located beneath the easement.</p>
7	Sam Cook 15 Fawcett Road, LAKE COOGEE	<p>OBJECT:</p> <p>Hi. We live at 15 Fawcett Road next door to the proposal. We reject the proposal based on the below.</p> <ol style="list-style-type: none"> 1. Footpath is proposed in our front yard, We have spent a lot of time and effort to maintain our verge, Can this be moved the street as plenty of other options on it. Please see attached photo of front of the property. We already have an ugly transformer that was installed this would devalue our property even further with this footpath. 2. The proposed footpath will go along the POS and our fence line, Can this be relocated. 3. All the developments behind our property only have 1 	<p>Objection noted.</p> <p>In regards to the comments about increased traffic congestion, please refer to officer comments at Submission 5.</p> <p>Specifically in regards to requiring access onto Mayor Road, this is not a preference of the City's, as Mayor Road is identified as a 'Distributor B' road by Main Roads and is reserved for a future realignment and upgrade of Beeliar Drive, to facilitate a key east-west link for the City of Cockburn. Additional road intersections onto Mayor Road are not preferable. It also cannot form part of this</p>



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		<p>exit which is Fawcett road, too many cul-de-sac's with no exits. These need to exit on Mayor Road.</p> <p>Happy to discuss further our concerns.</p> <p>Additional comments/questions provided by submitter at a later date:</p> <p>I have some questions on the Proposed Structure Plan:</p> <ol style="list-style-type: none"> 1. The Planning team are putting in a lot of Cul De Sac's in the area and in turn are causing all the traffic to turn onto Fawcett Road with no other exit. The structure plan/plans behind us need to incorporate roads exiting onto Mayor Road. The road is busy enough with 1,000 cars a day(Please refer to the latest volume of car numbers the city recently completed) this was cause more vehicles onto the road exiting onto Fawcett + the recently approved development across the road will bring in another 30-45 cars. 2. Myself and neighbour agree we do not want a footpath butted up against our fence line. Can the footpath please be pushed further away from our fence lines. Reason behind this: People jumping the fences/hitting the fences/graffiti etc. 3. The proposed café is a great idea, but how high will the units be? Will they be able to see into our backyard (15 Fawcett road) because currently we can see the single story house without units. Have we thought about noise for residents? 4. Proposed footpath outside our property shows (2) different locations in the plan, our preference would be 	<p>structure plan, as the lot to the north (Lot 1, No. 5 Mayor Road) does not form part of this structure plan area.</p> <p>Concern regarding the location of the footpath is noted, and it is recognised that a consistent location has not been applied throughout the structure plan document, rather different locations and footpath crossovers are presented throughout the document. However, the footpath location shown on the structure plan map is only 'indicative' and will be given further consideration in the subdivision, local development plan and landscaping plan processes. The comments are noted and will be considered at a more detailed planning stage.</p> <p>That level of detail (building height) is not assigned at the Structure Plan stage, however the R-Coding is (density as per the Residential Design Codes) and would guide what building height might be possible on the site. The applicant has proposed a density of R40/R60 at this lot, with the higher density subject to conditions (such as, the development must be multiple dwellings, not single houses or grouped dwellings). It is the position of City officers that this density should be revised to R30/60 to create better urban design outcomes. It is likely that if the density of R60 is developed (subject to the specific design provisions), then a two to three-storey mixed use development will be the</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>to move this footpath to align with Page 27 of the proposed plan (Photo below). Can this please be confirmed? The location proposed outside our property does not make sense knowing the lay of the land and the approval of the new development and where it should be located so people use it.</p>	<p>outcome.</p> <p>In terms of overlooking, any proposed development would have to meet the requirements of the Residential Design Codes in regards to this matter. This would be addressed in future development applications.</p> <p>Noise will be a consideration if a commercial component to the development is proposed.</p>
8	Tobias Busch 29 Dodd Street HAMILTON HILL	<p>OBJECT:</p> <p>R30 density is too low in this area to achieve urban infill densities. Consider R40. The indicative development layout showing typical proposed building envelopes is undesirable. It exceeds site cover does not allow space for planting, does not facilitate passive solar design, access to private outdoor space. The lot layout has been tested against a built form outcome that demonstrates poor design and will most likely not meet the new R codes currently developed by Design WA. While this does not mean that the subdivision won't 'work' for better design outcomes than those indicated in this proposal, the overall structure plan should be reviewed with this in mind.</p>	<p>Objection noted.</p> <p>It is considered that R30 is a more appropriate density than R40, throughout the structure plan area. R30 is more compatible with the surrounding residential areas and will result in wider frontages and more landscaped areas, conducive to a good neighbourhood design. R40 density as a single house or grouped dwelling typology, has often resulted in no on lot tree provision and very limited outdoor spaces, with a number of examples available in the nearby locality. The City recommends an R30 coding of which can provide an increased lot size to accommodate at least one tree, a reasonable outdoor area, reduce the number of cross overs and make an improved contribution to the street by for example providing more opportunities for trees.</p> <p>All residential development will be required to</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			meet the requirements of the Residential Design Codes (R-Codes).
9	Confidential	<p>OBJECT:</p> <p>I am very concerned with the extra traffic that will be exiting Fawcett road into Major Road once the future houses are built. It is often difficult turning into Major Road from Apium Mews especially weekends and Christmas holidays with the extra traffic with attached boats. Also, at present there is no pedestrian crossing across Major Road from Apium Mews and the road must be crossed to gain access to the footpath and it is a 60 kilometres road.</p>	<p>Objection noted.</p> <p>In regards to traffic concerns, please refer to officer comments under Submission 5.</p> <p>In regards to the matter of a pedestrian crossing from Apium Mews to cross Mayor Road. This is not a matter that can be addressed within the proposed structure plan, as it is not located close to the subject site. There is some footpaths either side of Mayor Road and should this road be upgraded in the future, pedestrian access will be a consideration.</p>
10	Confidential	<p>OBJECT:</p> <p>There is significant lack of open green space, community areas/ shared Areas and too much land for road without active pursuit of green transport areas.</p>	<p>Objection noted.</p> <p>The proposed structure plan provides the minimum public open space requirement of 10 percent. The proposed road network is consistent with the requirements of the Residential Design Codes and Liveable Neighbourhoods.</p>
11	Confidential	<p>OBJECT:</p> <p>R40/60 is too high density for Fawcett Rd given the increasing traffic usage of the road as the surrounding area develops and is putting an increased demand on the lack of</p>	<p>Objection noted.</p> <p>It is the officer's recommendation to require the proposed densities of R40/60 and R40, be modified to R30/60 and R30 respectively.</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>curb parking and an increased risk of injury due to the high pedestrian use in the area to access Lake Coogee.</p>	<p>The higher coding of R60 is conditioned in Section 1 of the proposed structure plan report to only be permitted under specific provisions. These are designed to achieve a mixed-use development with high amenity. The provisions that have been included are:</p> <ul style="list-style-type: none"> • That the split-coded land is subdivided to no more than one lot, prior to a development application being approved over the site; • The development site consists of a total land area of no less than 1,400m². • It can only be achieved in a mixed-use development with multiple dwellings and a ground floor commercial component. • The proposed development does not consist of any single house of grouped dwelling development. • the proposed development consists of two-storey (or greater) height development (subject to development standards). • A local development plan is prepared.
12	Confidential	<p>OBJECT:</p> <p>I am submitting this comment with authority on behalf of both adjoining lots at #138 & #140 Mayor Rd Lake Coogee. Regarding the proposed SP and indicative future plans to develop the adjoining lots of 7 & 5 Fawcett Rd the owners</p>	<p>Objection noted.</p> <p>A coordinated and strategic approach to structure planning, which incorporates all development areas within the locality is preferred, however the City does not have the</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Object to the current SP for the following reasons:</p> <ul style="list-style-type: none"> - The proposed SP does not include or consider 138 or 140 Mayor Rd. Both owners would like to see their lots included in this plan due to its direct impact on their lots and the future development of this area as the only source of access currently supported by the City. The SP in its current form affects their property values negatively and is not in keeping with the City's own comments on the matter (Being that the City would like to see a SP including all lots at 5 & 7 Fawcett and 138 & 140 Mayor Rd). The owners are willing to discuss with the applicant the prospect of including their properties in this SP overview for future submission. 	<p>ability to require proponents to include surrounding lots within their structure plan.</p> <p>Given that the advertised structure plan document did not account for how development could be achieved at 138 and 140 Mayor Road, it was requested that the proponent provide a concept plan of how development (in particular access) could be achieved to the surrounding lots that are zoned Development Area. A concept plan has now been included within the report at page 55, which indicates how access could be achieved to 5 Mayor Road, 138 Mayor Road and 140 Mayor Road, without access via Mayor Road. This concept plan is not binding and other outcomes could be achieved, however it provides the land owners to the north with some conceptual ideas of how their land could be developed in the future.</p>
13	Confidential	<p>SUPPORT:</p> <p>I am really excited for the proposed development. My family and I love the ides of the public open space that connects Kirk close and Fawcett so there is direct access from lake to lake, we are hoping for lots of greenery, playground or gym equipment. We also are really excited for the potential of a cafe/shop area as we do not have anything of reasonable walking distance in this area, having a cafe overlooking the lake and in walking distance will be a really nice feature there is nothing like this in the Cockburn area. We are hoping that figure 20 alternative lot layout of the housing might be</p>	<p>Support noted.</p> <p>In regards to the concept lot layouts presented in the proposed structure plan report at Figure 20, officers are in agreement. A lot layout design that runs parallel to the easement will facilitate a better outcome in regards to a more open design and less pressure on the vehicle entry points to Kirk Close. Officers have recommended that the easement area be reserved as 'road reserve', which will likely facilitate a development outcome similar to the</p>



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		<p>considered... the other proposed layout is too squashed in, it will make parking on Kirk very difficult, its already very hard with parking on Kirk now especially at the top end. We look forward to seeing what happens in this area.</p>	<p>concept plan at Figure 20.</p>
14	<p>Kevin & Rosemary Clark 140 Mayor Road, Lake Coogee</p>	<p>OBJECT:</p> <p>Our house at 140 Mayor Road Lake Coogee sustained significant damage due to the construction of a previous sub division to the east and south of our property. As such we engaged the services of David Wills & Associates Consulting Engineers (DWA) for their professional opinion, to review the Proposed structure plan - Lot 2 (No. 7) Fawcett Road, Lake Coogee to assess the impact that construction may have on our house.</p> <p>DWA's assessment and recommendations are in the letter attached.</p> <p>Should council support the Proposed structure plan - Lot 2 (No. 7) Fawcett Road, Lake Coogee, for the protection of our house at 140 Mayor Road Lake Coogee, being subject to further damages, we seek that council would request that the support for the Proposed structure plan - Lot 2 (No. 7) Fawcett Road, Lake Coogee would be subject to the inclusion of DWA's recommendations as follows:-</p> <ul style="list-style-type: none"> • That vibration monitoring equipment be installed at 140 Mayor Road on the subdivision side of the lot before the contractor mobilises to site. • That vibrations at 140 Mayor Road be limited to 	<p>Objection noted.</p> <p>The proposed structure plan does not permit any development, rather it simply assigns zoning and reserves.</p> <p>Issues in regards to construction management will be addressed in the subdivision application and engineering works approvals.</p> <p>Should property damage result, this is a civil matter addressed between the developer and residents. Damage to surroundings properties should be avoided and where damage does occur, it is at the developer's expense to fix.</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>2.5mm/sec, and that construction equipment be selected to achieve this limit.</p> <ul style="list-style-type: none"> • On the day compaction commences on lot 2 vibration readings be submitted to the owners of 140 Mayor Road by 8:00 the following morning. Thereafter, weekly readings are to be taken and submitted by noon of the day after the readings are due. If this is a weekend day, the reading period shall be adjusted so the results are received no later than noon of every Wednesday. • That where vibration readings exceed 2.5mm/sec at 140 Mayor Road, compaction equipment be changed to bring the vibrations down to at or below 2.5mm/sec, and daily readings from the vibration monitoring equipment shall be submitted until the subdivision is completed. Failure to do so shall result in a stop work order being placed on the work site at lot 2. <p>If these recommendations are declined to be included into the plan then we would object to the plan.</p> <p>Included Attachments</p>	





Planning Assessment - Structure Plan Considerations

Subject Site: Lot 2 (#7) Fawcett Road, Lake Coogee

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1. 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 (DA5), Development Contribution Area No. 6 (DCA6) and Development Contribution Area No. 13 (DCA13) under the Scheme.

Development Area 5, as identified in TPS3, requires a structure plan to be prepared and approved in accordance with clause 27(1) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, prior to subdivision and/or development.

The site is located in the middle of Lake Coogee, nearby Mayor Road and Stock Road. The subject Lot 2 (outlined in red below) and Lot 1 (immediately adjacent to the north), are some of the final lots left to be structure planned for the northern part of this cell, as illustrated below:



Figure 1: Approved Structure Plans surrounding the subject Lot 2 (shown in red).

Structure Plans surrounding the subject lot are generally coded R20 to R30 with a pocket of R40 to the west, and a large pocket to the east. The R20, R30 and R40 coded lots largely provide for single detached dwellings as illustrated in Figure 2.



Figure 2: Single detached dwellings characterise the surrounding area in proximity to the Bindjar Reserve Wetland.

2. Planning Matters raised in Submissions

2.1 Unavailability of Ground Water Allocation

The subject site is located within the Cockburn Groundwater area, Kogalup Sub Area. DWER have stated that this aquifer is fully allocated and would not be available for use as irrigation of the POS.

Discussions between DWER and City staff are ongoing on this matter, as this will likely continue to be an issue raised for any new development areas within the City of Cockburn. A solution raised by the City with DWER in this instance, is for a portion of the water allocation identified for the Port Coogee development be transferred to Lake Coogee.

2.2 Increased Vehicle Traffic

A Traffic Impact Assessment (TIA) prepared by KCTT informs and supports the proposed structure plan based on the zoning proposed by the proponent. KCTT concluded that the surrounding network would successfully absorb this 'worst-case scenario' additional traffic.

With the officer recommendation to lower the proposed densities from R60/40 and R40 to R60/30 and R30, the resultant increase in traffic will be reduced again. Furthermore, the future upgrade of Beeliar Drive (Mayor Road) will see significant road modifications and improvements made in this area. It is considered that the small development proposed is unlikely to have significant effects on the overall traffic of this locality.

2.3 Height of Proposed R60 Development and Impacts of Overlooking

State Planning Policy 7.3 Volume 2 provides for R60 multiple dwellings up to 3 storeys. As a result this relatively lower scale height is not expected to negatively impact the street and surrounding developments.

Furthermore in terms of overlooking, any proposed development at the development assessment stage is required to meet the requirements of the Residential Design Codes, addressed in future development applications and this includes impacts such as overshadowing, amenity impacts and privacy considerations.

2.4 Response to surrounding 'Development Areas' yet to be Structure Planned

A coordinated and strategic approach to structure planning, which incorporates all Development Areas within the locality is preferred, however the City does not have the ability to require proponents to include surrounding lots within their structure plan. Though the City does actively encourage this and when unable it is requested an indicative structure plan layout be demonstrated to ensure at least 1 suitable option can be provided.

Given that the advertised structure plan did not account for how development could be achieved at 138 and 140 Mayor Road, it was requested that the proponent provide a concept plan of how development could be achieved to the surrounding lots that are zoned Development Area, of which was provided.

3. Structure Plan Design

3.1 Advertised Structure Plan

The initial proposal for the structure plan was advertised in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015*. The advertising period and officer assessment raised a number of issues with the advertised structure plan, covered in detail below.

3.1.1 Location and Useability of Public Open Space (POS)

The surrounding Lake Coogee green spaces are significantly characterised by wetlands and vegetated areas. As the surrounding structure planned areas have evolved, for several reasons, there is a limited amount of usable POS for the purposes of supporting residential development, including spaces for families to gather and recreate in.

As a result, the City has encouraged the provision of POS and has discouraged a cash-in-lieu alternative as structure plans are submitted for assessment. Also encouraged is consideration of how individual lots can work together to provide consolidated, functional spaces rather than small, disconnected unusable spaces.

In this context the City did advise in pre lodgement correspondence early on with the land owner the preference for the POS to be located along the northern boundary of Lot 2, so as to enable the consolidation of POS with Lot 1 to the north as it will result in a larger, more useable and active POS (refer Figure 3).

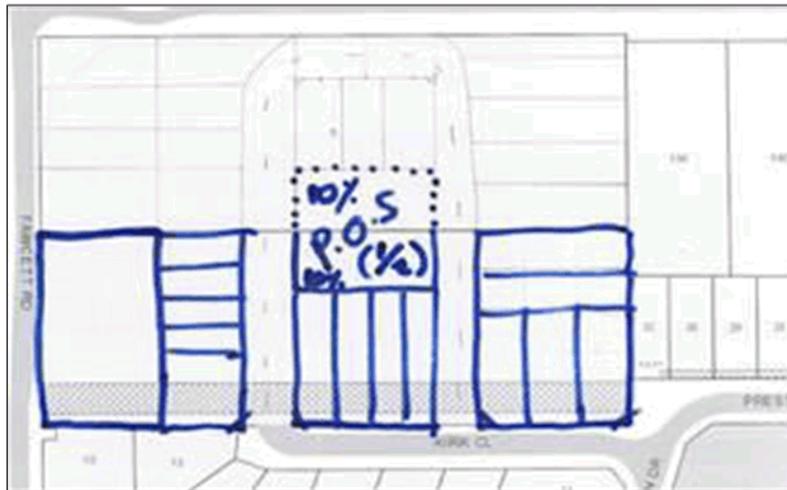


Figure 3: A concept drawing of the combined POS outcome that was requested by City staff as the preferred outcome.

The proponent, in this instance, seeks to utilise the large diameter gravity sewer (2,250mm diameter Bibra Lake Main Sewer) alignment that traverses through Lake Coogee and runs through the subject land, contained within a 9m wide easement in favour of the Water Corporation which might otherwise be considered unproductive land from a development perspective.

Given the challenges associated with structures and trees co-located alongside sewer infrastructure, City staff have worked with the applicant to locate the POS within the Water Corporation easement area, if Water Corporation are supportive of the proposal, and a good active design can be achieved.

Water Corporation has provided advice, stating that they do not have any objection to the POS location over the mains easement, subject to the POS being embellished in accordance with Water Corporation advice and guidelines. They have also provided further information on how the POS area could be embellished, as follows:

- Seating, paving, garden walls, landscaping, and play and exercise equipment (with small/shallow footings) are acceptable over the sewer easement. They can be dismantled and removed in order to access the area for maintenance, if required.
- Trees could be located in the space either side of the Building Restriction Zone (BRZ). There are a few metres either side of the BRZ that could accommodate certain tree types.

While the POS in this location removes any ability to link in with the future development of Lot 1 to the north, the Structure Plan includes a POS Concept Plan that is acceptable to the Water Corporation and the City, noting also the further discussions and proposed changes (relevant to supporting this approach) regarding proposed changes to densities further into this report.

3.1.2 Residential Zoning over the Water Corporation Sewer Easement

In addition to the POS alignment, the front setback of lots, proposed in the Advertised Structure Plan to front Kirk Close, include a 9m deep easement as illustrated in Figure 4.

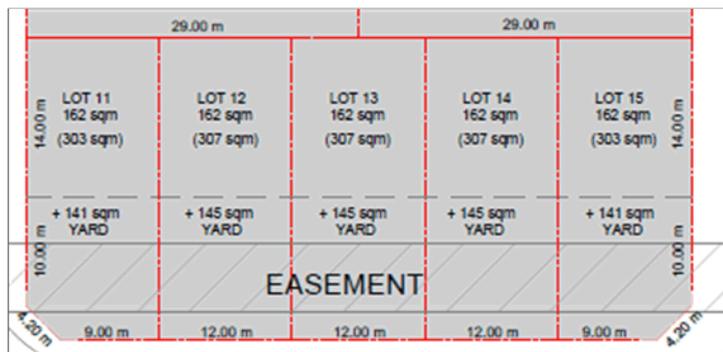


Figure 4: Indicative subdivision plan illustrates a 10m front setback of lots proposed to be an easement to provide for the sewer alignment.

Residential zoning over the easement is not recommended for the following reasons:

- a. Water Corporation find this unacceptable as it constrains access for the agency should future maintenance works be required.
- b. It is relatively easy for City staff to ensure compliance with Water Corporation requirements and relocate small structures and landscaping from the POS for easement maintenance, however it will be far more complicated to organise this with a number of landowners on private land.



- c. While unlikely, maintenance or emergency repairs could be required in the future. This could significantly impact future land owners, even by restricting their access to their own property, which is not a favourable outcome.
- d. The proposal could result in a poor streetscape amenity outcome. The significant building setback that would be required (approximately 13m from the front boundary) will negatively impact the urban design outcome, which will in turn impact the street. This could be exasperated further, if individual lot owners were responsible for the landscaping and hardscaping of these lots, which could result in an ad-hoc and inconsistent streetscape.
- e. Implementation of a coordinated and compliant design of the easement area within the lots is uncertain.

It is considered that the easement will have higher amenity and a more coordinated approach if it is managed by the City of Cockburn as road reserve. Furthermore, given that the City has worked with the applicant on a POS outcome that is not preferable in size or location, the addition of the road reserve located over the sewer easement will provide extra open space for the community and an important wide boulevard style landscaped street design between the wetland located to the east and connecting in with development to the west. There is the opportunity to make this easement area, in essence, an extension of the POS area, with landscaping, pedestrian walk ways and street furniture, which will have a far greater value to the local community.

The proponent has addressed some of the design concerns of officers, by preparing a Landscaping Concept Design for the lots. The Concept Design demonstrates how the lots that are burdened by the easement could be designed to accommodate dwellings, parking, vehicle access and landscaping. Additionally, the proponent has stated that the developer could fund and construct the landscaping to ensure a coordinated and consistent approach.

Water Corporation have reviewed the additional Landscaping Concept Plan provided by the proponent since the September OCM (refer Attachment 5) and have advised that their advice from 9 July 2020 still stands, with the following advice provided on the 17 September 2020;

“As per our previous written submission, the Water Corporation’s preference is that no lots should be located over the main sewer and that as per previous structure plans for the broader area the sewer should be located within a road reserve or POS.”

Furthermore, Water Corporation stated that, while unlikely, maintenance and emergency repairs could be required in the future, and these works would require access from directly above the pipeline (as there are no access chambers along this section of pipeline).

Officers are still concerned with the implementation of this approach. If this land over the easement was approved with residential zoning, officers would want to ensure that the developer would fund and construct the landscaping and hardscaping of these lots to ensure a high streetscape amenity outcome. However, officers have explored how this could be achieved, and have not been able to find a planning mechanism that would ensure developers and future land owners are held to this in perpetuity. The applicant has provided a proposal for this which consists of combination of legal and planning mechanisms (restrictive covenants and caveats on all burdened lots, as well as a bond to be paid to

ensure that the developer provides the landscaping). However this proposal still results in significant legacy issues for the City to administer, substantial financial and resource costs to the City and the proponent and risk and uncertainty for future land owners.

Fundamentally, the Water Corporation's position is that their preference is for the easement, which protects important, permanent infrastructure, is to be reserved as 'Road Reserve', to ensure that the agency's infrastructure is not burdened, and this advice has been firm throughout the City's ongoing consultation with them. The landowners were compensated for the burden of the sewer easement (installed in 2002) so it is vexing to then try to develop this encumbered land for residential development. City officers have given this significant consideration and are absolute in the view that the simplicity and clarity of designating the easement as 'Road Reserve' is the best planning outcome for the City and the local community.

Water Corporation have clarified that their previous advice provided on 9 July 2020 regarding the BRZ, which is the area where work is generally not permitted, is incorrect. Their previous advice was that the BRZ was 12.5m in width, extending beyond the 9m wide easement. However, further clarification has been provided by Water Corporation to state that the BRZ is actually 6.25m in width with the pipeline centred. Therefore, this reduces some of the City's concern for the extent of land that is burdened.

There is a precedent example within the City of Cockburn, where a Structure Plan has included a 12 metre wide Water Corporation easement; Lot 9002 Prizmic Street, Beeliar, considered within the 'Lots 1001 and 83 Watson Road Structure Plan'. The approved Structure Plan resulted in the land located over the easement being reserved for the purposes of 'Road Reserve', to be embellished with landscaping by the developer.

It is recommended that the same principle be applied in the proposed Structure Plan, with the proposed R30 designation removed from the land affected by the Water Corporation easement and replaced with 'Road Reserve'.

3.1.3 Zoning and Density

The proponent advises the intention for the split-coded land fronting Fawcett Road is to create a mixed-use multiple dwelling development, as illustrated in Figure 5. The R60 coding can provide for this outcome, however the City commonly finds such a development is difficult to achieve in this and similar locations with similar characteristics, when it comes to market conditions, and therefore holds concern at the development and design outcome should this option not be pursued.



Figure 5: Mixed use option that can be achieved through the R60 slit coding option.

As a result the City is focused on ensuring the alternative split coding is appropriate should a single detached dwelling subdivision be pursued. The proposal in this scenario identifies an R40 coding of which there are some examples scattered around the locality to the east and west.

The built form outcomes under this coding have resulted in no on lot tree provision and very limited outdoor spaces as illustrated in Figure 6.

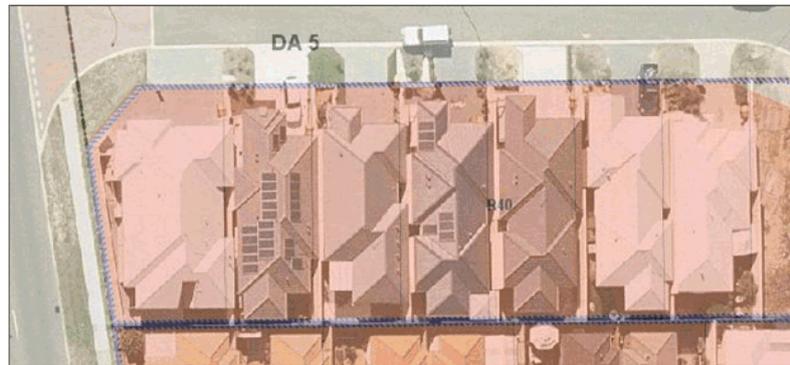


Figure 6: Example of R40 coded development in the local area.

As a result of these common built form and urban outcomes under the R40 coding, and in addition to the reduced POS provision (both in terms of reduced size and embellishment options) as described above, the City recommends an R30 coding which can provide an increased lot size to accommodate at least one tree, a reasonable outdoor area, reduce the number of cross overs and make an improved contribution to the street by, for example, providing more opportunities for trees. This recommendation is consistent with lots on the opposite side of Kirk Close and responds to what the City is trying to achieve in new development areas; quality urban design that is responsive to the existing urban area, design that will create open community spaces and landscaped areas with tree canopy.



It is recommended that the proposed R60/40 and R40 zoning be modified to R60/30 and R30, which will result in a development that is in-keeping with the surrounding neighbourhood and addresses the above mentioned matters.

3.2 Alternative Zoning and Easement Design ('Alternative Design')

Given the position of Water Corporation and the City that the easement should be designated for 'Road Reserve' rather than 'Residential' which results in a reduced lot yield for the developer, the applicant has since the September OCM deferral, proposed an alternative design (see Figure 7).

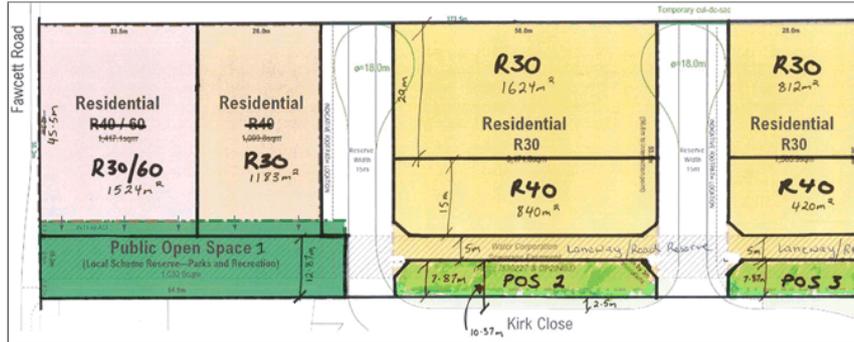


Figure 7: An alternative zoning and easement design proposed by the applicant.

Rather than residential zoning above the easement, the applicant has proposed a laneway and POS concept, with an increased zoning to R40 for a portion of the land directly adjacent to the proposed laneway.

Officers are not supportive of the laneway/POS concept and consider that this land should be designated Road Reserve for the following reasons:

- a. The proposed laneway may result in increased traffic safety concerns given the close proximity of the laneway entrances to the Kirk Close intersections.
- b. The proposed laneway does not meet the Liveable Neighbourhoods standards for laneways (6m is usually required).
- c. The proposed additional POS does not result in useable, active POS which is needed in the locality and will likely result in the appearance of a medium-strip. It is viewed that designating the full easement area as 'Road Reserve' will result in a better landscaping outcome, particularly if a combined crossover solution can be managed via an LDP (recommended).
- d. A reduced 'POS 1' is not supported as it is already a compromised outcome, as discussed above.

However, while R40 has previously been considered inappropriate at the subject site, it is considered that this alternative location for R40 would be an acceptable outcome if it was a small portion planned to have frontage to the landscaped easement, designated as Road Reserve. Therefore, this has formed part of the Officer's Recommended Structure Plan Design.



3.3 Officer’s Recommended Structure Plan Design

As discussed above, an Alternative Design was submitted by the applicant after the September OCM deferral, in order to appease the concerns of the City and Water Corporation in regards to the sewer easement. The City reviewed the revision and subsequently provides a further alternative recommendation for the reasons detailed above.

A modification that supports this alternative R40 zoning has been proposed by officers, subject to the preparation of a Local Development Plan (LDP) to guide the design of the R40 zoned land. Officers have presented this recommended structure plan design based upon feedback received from Water Corporation and the applicant, as shown in Figure 8:



Figure 8: Officers recommended structure plan design for the easement to be designated Public Open Space and Road Reserve and an increased density adjoining the easement.

It is considered that this design will provide the best design outcome given the sewer easement constraint, while working with the developer to ensure that a good development outcome is achieved.

Officer's Recommended Structure Plan Design



Declaration of Interest

The Presiding Member advised the meeting he had received a Declaration of Impartiality Interest from Cr Phoebe Corke, pursuant to Regulation 11 *Local Government (Rules of Conduct) Regulations 2007*.

The nature of the interest is that, as Chairperson of the Hamilton Hill Community Group, Cr Corke wrote a letter of support for the original submission.

14.2 (2020/MINUTE NO 0227) CONSIDERATION FOR INCLUSION OF FIG TREE, REGIONAL ROAD RESERVATION, HAMILTON HILL, TO THE CITY'S SIGNIFICANT TREE LIST

Author(s) R Wallin

Attachments

1. Heritage Assessment [↓](#)
2. Place Record [↓](#)
3. Schedule of Submissions [↓](#)

RECOMMENDATION

That Council:

- (1) include the fig tree (near Starling Street and Dixon Reserve) Hamilton Hill on the City of Cockburn Local Government Inventory as a "Significant Tree" as shown in the Place Record included in Attachment 2; and
- (2) advise submitters Council's decision.

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr P Eva

That the recommendation be adopted.

CARRIED 7/2

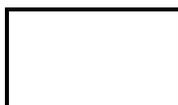
For: Mayor L Howlett, Deputy Mayor L Kirkwood, Cr K Allen, Cr P Corke, Cr L Smith, Cr P Eva and Cr C Stone

Against: Cr M Separovich and Cr T Widenbar

Background

The City has received a heritage nomination from a member of the public to include a fig tree in the suburb of Hamilton Hill onto the 'Significant Tree' list of the City's Heritage Inventory.

The tree is located near Starling Street and Dixon Reserve, Hamilton Hill. The subject land is under the management of Main Roads WA recognising it is reserved "Primary Regional Roads" under the Metropolitan Region Scheme, and forms part of the alignment of the 'Roe 8' Reserve. However noting the clear State Government's position of Roe 8 – there is no intent for the road to be delivered.



The City undertook a heritage assessment (Attachment 1) which evaluated the proposal against the following criteria:

- Heritage Significance;
- Horticultural Value;
- Rare or Localised;
- Location or Context;
- Exceptional Size, Age and Form.

Council at its September 2020 Ordinary Council Meeting determined that the fig tree complied with at least one of the above criteria and that further investigation was warranted to assess social value and historical significance. Council resolved to:

“advertise the proposed inclusion of the Fig Tree (near Starling Street and Dixon Reserve) Hamilton Hill on the City of Cockburn Local Government Inventory as a ‘Significant Tree’ as shown in the Draft Place Record....”

City of Cockburn Local Government Inventory and Heritage List

The City of Cockburn Local Government Inventory (LGI) was revised and adopted by Council on 14 June 2018. The LGI includes a 'Significant Tree' list, which includes trees listed for their cultural heritage significance.

A place record has been prepared to support the proposed inclusion (Attachment 2).

Submission

A member of the public submitted the following nomination for the fig tree:

“The tree is likely to have been part of Sunnyside Farm. Sunnyside Farm was owned and farmed by a number of non-English immigrants, including the Stelis, Gerovich and the Ricci families. The farm house and outbuildings at different times housed many new immigrants, working as farm labourers, while seeking Australian residency (Dom Ricci). The farm was noted as a significant wine-producing property, but also grew and marketed other produce.

Horticultural Value

The fig (*ficus carica*) tree has survived annual spraying of surrounding castor oil plants and other weeds. It is remarkably healthy and produces an abundant crop of figs during the summer months.

Location or Context

The tree contributes to the area and is a gathering place for locals who forage from the tree. On most summer mornings, you can see at least two or three people (often accompanied by their children), picking and



eating the fruit. In fact, one gentleman comes on the bus each year from Nollamara to pick figs for his family.

Exceptional Size, Age and Form

The tree is exceptionally large (approximately 6 metres in diameter and 4.5 metres tall). It has multiple trunks and an extensive canopy. It is estimated to be 60-80 years old.

Social Culture or Spiritual Value

The tree is well known to the local community and is a place where people meet and chat while picking fruit together.

Report

The purpose of this report is for Council to consider the fig tree nomination for inclusion on the LGI following advertising.

The intent of advertising was to confirm the extent of social values and historical significance associated with the fig tree and then determine if this adds weight to supporting inclusion of the fig tree.

Officer Recommendation

The advertising process has shown that there is considerable interest in including the fig tree in the LGI. This is demonstrated by the:

- number of submissions received (20 supporting submissions); and
- content of submissions that highlights the importance of the tree to community spirit and activity.

Details associated with the submissions are discussed in more depth in the community consultation section below.

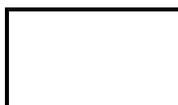
Based on the assessment (Attachment 1) and level of community support, it is recommended that the fig tree be included in the LGI as a 'Significant Tree'.

Community Consultation

The City advertised the proposal from 24 September to 15 October 2020. Advertising included:

- letters to the landowner of the subject land, surrounding landowners and the Hamilton Hill Community Group;
- a sign being placed onsite;
- an advertisement in the Cockburn Gazette; and
- a notice in Comment on Cockburn.

A total of 23 submissions have been received, consisting of 20 supporting the proposal and three objections, including an objection from Main Roads WA who is responsible for the management of the reserve. Attachment 3 provides details of the submissions and the City's formal responses.



In summary, support is focused around the social significance generated by the tree, enabling many residents to reflect on memories from childhood, as well as providing a focal point for gatherings and a focal point for connecting with community members while gathering and enjoying its fruit.

The community objections received do not focus on specific details associated with the fig tree, rather they raise more generalised views about:

- preserving the opportunity to develop the site for housing without impacting developers;
- the existence of a dugite that resides at the site and the need to have it removed;
- there being no scarcity of fig trees; and
- preferences for protecting native species.

These objections focus on secondary matters that have a limited direct relationship to the assessment of heritage values associated with this specific fig tree.

Main Roads WA provided a late justification for their objection, stating that the proposal is subjective, unsubstantiated by technical reports and questionable with respect to the assessment criteria of health, age and historical value. Further, additional comment is provided on the potential future development of the land for road purposes and a suggestion that the proposal be referred to Department of Planning Lands and Heritage (DPLH).

In respect to this submission, the following should be considered:

- The cumulative intangible values and experiences associated with the fig tree that has been expressed in the community feedback received. Community feedback confirms that the tree is a focal point for positive social interaction, clearly demonstrating how it meets the criteria of “Social, Cultural and Spiritual Value” as defined in the Assessment Criteria for Significant trees;
- Including the fig tree as a “Significant Tree” on the LGI does not prohibit or undermine Main Roads WA ability to develop the land for road purposes. The listing will require addressing at any future development stage and will be considered as part of a wider hierarchy of higher order planning, heritage and environmental considerations applicable to the site; and
- The proposal relates to a local heritage matter and does not require comment or involvement from the DPLH which has a role limited to considering items that have a State level heritage status.



Conclusion

It is recommended that Council resolve to include the fig tree, located on the regional road reservation adjacent to Starling Street, Hamilton Hill, on the City of Cockburn Local Government Inventory.

Strategic Plans/Policy Implications

Environmental Responsibility

A leader in environmental management that enhances and sustainably manages our local natural areas and resources.

- Improve our urban forest and streetscapes across the City.

Community, Lifestyle and Security

A vibrant healthy, safe, inclusive and connected community.

- Recognise and celebrate the significance of cultural, social and built heritage including local Indigenous and multicultural groups.

City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

- Plan to provide residents with great places to live, activated social connections and high quality open spaces

Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Listen to, communicate, consult and engage with our residents, businesses and community in a timely, open and collaborative manner.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

There are no statutory consultation requirements for inclusion of a place on the LGI pursuant to the Scheme, the *Heritage Act 2018* or *Heritage Regulations 2019*. However, for places proposed to be included on the Heritage List, the *Planning and Development (Local Planning Scheme) Regulations 2015* require a minimum advertising period of 21 days.



Risk Management Implications

In ordinary circumstances, pursuant to Clause 4.18 of the Town Planning Scheme No. 3, planning approval is required in the event that a 'Significant Tree' is proposed to be removed.

It should be noted, however, that the subject tree is located within a Main Roads WA Regional Road Reservation. Clause 16(1) of the Metropolitan Region Scheme Clause 16(1) states that development approval under the MRS is not required if the reserved land is owned by or vested in a public authority, and that public authority is proposing to use the land for the purpose for which it is reserved. Notwithstanding, it is likely that any works would trigger consultation with the local government, and that comments could be provided on the details of any tree of heritage significance.

Advice to Proponents/Submitters

The Proponents and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 November 2020 Ordinary Council Meeting.

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

Nil



Assessment Criteria - Significant Trees

Subject Tree: Fig Tree, Regional Road Reserve (near Starling Street), Hamilton Hill

Definition:

"Tree" includes shrubs and other perennial plants, and should be read in the singular or plural to include a group of trees.

The criteria for assessing whether a tree is sufficiently 'significant' to include in the Local Government Inventory are based upon similar principles which are used to determine the suitability of heritage sites and buildings, being:

- Aesthetic value
- Historic Value
- Research Value
- Social Value
- Rarity
- Condition, Integrity and Authenticity

Significant Tree/s may be in the form of:

- individual specimens, avenues or stands of trees or native vegetation
- a landscape design, memorial arrangement or celebratory alignment
- immature specimens, mature, post mature or notably old

Significant Tree/s may occur in public parks and reserves, streets, car parks, private and public gardens etc.

The following criteria are the basis for the analysis of trees nominated as 'significant' to the City, either by a resident, community group or the City of Cockburn. The nomination and assessment of a significant tree/s is required to be supported by a qualified arborist or similar professional related to the field of flora and fauna, and shall address either a single criteria from those listed below, or multiple criteria.

In order to be deemed 'significant' and thus warrant inclusion within the City of Cockburn Local Government Inventory, a nominated tree or trees must adequately demonstrate compliance with **one or more of the following criteria**:



Criteria	Description	Supporting Information/Examples	Strategic Planning Comments
Historical Significance	Tree/s commemorating a particular occasion, including plantings by notable people, or having associations with an important event in local, state or national history. Tree/s that possess a history specifically related to the City or its surrounding areas.	<ul style="list-style-type: none"> • Plantings by well-known public figure or group • Relates to a historical occasion or event 	The fig tree may have been part of Sunnyside Farm. Sunnyside Farm was owned and farmed by a number of non-English immigrants, including the Stelis, Gerovich and the Ricci families. The farm house and outbuildings at different times housed many new immigrants, working as farm labourers, while seeking Australian residency (Dom Ricci). The farm was noted as a significant wine-producing property, but also grew and marketed other produce. The fig tree may meet this criterion, however further research is required.
Horticultural Value	Tree/s of outstanding horticultural or genetic value and that which could be an important source of propagating stock, including specimens particularly resistant to disease or exposure.	<ul style="list-style-type: none"> • Tolerance selection (pest and disease) • Propagating potential • Scientific value 	The prevalence of fig trees within Perth, being abundant and easy to source, suggest that horticultural values are low and therefore the fig tree does not demonstrate compliance with this criterion.



<p>Rare or Localised</p>	<p>Tree/s species or variety rare or very localised in distribution, enhancing the diversification of the local urban forest.</p>	<ul style="list-style-type: none"> • Only known species in area • Rare species (2 - 50 known specimens) • End of natural range • One of few examples of the family / genus / species in precinct 	<p>Fig trees are not Australian Natives, and are therefore not identified as potentially threatened under the <i>Biodiversity and Conservation Act 2016</i>. Fig trees are not considered 'rare' or 'localised' and therefore the subject fig tree does not demonstrate compliance with this criterion.</p>
<p>Location or Context</p>	<p>Tree/s that occur in a unique location or context so as to provide a major contribution to landscape and/or local place character. Includes outstanding aesthetic value which frame or screen views, or act as a landmark.</p>	<ul style="list-style-type: none"> • Important landmark Contribution to landscape • High visibility of tree • Presence on a ridgeline • Screening function • Historic planting style 	<p>The fig tree is located central to the reserve lot, in a low-lying strand of castor oil plants. The tree is not significant in contributing to landscape character, as it is arguably not aesthetically beautiful, however is impressive in size. In order to comply with this criterion the fig tree would be expected to provide a <i>major</i> contribution to the landscape or local character. It is arguably dwarfed by the castor oil growth and is not distinctive by way of its visibility from the streetscape. Given its minimal presence on the landscape or character, it is not considered that the fig tree demonstrates compliance with this criterion.</p>
<p>Exceptional Size, Age and Form</p>	<p>Tree/s noted for particular age, size or irregular form relative to other normal mature tree species that currently reside within the City. Also includes</p>	<ul style="list-style-type: none"> • Height • Circumference • Canopy spread • Fusion of branches • Unusually damaged (but healthy) • Form and vigour reflecting an outstanding specimen of its species 	<p>The fig tree is significant in size and has, over time, grown wildly in an unkempt dystopian fashion, suggesting old age and relatively undisturbed unique growth. Assessment of the City's aerial mapping suggests that the tree was potentially planted in the 1950s, with the earliest high quality aerial (1953) clearly depicting the tree (as shown circled below):</p>



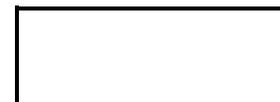
	<p>curious forms, particularly abnormal outgrowths, fused branches or unusual root structures.</p>		 <p>The aerial suggests that the tree was planted along the original fence-line of the now subdivided Lot 54 Rockingham Road (currently containing commercial strata units). An approximate assessment of the circumference of the tree (from aerial photography) shows growth from 5m² in 1953 to 14m² in 1965 and 51m² in 2000, with the current circumference being around 59m². (These calculations are approximate only). The tree is therefore at least seventy years old.</p> <p>It is considered that the fig tree represents compliance with this criteria, in that it has existed onsite for a number of years, has an irregular or abnormal growth pattern which lends interest to visitors and may be of value given its unusual size and relatively healthy appearance. It is noted that the fig tree is still producing fruit (as evidenced by a recent local newspaper article written in February 2020 – Fremantle Herald).</p>
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			Due to this, it is considered that the fig tree presents some values in terms of size and features, and therefore complies with this criterion.
Indigenous Association	Tree/s that has a recognised association with Indigenous people, or that is valued for continuing and developing cultural traditions.	<ul style="list-style-type: none"> • Scarred tree • Corroboree tree • Canoe tree 	<p>The Hamilton Hill Swamp Precinct, of which the fig tree is located, is situated within the traditional lands of the Whadjuk Nyoongar Traditional Owners, located within the suburb of Hamilton Hill and bordering the City of Fremantle, in close proximity to Clontarf Hill. A recent Heritage Study of the area (Terra Rosa 2020) identifies Indigenous Significance, particularly in relation to the nearby swamp (buried under Dixon Reserve) and identifies in close proximity to the fig tree a current inundation area 'current swamp' (edge of the original swamp). Water sources hold significance to Traditional Owners, given intangible values relating to the Waugal and the wider cultural landscapes. The Study acknowledges several accounts of 'first punishments' with the belief that one of these was undertaken in Hamilton Hill, resulting in the deaths of several women and children. These painful accounts confirm that Indigenous association to the area is of high importance and undeniable. In relation to the subject fig tree, it was likely planted as part of the mid-twentieth century market garden land uses, as aerial photography suggests. It possesses no known Indigenous specific values (such as scarring etc.) as it was likely planted at a time when Traditional Owners had little to no access to the subject land. Therefore, the fig tree does not demonstrate compliance with this criterion.</p>



<p>Social, Cultural or Spiritual Value</p>	<p>Tree/s that has an important link to the community or a specific group located within the City</p>	<ul style="list-style-type: none"> • Community engagement focussed around the tree for positive social or cultural reasons • Spiritual importance of a tree to a specific group in the community. 	<p>A recent article (February 2020 – Fremantle Herald) suggests that the fig tree contains some social values, or provides community focussed engagement given it is still producing fruit. It is not considered to provide cultural or spiritual values, however, as the fig tree has little association with an historical land use, or significant cultural attributes, such as connecting it to a known Hamilton Hill family or similar connection. A recent Heritage Study of the area (Terra Rosa 2020) does not mention the fig tree, however this may not accurately represent its social values as perhaps the Study was more broadly focussed upon early European and Indigenous Heritage.</p> <p>It is considered that further information is required, in the form of community advertising, to confirm the fig tree’s compliance with this criterion.</p> <p>Photo courtesy of Fremantle Herald – local community in front of subject fig tree (Feb 2020)</p> 
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Officer Recommendation:

The fig tree complies with one (1) of the above criterion: **Exceptional Size, Age and Form**, given it is likely to be at least seventy years old, and has grown an impressively sized canopy which is unusual for its local context. It has likely been protected from encroaching development given its location within the Roe 9 Regional Road Reservation and has been permitted to grow with little to no visible maintenance regime. It is still producing fruit, although recent site visits cannot confirm this due to figs being out of season.

The fig tree may comply with two additional criterions above: **Social, Cultural or Spiritual Value**, given a recent local newspaper article (Fremantle Herald) depicts various local community members together calling for the tree to be nominated as a Significant Tree on the City's Heritage Inventory. *"It brings the community together every year when its sweet fruits ripen"*. Further, the tree may provide fruit to a broader community, demonstrating potential social values: *"I have met people who come from other suburbs just to pick its fruit," said HHCG member Christine Duckham.* Further, **Historical Significance**, given it may have been planted by Sunnyside Farms, which was a prominent homestead in the area in the early part of the twentieth century.

The fig tree complies with one assessment criterion and this warrants further investigation into the potential for it to comply with other (more difficult to establish) assessment criteria; particularly social value and historical significance. It is therefore recommended that the fig tree be advertised for public comment, to determine whether there are indeed social and historical values, and to ascertain what these exact values may be, as currently there is insufficient information to either include or reject the nomination of the tree onto the City's Heritage Inventory.



PHOTOS





LOCAL GOVERNMENT INVENTORY

FIG TREE, ROE HIGHWAY RESERVE



LGI #	TBA
PIN No.	
LOT/PLAN DIAGRAM	
LOCATION	Roe Highway Reserve, Hamilton Hill, north-west of Starling Street, south-west Dixon Park (Figure 1)
OTHER NAME(S)	----
CONSTRUCTION DATE(S)	----

STATEMENT OF SIGNIFICANCE

The fig tree (*ficus carica*) is significant for its social significance and importance to the Hamilton Hill





LOCAL GOVERNMENT INVENTORY

community given its age, unusual growth pattern and its healthy condition, which bears fruit on a yearly basis that is enjoyed by the locals and beyond.

The fig tree is significant in that its wild growth forms a relatively untouched canopy, which has been permitted to grow in a unique sprawling way that lends interest to visitors.

PHYSICAL DESCRIPTION

The fig tree (*figus carica*) is significant in size and has, over time, grown wildly in an unkempt dystopian fashion, suggesting old age and relatively undisturbed unique growth. Research of the City’s aerial mapping suggests that the tree was potentially planted in the 1950s. The fig tree has several trunks, growing in an outward direction and a height of approximately 4 metres. Its growth circumference is approximately 59m² and appears to be generally in good condition.

The fig tree currently sits on the edge of a strand of castor oil plants. Locals claim that the nearby and broader community visit the tree annually to pick fruit¹, which is abundant during summer.

HISTORY

The Roe Highway reservation was first gazetted in 1959 as part of the Stephenson & Hepburn plan for the Perth Metropolitan area. The length of reserve has been historically been used for market gardens, farming and other rural uses. The fig tree is likely to have been planted on the original property, which has since been subdivided by Main Roads WA, who is the current landowner. Aerial photography depicts the likely age of the fig tree as early 1950s (Figure 2) and it appears to have been planted along the fence line of the original property (now 54 Rockingham Road, Hamilton Hill).

The fig tree may have been part of Sunnyside Farm. Sunnyside Farm was owned and farmed by a number of non-English immigrants, including the Stelis, Gerovich and the Ricci families. The farm house and outbuildings at different times housed many new immigrants, working as farm labourers, while seeking Australian residency (Dom Ricci). The farm was noted as a significant wine-producing property, but also grew and marketed other produce.

CONDITION

Good

ASSOCIATED PEOPLE

Nil known.

OTHER LISTINGS

HCWA No. -----

Register National Estate -----

National Trust WA -----

SUPPORTING INFORMATION

Fremantle Herald, 'Locals Give a Fig', February 21, 2020

ASSESSOR(S) NAME

City of Cockburn

ADDITIONAL NOTES

DATE OF LAST ASSESSMENT

LISTING HISTORY

¹ Fremantle Herald, 'Locals Give a Fig', February 21, 2020





LOCAL GOVERNMENT INVENTORY

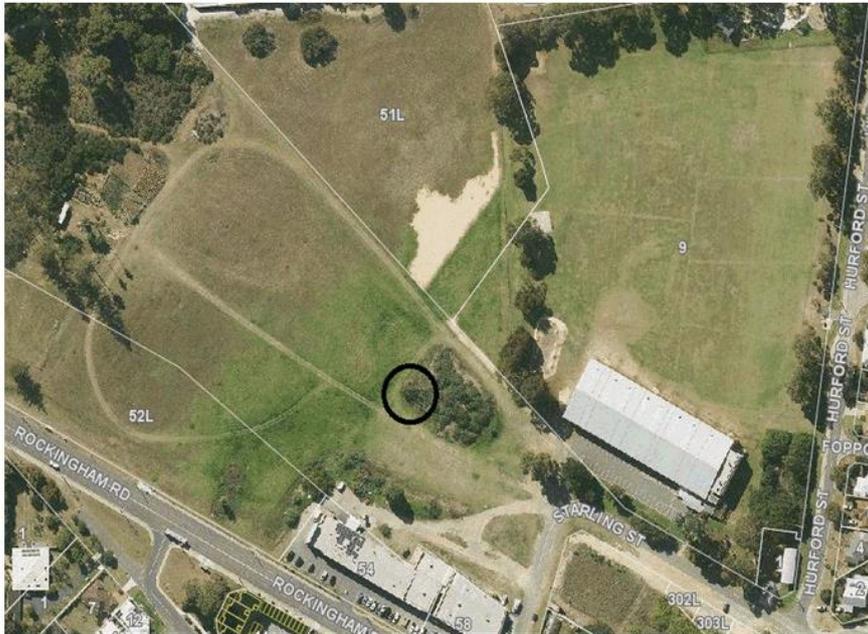


Figure 1: 2020 Aerial Photo Location Plan



Figure 2: 1953 Aerial Photo



File No. 095/001

SCHEDULE OF SUBMISSIONS
SIGNIFICANT TREE NOMINATION : Fig Tree, Dixon Reserve

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Chiara Rossetti 18 Ommanney St HAMILTON HILL	SUPPORT: Please, please, please save the fig tree- it is glorious and brings the community together when in fruit	Noted
2	Confidential	SUPPORT: This tree is a place many gather when it is fruiting. It is an important place for people to meet and pick fruit. It is a shame that the area is regularly poisoned to kill castor oil plants as these weeds never die and just grow back.	Noted
3	Confidential	Support: Fruit picking memories	Noted
4	Confidential	SUPPORT: As a regular user of the park, when the fruit is ripe I enjoy the figs for breakfast. I have also collected some more to make jam which I then share with friends and family as birthday or Christmas gifts. It is great to see so many neighbours and wildlife coming and enjoying the delicious fruit.	Noted
5	Ilaria Rossi 35 Paulik Way HAMILTON HILL	SUPPORT: i love this tree. It reminds me of my childhood back home in Italy. I think this tree will have to stay there forever	Noted
6	Lily Pilgrim Way	SUPPORT: Beautiful tree	Noted

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	HAMILTON HILL		
7	Helen Flavell O'Connell Street HAMILTON HILL	SUPPORT: This tree has been a part of Hamilton Hill for as long as I have been a resident (17 years), I have a strong attachment to the tree and it represents an important part of the history of the area. Whilst walking my dog regularly in the area, I frequently watch people stop to eat or collect fruit. It is a point of community connectedness as a meeting place, facilitating conversation and the development of relationships which are important to a cohesive community	Noted
8	Confidential	OBJECT: The whole area needs to be re-developed into housing with no impact on developers due to irrelevant issues. Besides a large dugite calls that bit of ground home - time to clear the ground and move a dangerous reptile away.	Noted. The information provided does not directly address any particular element of the assessment process for considering including the tree as a significant tree. The submission concentrates on side issues that can be addressed separately if and when any future development is identified for the locality.
9	Confidential	SUPPORT: As a resident of Hamilton Hill for over 25 years I've visited this fig tree and picked it's delicious fruit when in season	Noted
10	Toni Collinge 59A Healy Road HAMILTON HILL	SUPPORT: Since moving to Hamilton Hill I have, for the first time in my life, become aware of the rich cultural history of the area on which my home stands. Hearing some of the dreaming of this area and learning from our first peoples about their seasons and movements through the area has given me a sense of place and a respect for this land. I've also learnt about some of our more recent history since settlement.	Noted



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>We have the first ever stables in Perth built close by and I understand that the fig tree in question is about 100 years old and is the last remaining remnant of one of our early farms. This in itself, I would have thought, should warrant its being preserved.</p> <p>To add to its importance, it is currently a lovely gathering place for my community to meet and enjoy its bountiful offerings (whilst leaving plenty at the top for the birds). I've met and made friends with many people who live around here through that shared fig tree. It belongs to all of us.</p> <p>I hope you decide to place it on the Heritage Inventory.</p>	
11	Alison Bolas 24 Rockingham Road HAMILTON HILL	<p>SUPPORT: As a long term resident of Randwick Stables and advocate for the preservation of the heritage of the area I wish to endorse the nomination of the fig tree located West of Dixon park.</p> <p>The tree has been a meeting place for the local community for as long as I have been here and I am sure prior to my arrival.</p> <p>So many people benefit from the bountiful harvest of figs it supplies every year.</p> <p>People meet up and catch up around the tree.</p> <p>It is an example of the social and community value of the area in keeping with it's heritage.</p> <p>I hope the council will recognise it's community and heritage significance.</p>	Noted
12	Confidential	<p>SUPPORT: This fig tree provides free beautiful figs for local residents who meet up and share fig recipes with each other. This tree also provides food for local wildlife.</p>	Noted



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
13	Katherine Davey 5 Foppoli Mews HAMILTON HILL	SUPPORT: Lived locally 25+ years enjoyed coming to the old fig tree over these many years. It is part of my cultural landscape: My children climbed and picked fruit, these memories are priceless every time I walk my dog.	Noted
14	Confidential	SUPPORT: I walk past it frequently throughout the year, and watch it go through all seasons. It needs to be protected as it's old and adds a beauty and richness to the area.	Noted
15	Annabel LeFanu 58 Davilak Avenue HAMILTON HILL	SUPPORT: This tree has been here for many years, providing cuttings for future trees grown and fruit for all	Noted
16	Confidential	SUPPORT: The Fig tree has been growing at the site believed to be a natural spring for a long time. It is well known in the community and is visited regularly in fruiting season for its produce. I was even surprised to meet an elderly gentleman last season who had lived in the Cockburn area years prior an travels from Dianella each season to pick the figs.	Noted
17	Confidential	SUPPORT: Connection to our communities past and history, as with this tree, adds meaning and continuity for people.	Noted
18	Emma-Leigh Synnott 66 Healy Road HAMILTON HILL	SUPPORT: This tree is a tree reflecting time past - surviving many years and a remnant of previous gardens. It is a social fibre that links our community.... it is a community tree. People gather to pick together each summer and it is something we all share and love. The land around the tree is open and is of high social value. We need to preserve more trees such as this, and stop mindless 'clearing' and development	Noted



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
19	Confidential	COMMENT: There's been a lack of recognition, attendance to its state of growth, pruning, health, and I wonder why this has just happened	Noted
20	Prof. Anna Haebich 2 Stratton Street HAMILTON HILL	SUPPORT: I believe this tree has social, cultural, emotional value for Portuguese and Italian migrants especially. And for all of us it should be recognised it is of Community value. We love to see In the season each year the older men with younger men going to pick the figs.	Noted
21	Confidential	OBJECT: There is no scarcity of fig trees and I would prefer to see native species being protected	<p data-bbox="1368 628 1921 745">Noted. It is agreed that there is no scarcity of fig trees. However, it is the specific qualities and history associated with this particular fig tree that is being assessed.</p> <p data-bbox="1368 777 1921 984">In relation to a preference to protect native species, this is also noted. However, heritage values do not necessarily correlate to tree species and the degree to which it is endemic to the locality, but rather, heritage focuses on the degree to which the tree reflects the criteria for inclusion in the LGI as a significant tree.</p>
22	Samya Jabbour Carter Street HAMILTON HILL	SUPPORT: I have lived in Hamilton Hill for the past 8 years, and I walk past this fig tree most days. I love watching it change with the seasons and in summer I enjoy picking some of its fruit as I walk past. I would like to know how old it is. This tree to me is a beautiful marker of resilience, and I am glad that it stands strong. I love to walk past the fig tree to the community garden, north to Clontarf Hill, and south to Manning Park. Having access to these green spaces is so important to clear the mind. I very much hope this fig tree can	Noted



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		be protected for generations to come.	
23	Main Roads WA	<p>OBJECT: Please be advised Main Roads (as a land owner and Road Authority) does not support the heritage nomination for the Fig Tree to be listed on the Citys significant tree Inventory (near Starling Street and Dixon Reserve).</p> <p>Formal comment will be forward in the near future</p> <p>Additional Comments received 16/10/20;</p> <p>In response to your correspondence received on 11 September 2020, the below comments are provided. Main Roads as the landowner and the Road Authority objects to the heritage nomination to include a fig tree (located in the Primary Regional Road Reservation) on the significant tree inventory.</p> <p>The fig tree statement of significance is subjective when reviewed against the criteria. The health, age, and historical value of the tree is questionable and unsubstantiated. No technical reports have been undertaken to support the proposed listing.</p>	<p>Noted. It is also noted that while MRWA is the responsible authority for managing the land. However, this is not a determining factor for assessing the heritage merits of the proposal. Heritage is considered against defined criteria listed in Attachment 1.</p> <p>Noted.</p> <p>Noted</p> <p>Noted. The heritage values of the tree focuses on intangible values about its importance to the local community. This has been substantiated by the level of support for the proposal by the community which articulate the significance of the tree, describing many social interactions and experiences generated by and around the tree over a significant historical period of time.</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>The road reservation will remain in place while the long term need for east-west connections are carefully considered by the Department of Planning, Lands, and Heritage. Previous assessments of the corridor identified that there could be a future need for a lower order east-west road link in this location. The government is still considering the long-term use of the corridor.</p> <p>Based on the above, it is suggested that the Department of Planning, Lands, and Heritage are contacted and provided an opportunity to comment. Further engagement between Main Roads and the City is formally requested in relation to the proposed listing.</p>	<p>Noted. This comment relates to possible road planning options for the site. This does not raise any directly relevant points to determining the heritage values or appropriate status to be afforded to the tree. Any inclusion of the fig tree on the LGI as a "Significant Tree" will not inhibit any future delivery or road infrastructure on the reserve. The "Significant Tree" status will be included as a lower order consideration in the wider hierarchy of planning, heritage and environmental considerations applicable to the site when investigating any future road construction projects.</p> <p>Noted. However, the proposal is for a local listing and does not have any relevance to the function, responsibilities or duties of the Department and does not raise any State Heritage considerations. It is not recommended to refer the proposal to the Department on this basis.</p>



14.3 (2020/MINUTE NO 0228) DEVELOPMENT APPLICATION - CONSULTING ROOMS (MID-WIFERY) - 27/52 ROLLINSON ROAD, NORTH COOGEE

Author	D King
Attachments	<ol style="list-style-type: none">1. Location Plan ↓2. Development Plans ↓3. South Beach Village Structure Plan ↓4. Consultation Map ↓5. Schedule of Submissions ↓6. Traffic and Parking Assessment ↓
Location	27/52 Rollinson Road, North Coogee
Owner	Helcon Pumping and Paving Pty Ltd
Applicant	JW Planning Pty Ltd
Application Reference	DA20/0603

RECOMMENDATION

That Council:

- (1) approve the proposed Consulting Rooms at 27/52 Rollinson Road, North Coogee, subject to the following conditions:
 1. Development shall be carried out in accordance with the terms of the application as approved herein and any approved plan (including any amendments marked in red),
 2. Hours of operation are restricted to 8:30am to 4:30pm Monday to Friday,
 3. The business is limited to a maximum of two (2) employees on site at any one time,
 4. An interval of 30 minutes between clients shall be maintained at all times,
 5. Clients attending the site shall be by appointment only,
 6. The premises shall be kept in a neat and tidy condition at all times by the owner/occupier, to the satisfaction of the City.

Footnotes

- a. This is a planning approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, with any requirements of the City of Cockburn Town Planning Scheme No. 3, or the requirements of any other external agency.
- b. With regard to Condition 1, the approved use for this site is Consulting Rooms, however, if this changes, an application for change of use must be submitted to the



City for determination.

- c. Development undertaken in a manner not consistent with this planning approval represents an offence which may be prosecutable under the requirements of the City of Cockburn Town Planning Scheme No. 3 and *Planning and Development Act 2005*.
- d. The issue of a planning approval does not negate the need for the owner/and or applicant to seek all other required approvals for the site. You may also require approval under the *Strata Titles Act 1985*, approval from any relevant Strata company or other Strata lot owners.
- e. A plan and description of any signage and advertising not exempt under the Town Planning Scheme No. 3 shall be submitted to and approved by the City prior to the erection of any signage on the site/building. It is strongly advised to liaise with the City's Statutory Planning Services prior to any installation of signage to confirm what approvals, if any, are required; and

- (2) advise the applicant/proponent and those who have made a submission of the Council's decision.

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr T Widenbar

That the recommendation be adopted.

CARRIED UNANIMOUSLY 9/0

Background

The proposal for Consulting Rooms (Mid-wives) at Unit 27/52 Rollinson Road, North Coogee was submitted to the City of Cockburn (the City) on 11 June 2020 (refer Attachment 1 – Location Plan).

The existing development was approved in 2004 under DA04/0706 and consists of the following:

- Three Grouped Dwellings (2 bedroom);
- 23 Multiple Dwellings
 - 10 x 2 bedroom apartments;
 - 13 x 3 bedroom apartments,
- Two office tenancies (Tenancy 27 being subject to this application).

Tenancy 27 seeks to change its approved use from Office to Consulting Rooms. A development application is required as the proposed change of use application seeks a shortfall to the required car parking for Consulting Rooms.



Submission

N/A

Report

Application Details

The proposal seeks to change the use of the existing office at the subject site to a Consulting Room. The applicant has submitted a cover letter with the proposal, which details the following:

- The tenant is the North Metropolitan Health Services (Community Midwifery Program),
- Hours of operation are Monday to Friday 8:30am to 4:30pm,
- There will be two consultants (midwives) on site at any one time and no other staff,
- The applicant had initially sought to hold classes on Wednesday evenings between 5:30pm and 9pm, and Sunday mornings between 9am to 1pm, with up to 10 persons being present. In further discussions with the applicant, the proposed Wednesday and Sunday classes with a maximum occupancy of 10 persons is no longer being considered as part of this application. It is reflected through recommended Condition 2 which restricts the hours of operation.
- Only one consulting room will be used at any one time and the consultations generally run between 30 to 60 minutes.

Unit 27 is 126m² and includes two offices and a larger waiting area. The proposed consulting rooms will not alter the internal layout of the unit, rather allocate the existing office as consulting rooms (refer Attachment 2: Development Plans). DA04/0706 approved six (6) on-site car parking bays, being three (3) car parking bays per office.

Legislation and Policy

Metropolitan Region Scheme (MRS)

The site is zoned Urban under the MRS.

City of Cockburn Town Planning Scheme No. 3 (TPS 3)

The site is zoned 'Development' under Town Planning Scheme No. 3 (TPS 3). The objective of the Development Zone is:

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

The South Beach Village Structure Plan, which applies to this site, was approved by the Western Australian Planning Commission in 2002 and has designated the site as 'Mixed-Use R60-R80'. The majority of the South Beach Village area has been developed in accordance with the relevant Structure Plan zonings (refer Attachment 3 – South Beach Village Structure Plan).



The objective of the Mixed Use zone under TPS 3 is:

“To provide for a mixed use environment that includes residential development and a range of compatible smaller scale commercial uses such as office, retail and eating establishments.”

The site is within Development Area 16 (DA16) and within Development Contribution Area 13. DA16 relates to the South Beach estate and has the following provisions:

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 uses consistent with the zonings and reservations in the MRS;*
3. *All residential development must be designed and constructed to comply with the South Beach Village Noise Management Plan dated August 2002.*

The proposal satisfies the above provisions by way that an approved Structure Plan is in place, the proposal is consistent with the Urban Zoning under the MRS, and it does not propose residential development.

DCA 13 does not apply to the proposal, in this instance, as an additional dwelling entitlement is not being sought.

The proposal relevantly fits the definition of Consulting Rooms which under TPS 3 *“means premises used by no more than two (2) health consultants for the investigation and treatment of human injuries or ailments and for general outpatient care”*.

Consulting rooms are a Discretionary Use in the Mixed Business Zone, which means that the use is not permitted unless the local government has exercised its discretion by granting planning approval, regardless of the proposed car parking variation.

State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)

The site is within a bushfire prone area arising from its proximity to the Regional Reserve for Parks and Recreation, being South Beach dune system. As the development is already constructed there is no trigger for a Bushfire Management Plan for the change of use of an existing approved land use.

Consultation

Advertising a “Discretionary” land use is not mandated under TPS 3, however the proposal was advertised for a period of three weeks from 26 August 2020 to 17 September 2020. The three week period is one week longer than required by the City under clause 64 (3) of the deemed provisions.



Advertising was conducted to five dwellings on the eastern side of O'Connor Close, North Coogee within close proximity of the proposal (refer Attachment 4 – Consultation Map), a total of ten (10) objections were received, including one on behalf of the Strata Body of Owners representing 52 Rollinson Road and the South Beach Community Group (refer Attachment 5 – Schedule of Submissions). The complex itself, 52 Rollinson Road, was not advertised to as its internal parking is compliant and the applicant requires the Strata body approval separate to the planning approval (see “strata body approval” section below for more detail).

The objections detail:

- Parking;
- Waste collection;
- Safety;
- Property values;

Planning Assessment and consideration of submissions

Structure Plan Zoning

The Mixed Use zone extends for several lots along the western side of O'Connor Close. The intent of the Mixed Use zone is to provide for commercial uses which are compatible with the surrounding Residential zone. Other uses which are also Discretionary within this zone include Fast Food Outlet, Restaurant, Health Studio (gym) and Shop, all of which would likely propose a similar car parking variation. Refer to attachment 3 for details.

Traffic and Parking

Under *Table 3 – Commercial Use Classes – Vehicle Parking*, of TPS 3, a Consulting Room requires 5 car parking bays per Consultant/Consulting room. Therefore, the three on-site car parking bays provided propose a shortfall of seven to the required ten car parking bays.

The City considers that the shortfall can be accommodated via existing on-street bays and not have a detrimental impact upon the existing development or surrounding residential for the following reasons:

- There are 35 on street car parking bays along O'Connor Close, 7 of which are in the verge abutting the subject site;
- The operating hours are recommended to be restricted to Monday to Friday 8:30am to 4:30pm, while most residents will be working and the majority of residential visitor are less likely to occur;
- A maximum of two staff are recommended to be conditioned on site and only able to see one client at a time, via appointment;
- A recommended 30 minute interval condition between appointments will likely provide enough time to ensure there will be limited overlap between appointments.



The City has received parking complaints within the South Beach area previously and has undertaken the following actions within the last year.

- Line marking of Rollinson Road;
- 'No stopping/parking' signage on the verge adjacent to the apartment complex of 59 Breaksea Drive;
- 'No Through Road' signage on O'Connor Close;
- A petition was received on 24 July 2020 (by the City's Engineering and Works Division) regarding parking and sight line issues with particular reference to Breaksea Drive and Rollinson Road, east of the proposal;
- The City conducted a Traffic Management Warrant Analysis which found the site has 'low safety and amenity concerns – no further action required'.

The City will continue to monitor parking and traffic within the area.

With the above conditions being imposed, the City considers that the demand for additional on-street parking as a result of this application will not have a detrimental impact upon parking within the surrounding area. The City's full traffic and parking assessment can be found in Attachment 6 – Traffic and Parking Assessment.

Waste Collection

An objection has relevantly pointed out that the waste bin collections for subject site will interfere with on-street parking on waste collections days, which is Wednesday in this locality. The subject site places its bins either on the southern verge of Rollinson Road or within the street bays on O'Connor Close. The City can work with the Strata Body to ensure bins are collected from the southern side of Rollinson Road which will reduce any stress on parking during Tuesday afternoon/evening to Wednesday afternoon/evening when the waste is collected.

The apartments along O'Connor Close were approved prior to the implementation of the City's Local Planning Policy 1.14 – Waste Management in Multiple Unit Developments, which now requires waste to be collected internally within developments so as not to impact upon the streetscape.



Safety

Several of the objections have been in relation to existing traffic and parking particularly along Rollinson Road as it is the main avenue from Cockburn Road to South Beach foreshore. The City is continually undertaking monitoring of the estate in general stemming from discussions with the South Beach Community Group. As part of this, signs regarding no stopping/parking have been erected on the corner of Breaksea Drive and Lancelin Way.

In considering the proposal for Consulting Rooms, it is not considered to be a significant traffic generator to create any additional safety of traffic concerns within the area.

Property Values

The impact of a proposal on nearby property values is not a relevant planning consideration.

Strata Body Approval

The City is able to approve the development under the *Planning and Development Act 2005*, however further approvals are required from Building Services for an occupancy permit, and Health Services, however first require the land use to be approved. Similarly, under Part 4, Division 4 – Scheme by laws of the *Strata Titles Act 1985* the applicant may require the proposed tenant to obtain approval from the strata body which is a matter outside of the City's approval process. The Strata Body of the subject site has provided a response to the City indicating it has not supported the application for change of use, this information has been passed onto the applicant.

Amenity

The proposal is considered to be compatible with the existing Residential development within the surrounding area and the Mixed Use zone in which it is located. Parking, which is discussed above, is unlikely to create amenity issues given the restriction on consultants and operating hours as discussed above. Furthermore, issues such as noise (within the business/ building) are unlikely to result in amenity issues given the limited number of people that will be on site in addition to the nature of the business being Mid-Wifery. Should issues arise on-site they are able to be addressed via the planning/health framework (i.e. through potential compliance). Should a different operator or the proposed consulting rooms seek to use the tenancy they will be required to operate within the recommended conditions (2 staff on-site and restricted operating hours) or require a modification to the development approval that will require a further assessment.



Conclusion

Consulting Rooms are a “Discretionary” Use in the Mixed Use Zone and can be considered on the site. Whilst objections have been received these objections are considered to be addressed by way of the above conditions and modification to operating hours/ days. The proposal meets the objectives of the zone in addition to the above aspects of the planning framework and is considered to be appropriate in this context.

Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Plan for and facilitate opportunities for local business (including home business and sole traders), local activity centres and industry to thrive.

Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Ensure good governance through transparent and accountable, planning, processes, reporting, policy and decision making.
- Listen to, communicate, consult and engage with our residents, businesses and community in a timely, open and collaborative manner.

Budget/Financial Implications

N/A

Legal Implications

Should Council decide to refuse the proposal, there is the potential that the applicant will seek to review the decision through the State Administrative Tribunal (SAT). This would involve a financial cost to the City and potentially result in the City’s decision being overturned.

Community Consultation

The proposal was advertised to five (5) landowners within close proximity to the site. Ten objections were received which are discussed above and within Attachment 5 – Schedule of Submissions.

Risk Management Implications

Should Council decide to refuse the proposal there is the potential that the applicant will seek to review the decision through the State Administrative Tribunal (SAT).

The City would likely require representation by a private planning consultant due to the difference between Officer Recommendation and Council Decision, which has budget implications and additional workload hours for officers.



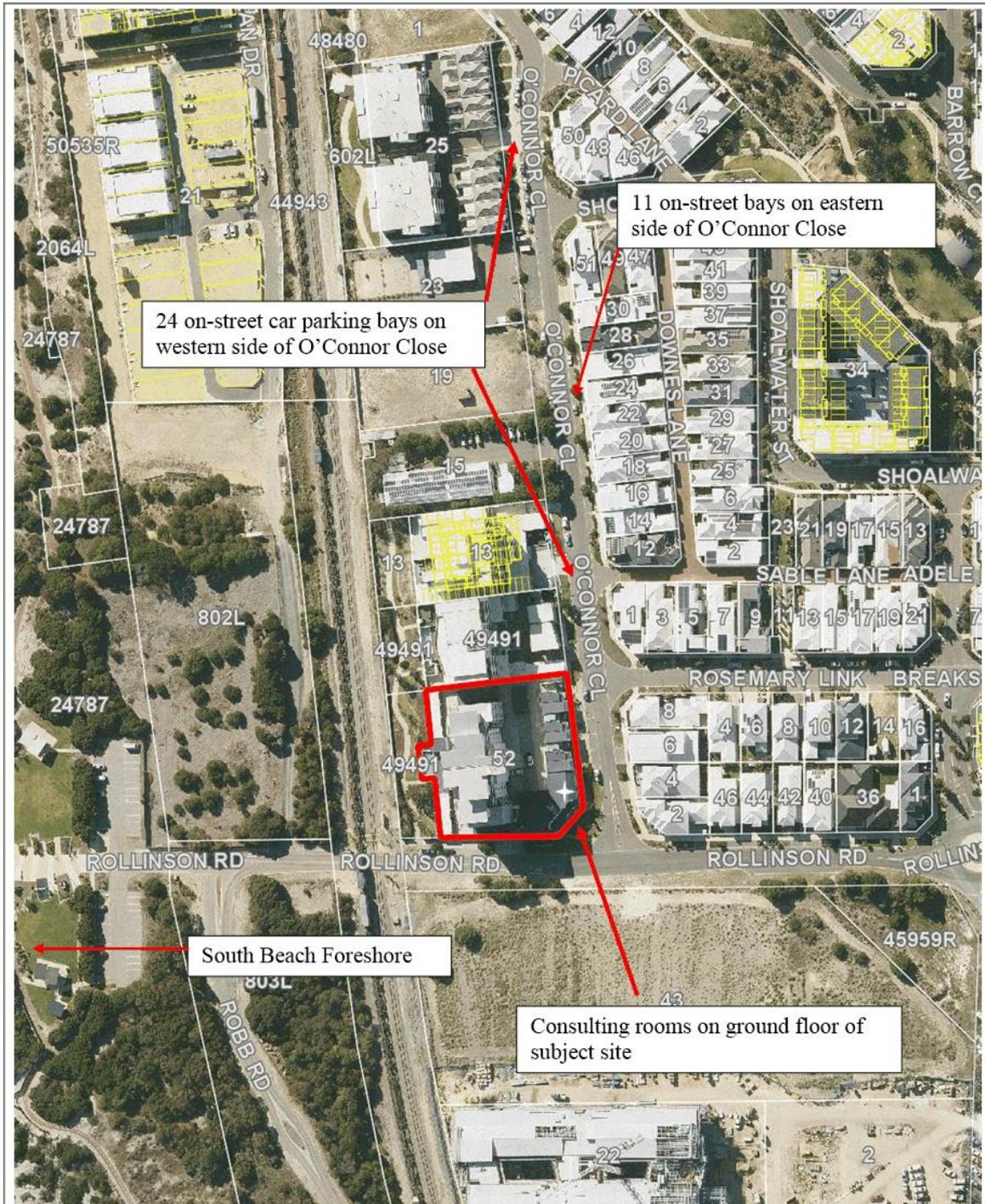
Advice to Proponents/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 November 2020 Ordinary Council Meeting.

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

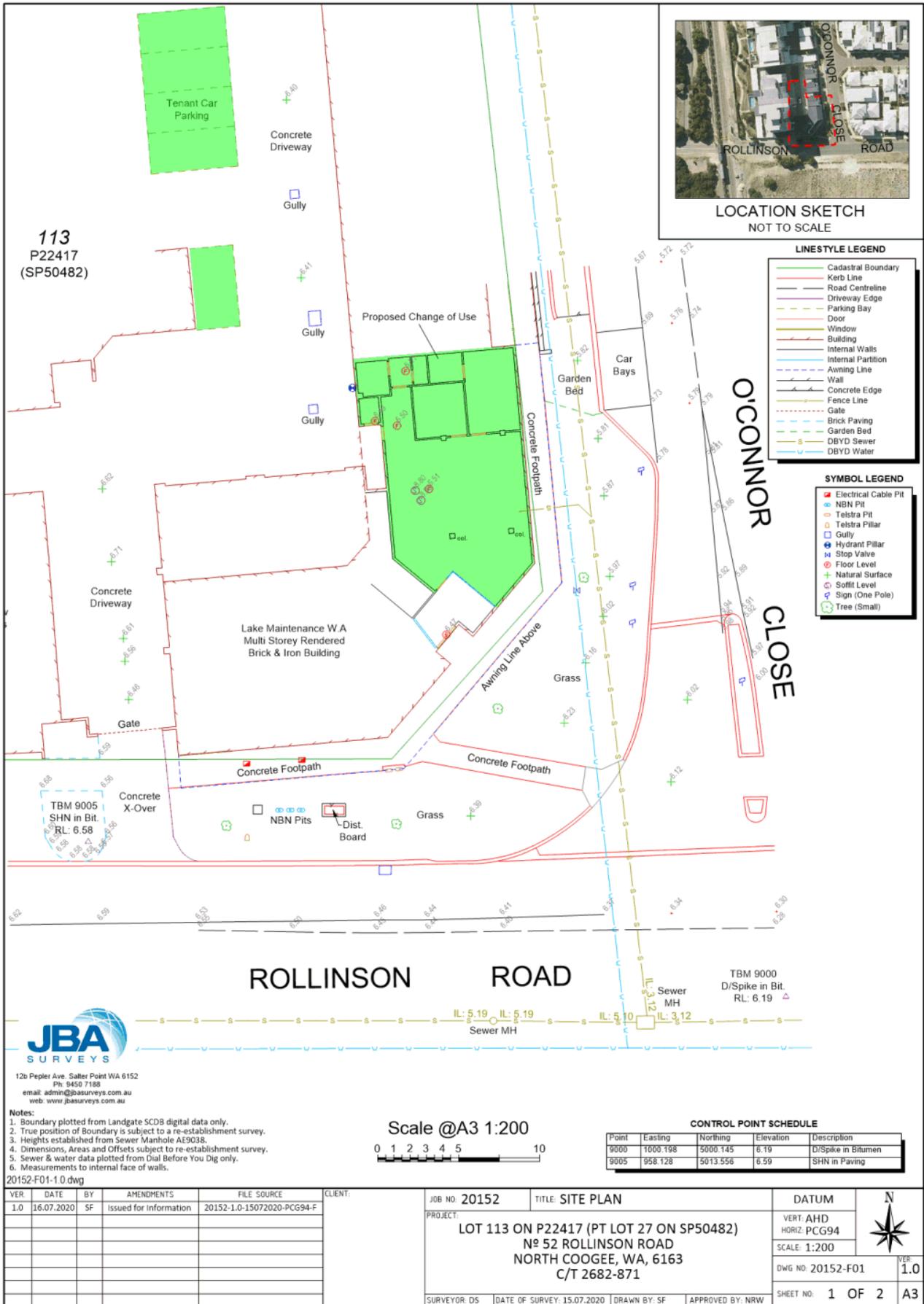
Nil

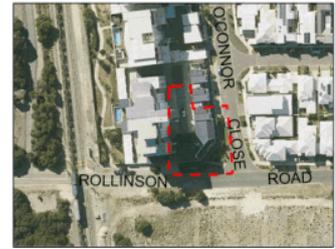
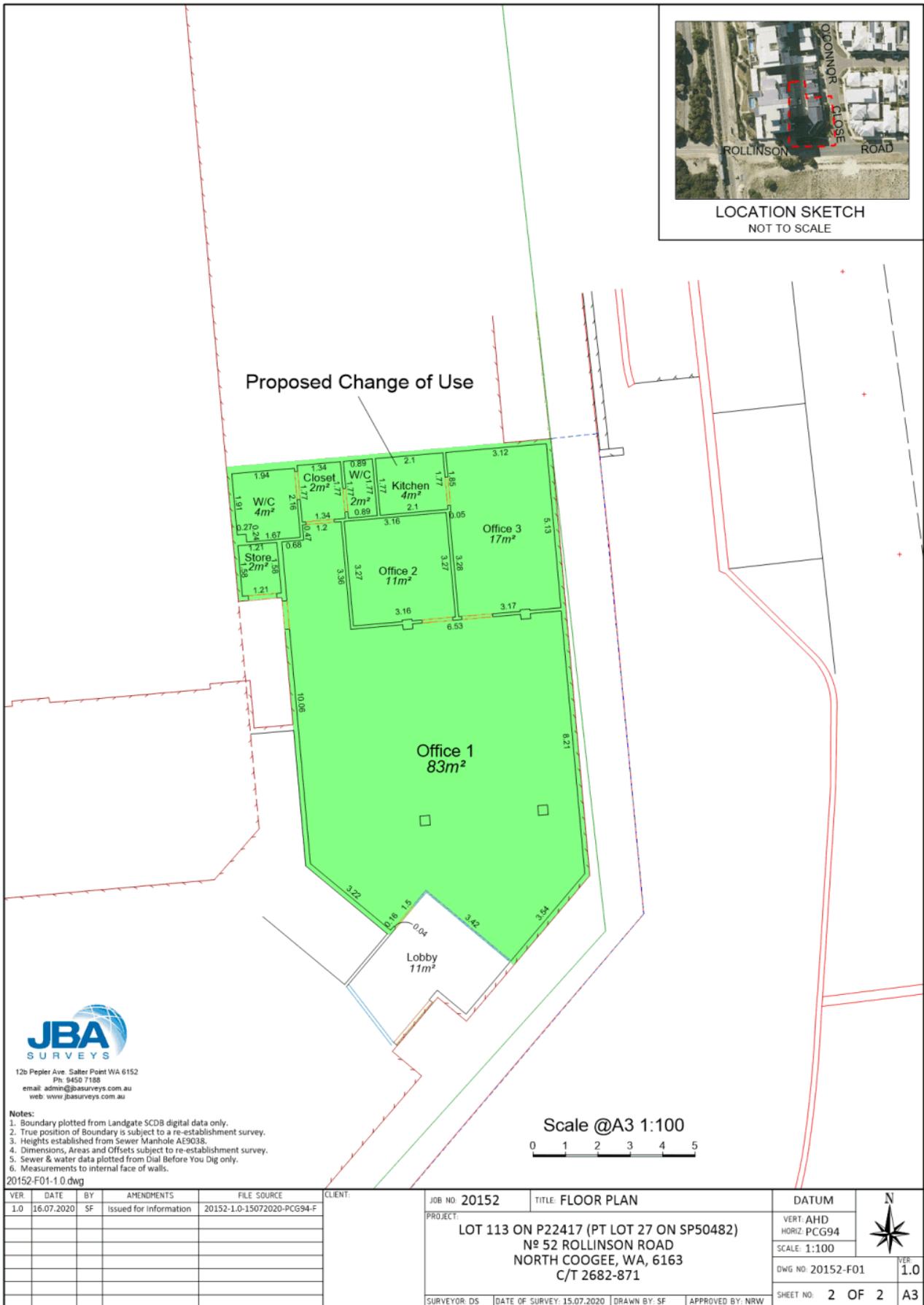




	<p>Attachment 1 – Location Plan</p>	<p>PRINTED ON: 23/10/2020</p>	<p>SCALE = 1:2000</p>	
<p>DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.</p>				







LOCATION SKETCH
NOT TO SCALE



12b Pepler Ave. Salter Point WA 6152
Ph: 9450 7188
email: admin@jbasurveys.com.au
web: www.jbasurveys.com.au

- Notes:**
1. Boundary plotted from Landgate SCDB digital data only.
 2. True position of Boundary is subject to a re-establishment survey.
 3. Heights established from Sewer Manhole AE9038.
 4. Dimensions, Areas and Offsets subject to re-establishment survey.
 5. Sewer & water data plotted from Dial Before You Dig only.
 6. Measurements to internal face of walls.

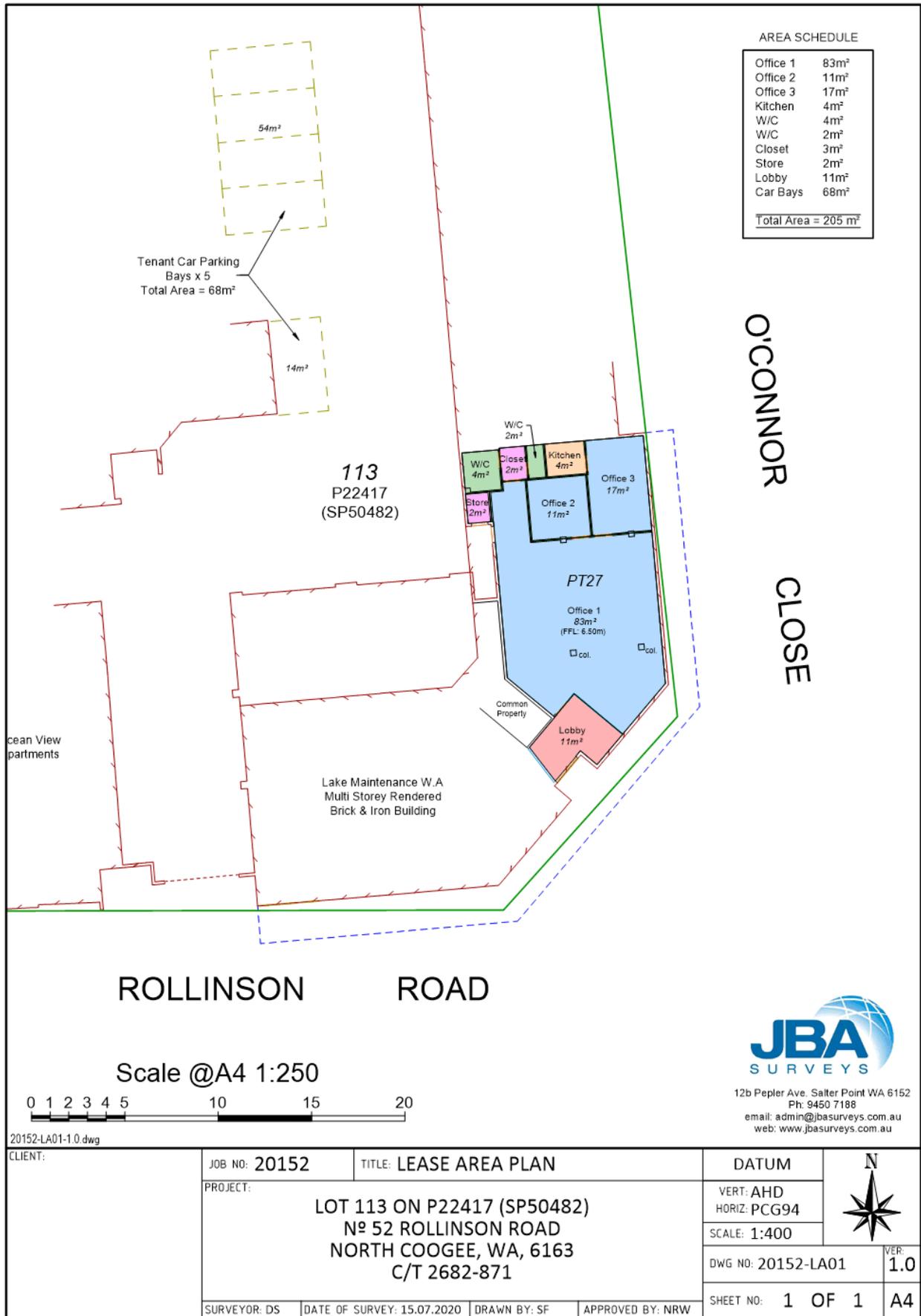
20152-F01-1.0.dwg

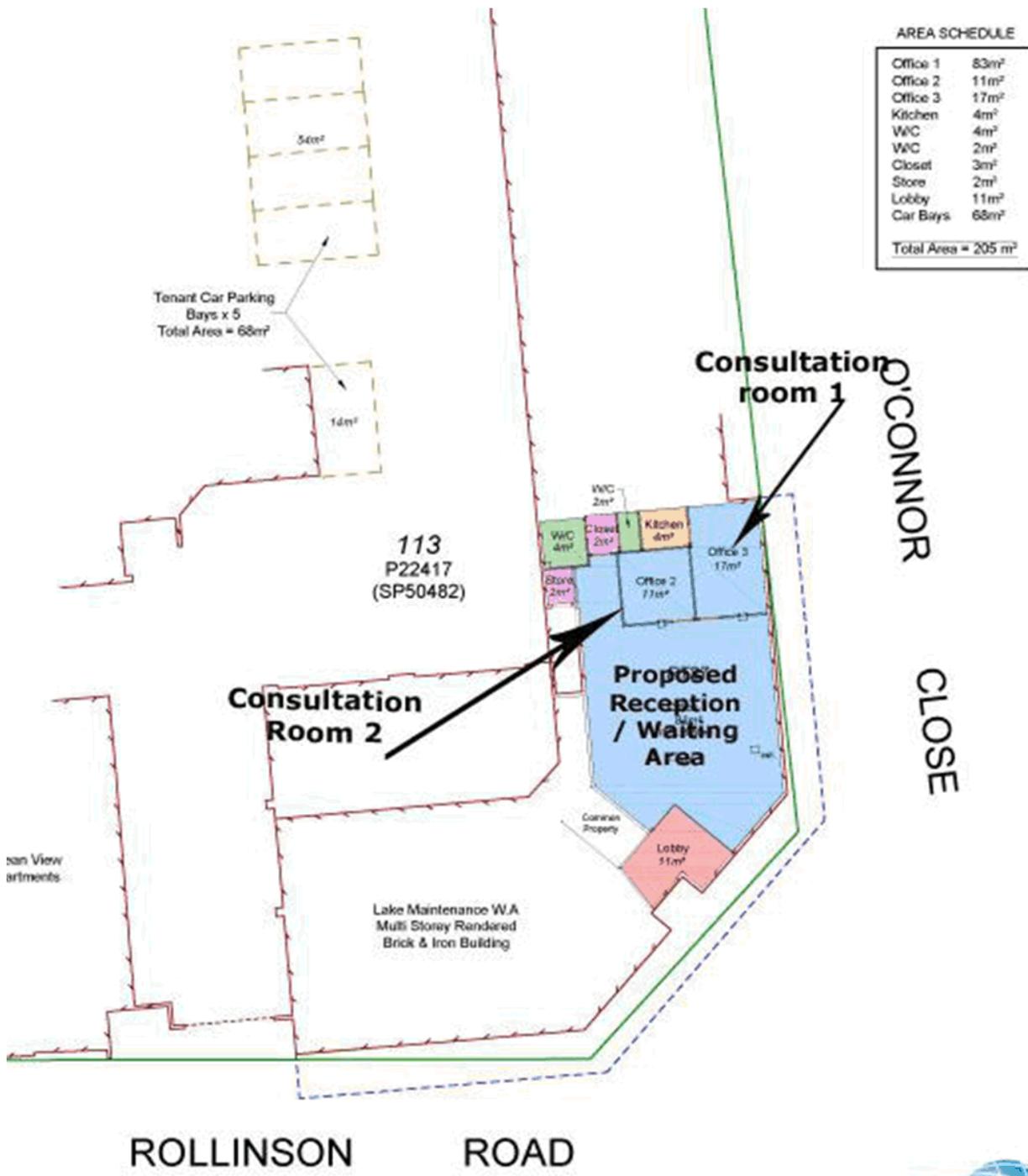
VER	DATE	BY	AMENDMENTS	FILE SOURCE	CLIENT
1.0	16.07.2020	SF	Issued for information	20152-1.0-15072020-PCG94-F	

JOB NO: 20152	TITLE: FLOOR PLAN
PROJECT: LOT 113 ON P22417 (PT LOT 27 ON SP50482) Nº 52 ROLLINSON ROAD NORTH COOGEE, WA, 6163 C/T 2682-871	
SURVEYOR: DS	DATE OF SURVEY: 15.07.2020
DRAWN BY: SF	APPROVED BY: NRW

DATUM	N ★
VERT: AHD HORIZ: PCG94	
SCALE: 1:100	VER: 1.0
DWG NO: 20152-F01	SHEET NO: 2 OF 2
	A3







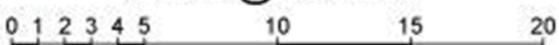
AREA SCHEDULE

Office 1	83m ²
Office 2	11m ²
Office 3	17m ²
Kitchen	4m ²
W/C	4m ²
W/C	2m ²
Closet	3m ²
Store	2m ²
Lobby	11m ²
Car Bays	68m ²
Total Area = 205 m²	

O'CONNOR
CLOSE

ROLLINSON ROAD

Scale @A4 1:250



12b Pepler Ave. Salters Point WA 6152
Ph: 9450 7188
email: admin@jbasurveys.com.au
web: www.jbasurveys.com.au

0152-LA01-10.dwg

Proposed Floor Layout	CLIENT:	JOB NO: 20152	TITLE: LEASE AREA PLAN	DATUM	N 	
	PROJECT:	LOT 113 ON P22417 (SP50482) Nº 52 ROLLINSON ROAD NORTH COOGEE, WA, 6163 C/T 2682-871		VERT: AHD HORIZ: PCG94		
				SCALE: 1:400	DWG NO: 20152-LA01	VER: 1.0
					SHEET NO: 1 OF 1	A4







#	Name/Address	Submission	Officer/Recommendation
1	Jan Luff 4 O'Connor Close, North Coogee	<p>Objection.</p> <p>1. Parking is a MAJOR issue in O'Connor Close, to lose another 7 bays will have a detrimental effect on all who live in O'Connor Close. Also will bring increased traffic into a residential street with the turnover of bays due to continual clients entering/leaving.</p>	<p>Noted.</p> <p>1. The conditions of approval will limit the shortfall in parking to Monday to Friday 8:30am to 4:30pm. Furthermore, a maximum of two staff are conditioned with one client at a time and 30 minute intervals between clients. This timeframe is considered acceptable as visitors to residential addresses are more likely to occur outside of the hours of operation.</p>
2	ANONYMOUS	<p>Objection.</p> <p>1. Parking is already at a premium and in high demand from overflow from the 3 sets of apartments on O'Connor Close.</p> <p>2. There are also a number of lots which do not have driveways – ref Rosemary Link.</p> <p>3. Bin days can occupy numerous bays for up to 2 days. Ref photo evidence where up to 4 bays beneath apartments have been taken up by bins, this is only for 1 of the 3 apartments left on O'Connor Close.</p> 	<p>Noted.</p> <p>1. Please see response to Submission No. 1, Response 1.</p> <p>Noted.</p> <p>2. Dwellings without crossovers/driveways are reflective of the nature of development in laneway lot environments. Each dwelling is required to provide two car parking bays (garage), the existing on-street parking provided is in addition to the requirements of the Residential Design Codes.</p> <p>Agreed</p> <p>3. The surrounding area has bin collection day on Wednesday, with collections having been completed by approximately 10am, bins are noted to be placed out for collection by Tuesday afternoon/evenings. Arrangements can be made with the City's Waste Services for the bins to be collected from the southern side of Rollinson Road verge to ensure parking remains open.</p>
3	South Beach Community Group	<p>Objection.</p> <p>As I mentioned, the South Beach Community Group committee met on Monday night and this development approval was one of our agenda items. We were unanimously opposed to this 'change in use'</p>	<p>Noted.</p> <p>1. Please see response to Submission No. 1, Response 1.</p> <p>Noted.</p> <p>2. The application is for a change of use from office to</p>



		<p>for the following reasons:</p> <ol style="list-style-type: none"> 1. There is insufficient parking in our area. The parking bays that would need to be utilised by this business are already heavily utilised by adjacent residential properties, and on summer weekends this is compounded as the area becomes overflow parking for beach access, due to insufficient parking at the beach. 2. It is not acceptable for developers to skimp on development costs by not including sufficient parking, to then retrospectively change the use or zoning of the building and utilise residential parking. This impacts on the greater surrounding community. The cost is a burden that the developer not the community should be wearing. 3. There has been insufficient consultation. The SBCG committee includes a resident who lives in number 52. She confirmed that her building had been consulted, and we had a resident at 1 Rosemary Link contact us regarding the development. However, as a residence at 6 Rosemary Link (and only 11 parking bays from the proposed business, most of which are normally utilised, so much so that Rosemary Link often only has capacity for 1 lane of traffic) I have not been consulted. To not be consulted about a business that requires 7 additional bays so close to my home, and my consideration of the impact on existing parking, especially in an area where parking is already difficult and often contentious, is not acceptable. Can we suggest that a more 	<p>consulting rooms, the office was approved as part of the original development from 2005 which is compliant for an office use. The consulting rooms are not currently operating and therefore not retrospective.</p> <p>Noted.</p> <ol style="list-style-type: none"> 3. The advertising was conducted to residents adjacent to the development that were considered to be potentially impacted by the proposal. Under the relevant planning framework, the proposal is a Discretionary use and advertising is not required. Advertising was not conducted to residents within 52 Rollinson Road as the parking internally was noted as being compliant and a subsequent strata body approval is required. <p>Noted</p> <ol style="list-style-type: none"> 4. As a Discretionary use, the proposal can be considered at the site. The City has received the application and is required to assess it under the relevant planning framework and cannot require the applicant to relocate in an alternate location. <p>Noted.</p> <ol style="list-style-type: none"> 5. It is noted that discussions have occurred regarding parking in the area particularly around Breaksea Drive and traffic signs have been installed upon the verge within that vicinity. The City is continually monitoring the situation. <p>Noted</p> <ol style="list-style-type: none"> 6. The City is required to consider applications that have been lodged. <p>Noted</p> <ol style="list-style-type: none"> 7. This application and similar applications lodged with planning are referred internally to other business units such as the Engineering division who have been laising with Community groups regarding
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		<p>formalised system for consultation is adopted by the planning team to ensure sufficient consultation of residents is conducted?</p> <ol style="list-style-type: none"> 4. While we feel that a community midwifery centre would be of benefit to the area, we also feel that this business would be better suited to somewhere that has sufficient parking built into the premises, potentially at the future community centre that City of Cockburn has planned for our area, or within the commercial precinct in Shoreline. 5. As a final note, the South Beach Community Group has had regular communications with the City of Cockburn regarding parking issues and traffic risks related to insufficient parking bays in our area. We are currently working with council to try and find a partial solution to dangerous parking and traffic impacts on Breaksea Drive; we have successfully petitioned council previously requesting an apartment building on O'Connor close not being approved, as it was in breach of legislated parking requirements. 6. It is frustrating to hear that while we are still trying to resolve issues that have occurred due to previous insufficient parking considerations at planning stage, additional approvals are being considered that will compound parking issues in our area. 7. We would appreciate that the planning department take this on board for all future planning developments in South Beach and Shoreline estates. There are too many apartments and too little public transport for each unit not to have 2 parking bays and for 	<p>existing parking issues. The majority of the zoning within the estate is quite high density and caters to apartment living. Under the relevant planning framework apartments do not require two bays for each dwelling.</p> <p>Noted.</p> <ol style="list-style-type: none"> 8. The information has been passed on and the decision will be made by Council rather than delegated officer.
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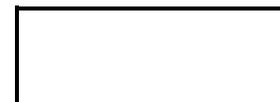
		<p>ample visitor bays to be included in each development. Traffic and parking issues in South Beach are going to be amplified in Shoreline as the population density in that area will be much higher than ours.</p> <p>8. As a community we are starting to feel significant frustration that our voice in relation to parking issues and development approvals in our area is not being heard. We would appreciate this feedback being provided to the entire planning team and ensure that considerations of parking are at the forefront of considerations for planning approvals in our area.</p>	
4	<p>Nick Eisenhut 20/52 Rollinson Road, North Coogee</p>	<p>I write to you in regard to the above pending application & attached letter. I am the Chairman of the Council of Owners of the affected 52 Rollinson Rd North Coogee complex (Oceanview Apartments) that this suite or offices are part of & I represent all other 26 Lot owners in this complex..</p> <p>We strongly object to the change of use for the reasons listed below.</p> <p><i>We as the Oceanview Apartments Council of Owners group have discussed this application in detail, at length & have done some in depth analysis on the effects of granting this change at Strata level & what that might mean for our complex & the immediate surrounding area. Please note the following points:</i></p> <p>1. <i>Once this application is granted, the COO will have no more control over what this building is used for with in the terms of 'medical' use once the classification is changed to</i></p>	<p>Noted.</p> <p>1. The Council of Owners/Strata Body objection to the proposal has been noted and the applicant advised that it will be required to operate at the site. The development application is separate legislation, being the Planning and Development Act 2005, and approval can be given under this Act.</p> <p>Noted.</p> <p>2. A Medical Centre is a Discretionary use which will require a further planning application and strata approval if it were proposed.</p> <p>Agreed</p> <p>3. The City agrees that 'after hours' classes would have an impact upon the parking within the surrounding area and therefore have recommended a restriction upon the operating hours. Furthermore, the Consulting rooms is limited to 2 staff only.</p> <p>Noted.</p> <p>4. There is no factual link to consulting rooms being a attraction to criminal activity. As the existing office is</p>



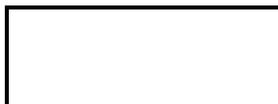
		<p><i>'consulting rooms', even after this tenant vacates at a later date, no matter what is written into the lease. After it could be used for a local GP consulting rooms, drug & alcohol clinic, drug rehabilitation etc....we would have no say or control after that.</i></p> <ol style="list-style-type: none"> <i>2. This change would put a lot of pressure on local parking, both with in our complex & also the surrounding streets with up to 4 mid-wives on site, each possibly seeing 3-4 clients per day with educational classes running Wed evenings & Sunday mornings for 10 people at a time. We also need to consider the extra parking pressures this would create in O'Conner Close & Rosemary Link & the effect on the local residents in these streets. Parking is already an issue in this area.</i> <i>3. Parking pressure will also come from CMP visitors as in Management, accreditation, WA Health officials etc.</i> <i>4. There may be an assumption within the community that drugs may be on site which could lead to break-ins to the Medical Consulting Rooms. This may have a follow-on effect to us being in the complex leading to increased break-ins to our facility & property.</i> <p><i>So despite what the Leasing Agent says, we don't think that having a medical facility on site is going to add value to our property, lifestyle or the surrounding community, rather a negative effect.</i></p> <p><i>In summary, the Strata of 52 Rollinson Rd North Coogee, will not be signing off to grant permission to this application.</i></p>	<p>currently vacant, the proposal for consulting rooms during the weekday could be argued to provide an increase in passive surveillance of O'Connor Close and Rollinson Road whilst most residents are at work.</p>
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5	Jason Lowth 24/52 Rollinson Road, North Coogee	<p>Objection</p> <p>1. For all the reasons previously outlined after first application was made through strata and C.O.O. I strongly object to this application being pushed through via 'stealth'. Please take this issue as my strongest possible objection.</p> <p>N.B – Initial reasons for objection can be found in response from Council of Owners via Strata.</p>	<p>Noted</p>
6	Michael and Debora Baker 22/52 Rollinson Road, North Coogee	<p>Objection.</p> <p>1. If the current proposal goes ahead there will be no parking for visitors, tradesmen, parcel, furniture, food deliveries. No room for bins so that they can be collected.</p>	<p>Noted.</p> <p>1. Please see response to Submission No. 1, Response 1.</p> <p>Noted.</p> <p>2. Please see response to Submission 2, response 3.</p>
7	Paul Sergijen 6 O'Connor Close, North Coogee	<p>Objection.</p> <p>1. As we are unable to park any cars in our driveway (due to blocking the footpath) our visitors use the on-street parking. These car bays are already utilised alt due to the number of apartments in the area. This will only lead to illegal parking on verges which poses a major safety concern especially in a suburb with so many children.</p> <p>2. For example: Parking on Rollinson Road (at the start of the estate) and parking on the road along Rosemary Link (near apartments) due to no on-street parking, both of these locations have caused many accidents to almost occur.</p>	<p>Noted.</p> <p>1. Please see response to Submission No. 1, Response 1.</p> <p>2. Parking on the verge and street on the eastern part of Rollinson Road and Breaksea Drive has been noted by the City with signs recently installed to advise residents and visitors of no stopping/standing in those areas.</p>
8	Jason Lowth 24/52 Rollinson Road, North Coogee	<p>Objection</p> <p>We as the Oceanview Apartments Council of Owners group have discussed this application in detail, at length & have done some in depth analysis on the effects of granting this change at Strata level & what that might mean for our complex & the immediate surrounding area. Please note the following points:</p>	<p>Noted.</p> <p>1. Please see response to submission 5.</p>



	<p>Once this application is granted, the COO will have no more control over what this building is used for with in the terms of 'medical' use once the classification is changed to 'consulting rooms', even after this tenant vacates at a later date, no matter what is written into the lease. After it could be used for a local GP consulting rooms, drug & alcohol clinic, etc....we would have no say or control after that.</p> <p>This would put a lot of pressure on local parking, both with in our complex (carpark bays for unit 27) & also the surrounding streets with up to 4 mid-wives on site, each possibly seeing 3-4 clients per day with educational classes running Wed evenings & Sunday mornings for 10 people at a time. We also need to consider the local people that live across from these rooms in O'Conner Close & the effect on them. Parking is already an issue at times.</p> <p>Parking pressure will also come from CMP visitors as in Management, accreditation, WA Health officials etc. There may be an assumption within the community that drugs may be on site which could lead to break-ins to the Medical Consulting Rooms. This may have a follow-on effect to us being next door leading to increased break-ins to our facility.</p> <p>So despite what the Leasing Agent says, we don't think that having a medical facility on site is going to add value to our property, lifestyle or the surrounding community, rather a negative effect.</p> <p>So we as the Council of Owners do not agree to change the use of Lot 27 from 'Office' to Consulting Rooms'.</p>	
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		<p>Please pass this on to the appropriate group.</p> <p>Objection. As an owner of a unit at 52 Rollinson rd I am disappointed that we have not received anything about the application for the change of use of suite 27 from the council.</p> <ol style="list-style-type: none"> 1. I do not approve of the change due to a lack of parking: 1 for staff as there is only two allocated bays : 2 for the classes that they would be holding. 2. Where is there parking for 10 cars besides the people and visitors who already live here? Once it is medical then it could become a medical centre and again a lack of parking. 3. We have bought into this complex on the understanding that offices would occupy those spaces. Even though the midwifery seems fairly innocuous we also have to consider the implications in the future. 4. Rollinson Road is a very busy road in summer with people going to the beach and using the park especially on the weekends. If there is no where to park that's when you get people parking where they shouldn't, especially if their wife is pregnant and doesn't want to walk. The parking in O'Connor close is for residents and their visitors and is already busy. 5. If the council is prepared to provide parking maybe in Bennett close then I would reconsider. 	<p>Noted. 1. A recommended condition will ensure staff numbers are kept at 2 at any one time. The classes proposed on Wednesday and Sundays is not supported as part of this application.</p> <p>Noted. 2. The proposal is for Consulting Rooms which restricts the number of consultants/practitioners to two. A Medical Centre will require a further change of use application. As discussed in the report above, the recommended conditions of approval restrict the operating hours in a manner that is considered to have a minimal impact upon parking in the area.</p> <p>Noted. 3. Office was the approved use under the original approval and the site has been vacant for some time. A Consulting Room can be approved at the site and the City has an obligation to assess each application that is lodged.</p> <p>Noted. 4. The proposal will not operate on weekends or after 4:30pm when most residential visitors will see family and friends.</p> <p>Noted 5. As part of the future Shoreline development it is likely on-street bays will be provided.</p>
10	John Biggs 23/52 Rollinson Road, North	<p>Objection. 1. I believe this will adversely affect my property due to increased traffic and parking issue</p>	<p>Noted. 1. Please see response to Submission No. 1, Response 1.</p>



	Coogee	<p>whilst detracting from the relaxed residential atmosphere of the area which is what influenced me into buying the property and may affect the property value.</p> <p>2. N.B. I only found out about the proposal through my neighbour and am disappointed that the council has not informed all of the affected residents and given them sufficient time to consider this proposal. I would request the council alter the closing date to give residents the an opportunity to have their say and not push this through by stealth!</p>	<p>Noted.</p> <p>2. Property values are not a relevant planning consideration;</p> <p>Noted.</p> <p>3. The proposal also requires approval of the relevant Strata Body which the City does not approve. This proposal is being considered at Ordinary Council Meeting despite officers having the delegation to approve.</p>
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Attachment 6 – Traffic and Parking assessment

Within the existing development there are 53 on-site car parking bays provided which is surplus to requirements under the Residential Design Codes Volume 2 (Apartments). The Change of Use to a Consulting Room, however, seeks a variation to the number of bays provided on-site for the previously approved office tenancy.

Table 3 – Commercial Use Classes – Vehicle Parking for Consulting Rooms, of TPS 3, requires five (5) car parking bays per one consultant/practitioner to be provided on site. Therefore, 10 car parking bays are required for the proposal under TPS 3.

Table 3 – Commercial Use Classes – Vehicle Parking			
Use	Rate	Required bays	Provided bays
Consulting Room	5 bays: 1 Practitioner or Consulting Room	2 consulting rooms proposed, 10 bays required	3 on-site

The TPS 3 requirement for five car parking bays for a Consulting Room is often viewed as being in excess of practical requirements. This view is supported by staff in this instance for the following reasons:

- The two staff will park within on-site bays and not impact upon the street parking;
- Each consultant seeing a maximum of one client at a time will result in one car per client (two cars total – one of which is able to be accommodated on-site);
- On occasion there may be an overlap when clients attend site whilst other clients are still having a consultation;
 - A condition for 30 minute intervals between appointments is recommended to reduce the likelihood of this occurring.
- The hours of operation will be restricted to 8:30am to 4:30pm Monday to Friday;
- The originally requested additional classes on Wednesday evening and Sunday morning are no longer being considered;

The car parking shortfall from the proposal more accurately reflects three bays rather than the seven bay shortfall under TPS 3.

There are seven (7) on street car parking bays directly in front of 52 Rollinson Road, with a total of 35 on street bays provided on O’Connor Close (see Attachment 1). In the greater context of the South Beach estate itself, each single dwelling is required to provide two (2) car parking bays per dwelling, the on street bays that have been provided reflect the nature of laneway lot developments where a crossover is not provided to allow a third car or visitors to park on site.

The shortfall in car parking bays is supported for the following reasons:



Attachment 6 – Traffic and Parking assessment

- The variation in parking bays is more reflective of 3 parking bays rather than 7 parking bays;
- The hours of operation will restrict the proposal to operating during the day when the demand for on-street bays is reduced;
- 30 minute intervals between each appointment will likely reduce the potential for overlapping appointments;
- The demand for on-street parking stemming from this proposal will likely be reciprocal with residents and visitors to residents who utilise the bays outside of the Consulting Rooms proposed hours.

The City has received parking complaints within the South Beach area, included a petition received on 24 July 2020, previously and has undertaken the following actions within the last year.

- Line marking of Rollinson Road;
- 'No stopping/parking' signage on the verge adjacent to the apartment complex of 59 Breaksea Drive;
- 'No Through Road' signage on O'Connor Close;
- The City conducted a *Traffic Management Warrant Analysis* which found the site has 'low safety and amenity concerns – no further action required'.

The Traffic Management Warrant Analysis, conducted as a result of the petition received in July details that parking restrictions in low speed, low volume residential streets are not preferred as the presence of on-street parking increase friction, resulting in reduced traffic speeds and safer environment for vulnerable road users. The Traffic Management Warrant system considers various factors such as speed, traffic volumes, crash data, road design and topography via a point system which is grouped into either major, minor or low safety or amenity concerns. As detailed in the above dot points, the results found the site has low safety and amenity concerns and no further action is required.

A detailed response was provided to the person who submitted the petition.

The City will continue to monitor parking and traffic within the area. For the reasons outlined above, the proposal is not considered to exacerbate existing parking conditions within the South Beach area.

15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

15.1 (2020/MINUTE NO 0229) PAYMENTS MADE FROM MUNICIPAL AND TRUST FUND - SEPTEMBER 2020

Author(s)	N Mauricio
Attachments	<ol style="list-style-type: none"> 1. List of Payments - September 2020 ↓ 2. Credit Cards Summary Listing - 1 September 2020 ↓

RECOMMENDATION

That Council That Council receive the list of payments made from the Municipal and Trust Funds for September 2020, as attached to the Agenda.

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr T Widenbar

That the recommendation be adopted.

CARRIED UNANIMOUSLY 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

A listing of payments made during September 2020 with a net total of \$21,160,752 is attached to the agenda for review. This comprises:

- EFT payments list (trade suppliers and others) - \$16,658,319;
- Payroll payments summary - \$4,396,534;
- Corporate credit card expenditure - \$70,433; and
- Bank and merchant fees - \$35,466.

Also attached is a separate listing of credit card spending during the month of August (settled in September), grouped by each card holder. This includes the transaction details for the Acting CEO spend total of \$633.42. This is being reported in line with an Office of the Auditor General "better practice" recommendation, given the CEO role reports directly to Council.



Any payment of monies held in Trust are initially made from the Municipal Fund and then reimbursed by the Trust Fund.

Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Support and promote the benefits of buying locally.

Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Ensure good governance through transparent and accountable, planning, processes, reporting, policy and decision making.
- Deliver value for money through sustainable financial management, planning and asset management.

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 S6.10(d) of the *Local Government Act 1995* and Regulations 12 and 13 of the *Local Government (Financial Management) Regulations 1996*.

Community Consultation

N/A

Risk Management Implications

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

Advice to Proponents/Submitters

N/A

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

Nil



SEPTEMBER 20 PAYMENT LISTING

MUNICIPAL & TRUST FUND

PAYMENT No.	ACCOUNT No.	PAYEE	PAYMENT DESCRIPTION	DATE	VALUE \$
EF132874	26987	CTI RISK MANAGEMENT	SECURITY - CASH COLLECTION	2/09/2020	2,193.05
EF132875	27780	BIG SKY ENTERTAINMENT (WA) PTY LTD	ENTERTAINMENT - BOOKING AGENT	2/09/2020	9,350.00
EF132876	99997	TOME CORREIA	SENIOR SECURITY SUBSIDY SCHEME	2/09/2020	100.00
EF132877	99997	RONALD DURHAM	SENIOR SECURITY SUBSIDY SCHEME	2/09/2020	45.00
EF132878	99997	WESTERN AUSTRALIAN PLANNING COMMISSION	LODGEMENT ID 2020-218806	2/09/2020	3,487.00
EF132879	99997	WESTERN AUSTRALIAN PLANNING COMMISSION	LODGEMENT ID 2020-218805	2/09/2020	3,335.00
EF132880	99997	WESTERN AUSTRALIAN PLANNING COMMISSION	LODGEMENT ID 2020-218798	2/09/2020	3,335.00
EF132881	99997	WESTERN AUSTRALIAN PLANNING COMMISSION	LODGEMENT ID 2020-218903	2/09/2020	3,335.00
EF132882	10152	AUST SERVICES UNION	PAYROLL DEDUCTIONS	8/09/2020	1,091.70
EF132883	10154	AUSTRALIAN TAXATION OFFICE	PAYROLL DEDUCTIONS	8/09/2020	499,547.00
EF132884	10305	CHILD SUPPORT AGENCY	PAYROLL DEDUCTIONS	8/09/2020	1,365.50
EF132885	11001	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYEES UNION LGRCEU	PAYROLL DEDUCTIONS	8/09/2020	82.00
EF132886	11857	CHAMPAGNE SOCIAL CLUB	PAYROLL DEDUCTIONS	8/09/2020	400.00
EF132887	11860	46S CLUB	PAYROLL DEDUCTIONS	8/09/2020	14.00
EF132888	19726	HEALTH INSURANCE FUND OF WA	PAYROLL DEDUCTIONS	8/09/2020	1,229.25
EF132889	25987	TOYOTA FLEET MANAGEMENT	PAYROLL DEDUCTIONS - NOVATED LEASE	8/09/2020	608.14
EF132890	26987	CTI RISK MANAGEMENT	SECURITY - CASH COLLECTION	8/09/2020	783.55
EF132891	27874	SMARTSALARY	SALARY PACKAGING/LEASING ADMINISTRATION	8/09/2020	11,328.39
EF132892	10058	ALSCO PTY LTD	HYGIENE SERVICES/SUPPLIES	11/09/2020	293.07
EF132893	10097	BLACKWOODS ATKINS	ENGINEERING SUPPLIES	11/09/2020	763.70
EF132894	10118	AUSTRALIA POST	POSTAGE CHARGES	11/09/2020	61,457.16
EF132895	10184	BENARA NURSERIES	PLANTS	11/09/2020	6,045.23
EF132896	10207	BOC GASES	GAS SUPPLIES	11/09/2020	389.88
EF132897	10226	BRIDGESTONE AUSTRALIA LTD	TYRE SERVICES	11/09/2020	5,918.26
EF132898	10246	BUNNINGS BUILDING SUPPLIES PTY LTD	HARDWARE SUPPLIES	11/09/2020	2,354.38
EF132899	10255	CABCHARGE AUSTRALIA PTY LTD	CABCHARGES	11/09/2020	1,470.17
EF132900	10333	CJD EQUIPMENT PTY LTD	HARDWARE SUPPLIES	11/09/2020	1,169.85
EF132901	10338	CLEANAWAY PTY LTD	WASTE DISPOSAL SERVICES	11/09/2020	1,567.93
EF132902	10375	VEOLIA ENVIRONMENTAL SERVICES	WASTE SERVICES	11/09/2020	1,864.89
EF132903	10422	REITSEMA PACKAGING	ROAD LITTER BAGS	11/09/2020	632.50
EF132904	10483	LANDGATE	MAPPING/LAND TITLE SEARCHES	11/09/2020	14,674.70
EF132905	10485	DEPARTMENT OF SPORT AND RECREATION	ACCOMMODATION DEPOSIT	11/09/2020	11,198.67
EF132906	10526	E & MJ ROSHER PTY LTD	MOWER EQUIPMENT	11/09/2020	729.86
EF132907	10528	EASIFLEET	VEHICLE LEASE	11/09/2020	258.97
EF132908	10535	WORKPOWER INCORPORATED	EMPLOYMENT SERVICES - PLANTING	11/09/2020	8,251.54
EF132909	10589	FINES ENFORCEMENT REGISTRY	FINES ENFORCEMENT FEES	11/09/2020	6,083.00
EF132910	10595	FIVE STAR YAMAHA	MOTOR BIKES & PARTS	11/09/2020	1,221.46
EF132911	10597	FLEXI STAFF PTY LTD	EMPLOYMENT SERVICES	11/09/2020	8,850.29
EF132912	10611	FORPARK AUSTRALIA	PLAYGROUND EQUIPMENT	11/09/2020	7,253.40
EF132913	10655	GHD PTY LTD	CONSULTANCY SERVICES	11/09/2020	7,151.94
EF132914	10740	HYDRO-DYNAMIC MINING SERVICES PTY LTD	REPAIRS/MAINTENANCE SERVICES	11/09/2020	3,212.00
EF132915	10787	JANDAKOT ACCIDENT REPAIR CENTRE	PANEL BEATING SERVICES	11/09/2020	1,000.00
EF132916	10794	JASON SIGNMAKERS	SIGNS	11/09/2020	32,815.20



EF132917	10888	LJ CATERERS	CATERING SERVICES	11/09/2020	2,882.00
EF132918	10913	BUCHER MUNICIPAL PTY LTD	PURCHASE OF NEW PLANT / REPAIR SERVICES	11/09/2020	4,363.67
EF132919	10918	MAIN ROADS WA	REPAIRS/MAINTENANCE/FUNDING CONTRIBUTION	11/09/2020	15,104.52
EF132920	10923	MAJOR MOTORS PTY LTD	REPAIRS/MAINTENANCE SERVICES	11/09/2020	315.49
EF132921	10938	MAXWELL ROBINSON & PHELPS	PEST & WEED MANAGEMENT	11/09/2020	3,197.51
EF132922	10944	MCLEODS	LEGAL SERVICES	11/09/2020	3,302.93
EF132923	10968	MINIQUIP	HIRING SERVICES	11/09/2020	261.36
EF132924	10991	BEACON EQUIPMENT	MOWING EQUIPMENT	11/09/2020	234.00
EF132925	11028	NEVERFAIL SPRINGWATER LTD	BOTTLED WATER SUPPLIES	11/09/2020	246.78
EF132926	11032	NOISE & VIBRATION MEASUREMENT SYSTEMS	MEASURING EQUIPMENT/SERVICES	11/09/2020	1,017.50
EF132927	11036	NORTHLAKE ELECTRICAL	ELECTRICAL SERVICES	11/09/2020	24,420.62
EF132928	11182	PREMIUM BRAKE & CLUTCH SERVICE	BRAKE SERVICES	11/09/2020	6,585.70
EF132929	11183	PREPRESS SKILLS CENTRE PTY LTD	TRAINING SERVICES	11/09/2020	1,661.55
EF132930	11208	QUICK CORPORATE AUSTRALIA PTY LTD	STATIONERY/CONSUMABLES	11/09/2020	3,805.88
EF132931	11244	RESEARCH SOLUTIONS PTY LTD	RESEARCH SERVICES	11/09/2020	7,090.05
EF132932	11248	RICOH AUSTRALIA	OFFICE EQUIPMENT	11/09/2020	7.43
EF132933	11307	SATELLITE SECURITY SERVICES PTY LTD	SECURITY SERVICES	11/09/2020	8,784.74
EF132934	11308	BOSS INDUSTRIAL FORMALLY SBA SUPPLIES	HARDWARE SUPPLIES	11/09/2020	4,536.95
EF132935	11387	BIBRA LAKE SOILS	SOIL & LIMESTONE SUPPLIES	11/09/2020	224.00
EF132936	11459	SPEARWOOD VETERINARY HOSPITAL	VETERINARY SERVICES	11/09/2020	283.00
EF132937	11469	SPORTS TURF TECHNOLOGY PTY LTD	TURF CONSULTANCY SERVICES	11/09/2020	5,230.50
EF132938	11512	STATEWIDE CLEANING SUPPLIES PTY LTD	CLEANING SUPPLIES/SERVICE	11/09/2020	102.12
EF132939	11625	TOTAL EDEN PTY LTD	RETICULATION SUPPLIES	11/09/2020	10,342.36
EF132940	11642	TRAILER PARTS PTY LTD	TRAILER PARTS	11/09/2020	222.72
EF132941	11701	VIBRA INDUSTRIAL FILTRATION AUSTRALASIA	FILTER SUPPLIES	11/09/2020	772.42
EF132942	11702	VILLA DALMACIA ASSOCIATION INC.	SPECIAL CLUB ACTIVITIES	11/09/2020	2,600.00
EF132943	11722	WA HINO SALES & SERVICE	PURCHASE OF NEW TRUCKS / MAINTENANCE	11/09/2020	280.17
EF132944	11773	NUTRIEN AG SOLUTIONS	CHEMICAL SUPPLIES	11/09/2020	7,392.00
EF132945	11789	WALGA	ADVERTISING/TRAINING SERVICES	11/09/2020	1,050.00
EF132946	11793	WESTERN IRRIGATION PTY LTD	IRRIGATION SERVICES/SUPPLIES	11/09/2020	7,127.67
EF132947	11795	WESTERN POWER	STREET LIGHTING INSTALLATION & SERVICE	11/09/2020	4,317.00
EF132948	11806	WESTRAC PTY LTD	REPAIRS/MTNCE - EARTHMOVING EQUIPMENT	11/09/2020	1,411.67
EF132949	12014	TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD T/AS	EXCAVATING/EARTHMOVING EQUIPMENT	11/09/2020	305.25
EF132950	12153	HAYS PERSONNEL SERVICES PTY LTD	EMPLOYMENT SERVICES	11/09/2020	10,151.20
EF132951	12394	MP ROGERS & ASSOCIATES PTY LTD	CONSULTANCY SERVICES - MARINE	11/09/2020	2,784.10
EF132952	12500	ELLENBY TREE FARM	PLANT SUPPLIES	11/09/2020	12,804.00
EF132953	12507	TECHNOLOGY FOR AGEING AND DISABILITY WA	MEDICAL SUPPLIES	11/09/2020	497.25
EF132954	12589	AUSTRALIAN INSTITUTE OF MANAGEMENT	TRAINING SERVICES	11/09/2020	1,032.00
EF132955	12796	ISENTIA PTY LTD	MEDIA MONITORING SERVICES	11/09/2020	1,496.00
EF132956	13055	ADVANCED NURSERY	NURSERY SUPPLIES - PLANTS	11/09/2020	1,040.00
EF132957	13102	MICHAEL PAGE INTERNATIONAL (AUSTRALIA) PTY LTD	EMPLOYMENT SERVICES	11/09/2020	13,385.96
EF132958	13563	GREEN SKILLS INC	EMPLOYMENT SERVICES	11/09/2020	13,259.82
EF132959	13670	HISCO PTY LTD	HOSPITALITY SUPPLIES	11/09/2020	420.75
EF132960	13860	KRS CONTRACTING	WASTE COLLECTION SERVICES	11/09/2020	24,321.00
EF132961	13998	AIR & POWER PTY LTD	MECHANICAL PARTS	11/09/2020	489.50
EF132962	14350	BAILEYS FERTILISERS	FERTILISER SUPPLIES	11/09/2020	2,406.14
EF132963	14530	DONALD VEAL CONSULTANTS PTY LTD	CONSULTANCY SERVICES	11/09/2020	9,143.75
EF132964	15271	PLE COMPUTERS PTY LTD	COMPUTER HARDWARE	11/09/2020	354.00
EF132965	15393	STRATAGREEN	HARDWARE SUPPLIES	11/09/2020	5,028.39
EF132966	15746	WESTERN AUSTRALIA POLICE SERVICE	POLICE CLEARANCES	11/09/2020	100.20
EF132967	15850	ECOSCAPE	ENVIRONMENTAL CONSULTANCY	11/09/2020	1,897.50

EF132968	15868	CARDNO (WA) PTY LTD	CONSULTANCY SERVICES - ENGINEERING	11/09/2020	7,243.50
EF132969	16064	CMS ENGINEERING PTY LTD	AIRCONDITIONING SERVICES	11/09/2020	18,842.24
EF132970	16107	WREN OIL	WASTE DISPOSAL SERVICES	11/09/2020	112.75
EF132971	16396	MAYDAY EARTHMOVING	ROAD CONSTRUCTION MACHINE HIRE	11/09/2020	9,306.00
EF132972	16648	YOUTH AFFAIRS COUNCIL OF WA INC	YOUTH AFFAIRS	11/09/2020	275.00
EF132973	16653	COMPLETE PORTABLES PTY LTD	SUPPLY & HIRE OF MODULAR BUILDINGS	11/09/2020	121.78
EF132974	16846	ACTION GLASS & ALUMINIUM	GLAZING SERVICES	11/09/2020	3,900.99
EF132975	16985	WA PREMIX	CONCRETE SUPPLIES	11/09/2020	6,886.11
EF132976	17345	KENNARDS HIRE - MYAREE	EQUIPMENT HIRE	11/09/2020	2,730.00
EF132977	17471	PIRTEK (FREMANTLE) PTY LTD	HOSES & FITTINGS	11/09/2020	3,502.40
EF132978	17555	MAIA FINANCIAL PTY LTD	EQUIPMENT LEASE PAYMENTS	11/09/2020	149,331.65
EF132979	17600	LIGHTFORCE ASSET PTY LTD (ERLECTIONS!)	GUARD RAILS	11/09/2020	54,312.50
EF132980	17624	ALLSPORTS LINEMARKING	LINEMARKING SERVICES	11/09/2020	187.00
EF132981	17827	NILSEN (WA) PTY LTD	ELECTRICAL SERVICES	11/09/2020	206.25
EF132982	18126	DELL AUSTRALIA PTY LTD	COMPUTER HARDWARE	11/09/2020	341.00
EF132983	18203	NATSYNC ENVIRONMENTAL	PEST CONTROL	11/09/2020	773.00
EF132984	18272	AUSTRACLEAR LIMITED	INVESTMENT SERVICES	11/09/2020	145.95
EF132985	18316	STILES ELECTRICAL & COMMUNICATION SERVICES	ELECTRICAL SERVICES	11/09/2020	72,091.49
EF132986	19349	WRIGHTWAY ROAD TRAINING PTY LTD	DRIVER TRAINING	11/09/2020	790.00
EF132987	19533	WOOLWORTHS LTD	GROCERIES	11/09/2020	1,337.68
EF132988	19617	DIGITAL SCANNING & MICROFILM EQUIPMENT - DS & ME	MICROFILM EQUIPMENT	11/09/2020	14,380.00
EF132989	20146	DATA#3 LIMITED	CONTRACT IT PERSONNEL & SOFTWARE	11/09/2020	946.22
EF132990	20247	CHRISTIE PARKSAFE	PARKS & RECREATIONAL PRODUCTS	11/09/2020	9,189.29
EF132991	21294	CAT HAVEN	ANIMAL SERVICES	11/09/2020	1,945.50
EF132992	21371	LD TOTAL SANPOINT PTY LTD	LANDSCAPING WORKS/SERVICES	11/09/2020	24,480.93
EF132993	21665	MMJ REAL ESTATE (WA) PTY LTD	PROPERTY MANAGEMENT SERVICES	11/09/2020	17,744.13
EF132994	21678	IANNELLO DESIGNS	GRAPHIC DESIGN	11/09/2020	1,039.50
EF132995	21744	JB HI FI - COMMERCIAL	ELECTRONIC EQUIPMENT	11/09/2020	7,882.00
EF132996	21747	UNICARE HEALTH	WHEELCHAIR HIRE	11/09/2020	5,758.00
EF132997	21946	RYAN'S QUALITY MEATS	MEAT SUPPLIES	11/09/2020	1,250.48
EF132998	22339	EDITH COWAN UNIVERSITY	EDUCATIONAL SERVICES - TERTIARY	11/09/2020	1,100.00
EF132999	22404	CLEVERPATCH PTY LTD	ARTS/CRAFT SUPPLIES	11/09/2020	1,237.30
EF133000	22553	BROWNES FOOD OPERATIONS	CATERING SUPPLIES	11/09/2020	300.58
EF133001	22623	LANDMARK PRODUCTS LTD	LANDSCAPE INFRASTRUCTURE	11/09/2020	3,520.00
EF133002	22658	SOUTH EAST REGIONAL CENTRE FOR URBAN LANDCARE INC (SERCUL)	URBAN LANDCARE SERVICES	11/09/2020	38,775.00
EF133003	22682	BEAVER TREE SERVICES PTY LTD	TREE PRUNING SERVICES	11/09/2020	34,859.61
EF133004	22752	ELGAS LIMITED	GAS SUPPLIES	11/09/2020	460.66
EF133005	22806	CHEVRON AUSTRALIA DOWNSTREAM FUELS PTY LTD	FUEL SUPPLIES	11/09/2020	37,556.60
EF133006	22864	SUPACOOOL REFRIGERATION & AIR CONDITIONING	AIR CONDITIONING	11/09/2020	383.00
EF133007	22913	AUSTRALIAN OFFICE LEADING BRANDS.COM.AU	ENVELOPES	11/09/2020	462.71
EF133008	23450	CLEVER DESIGNS	UNIFORMS	11/09/2020	2,372.65
EF133009	23457	TOTALLY WORKWEAR FREMANTLE	CLOTHING - UNIFORMS	11/09/2020	971.28
EF133010	23506	HUDSON GLOBAL RESOURCES (AUST) PTY LTD	HUMAN RESOURCES CONSULT	11/09/2020	4,219.93
EF133011	23570	A PROUD LANDMARK PTY LTD	LANDSCAPE CONSTRUCTION SERVICES	11/09/2020	26,812.86
EF133012	23579	DAIMLER TRUCKS PERTH	PURCHASE OF NEW TRUCK	11/09/2020	1,088.01
EF133013	23971	FIND WISE LOCATION SERVICES	LOCATING SERVICES - UNDERGROUND	11/09/2020	1,139.60
EF133014	24298	TANKS FOR HIRE	EQUIPMENT HIRE	11/09/2020	319.00
EF133015	24655	AUTOMASTERS SPEARWOOD	VEHICLE SERVICING	11/09/2020	2,010.00
EF133016	24748	PEARMAN'S ELECTRICAL & MECHANICAL SERVICES P/L	ELECTRICAL SERVICES	11/09/2020	21,034.72
EF133017	24945	NS PROJECTS PTY LTD	PROJECT MANAGEMENT SERVICES	11/09/2020	4,950.00
EF133018	24974	SCOTT PRINT	PRINTING SERVICES	11/09/2020	9,889.00



EF133019	25063	SUPERIOR PAK PTY LTD	VEHICLE MAINTENANCE	11/09/2020	1,102.09
EF133020	25115	FIIG	INVESTMENT MANAGEMENT SERVICES	11/09/2020	2,750.00
EF133021	25331	GENESIS ACCOUNTING	ACCOUNTING SERVICES	11/09/2020	3,025.00
EF133022	25418	CS LEGAL	LEGAL SERVICES	11/09/2020	23,979.44
EF133023	25586	ENVIROVAP PTY LTD	HIRE OF LEACHATE UNITS	11/09/2020	8,690.00
EF133024	25645	YELAKITJ MOORT NYUNGAR ASSOCIATION INC	WELCOME TO THE COUNTRY PERFORMANCES	11/09/2020	400.00
EF133025	25733	MIRACLE RECREATION EQUIPMENT	PLAYGROUND INSTALLATION / REPAIRS	11/09/2020	5,863.00
EF133026	25813	LG CONNECT PTY LTD	ERP SYSTEMS DEVELOPMENT	11/09/2020	10,013.70
EF133027	25832	EXTERIA	STREET AND PARK INFRASTRUCTURE	11/09/2020	9,640.40
EF133028	25940	LEAF BEAN MACHINE	COFFEE BEAN SUPPLY	11/09/2020	660.00
EF133029	25962	ALL LINES	LINEMARKING SERVICES	11/09/2020	2,750.00
EF133030	26029	AUTOSWEEP WA	SWEEPING SERVICES	11/09/2020	4,653.00
EF133031	26114	GRACE RECORDS MANAGEMENT	RECORDS MANAGEMENT SERVICES	11/09/2020	1,311.80
EF133032	26119	BCJ PLASTIC PRODUCTS	ACRYLIC DOOR BARRIERS	11/09/2020	847.00
EF133033	26211	AMCOM PTY LTD	INTERNET/DATA SERVICES	11/09/2020	16,774.95
EF133034	26257	PAPERBARK TECHNOLOGIES	ARBORICULTURAL CONSULTANCY SERVICES	11/09/2020	24,690.45
EF133035	26303	GECKO CONTRACTING TURF & LANDSCAPE MAINTENANCE	TURF & LANDSCAPE MAINTENANCE	11/09/2020	168,079.60
EF133036	26314	CPE GROUP	TEMPORARY EMPLOYMENT SERVICES	11/09/2020	5,668.91
EF133037	26399	PAPERSCOUT THE TRUSTEE FOR PETERS MORRISON FAMILY TRUST	GRAPHIC DESIGN SERVICES	11/09/2020	99.00
EF133038	26403	CHES POWER GROUP	ENGINEERING SOLUTIONS / BACK UP GENERATO	11/09/2020	673.75
EF133039	26442	BULLANT SECURITY PTY LTD KEY WEST LOCK SERVICE & SALES	LOCKSMITH & SECURITY SERVICES	11/09/2020	6,690.16
EF133040	26470	SCP CONSERVATION	FENCING SERVICES	11/09/2020	22,935.00
EF133041	26576	WIZARD TRAINING SOLUTIONS	TRAINING SERVICES	11/09/2020	3,630.00
EF133042	26606	ENVIRO INFRASTRUCTURE PTY LTD	CONSTRUCTION & FABRICATION	11/09/2020	47,403.70
EF133043	26614	MARKETFORCE PTY LTD	ADVERTISING	11/09/2020	5,836.00
EF133044	26625	ANDOVER DETAILERS	CAR DETAILING SERVICES	11/09/2020	722.50
EF133045	26721	QUAD SERVICES PTY LTD	CLEANING SERVICES	11/09/2020	40,169.11
EF133046	26728	PROGRESSING PRIORITY PROJECTS	CONSULTANCY - COMMUNITY SERVICES	11/09/2020	3,927.00
EF133047	26736	GHEMS HOLDINGS PTY LTD	REVEGETATION	11/09/2020	27,720.00
EF133048	26739	KERB DOCTOR	KERB MAINTENANCE	11/09/2020	7,969.89
EF133049	26745	EMBROIDME MYAREE	EMBROIDERY	11/09/2020	233.20
EF133050	26779	SAFEMASTER SAFETY PRODUCTS PTY LTD	SAFETY PRODUCTS	11/09/2020	352.00
EF133051	26822	CSE CROSSCOM PTY LTD	COMMUNICATION EQUIPMENT	11/09/2020	3,150.29
EF133052	26883	GTA CONSULTANTS	TRANSPORT PLANNING	11/09/2020	30,063.01
EF133053	26909	WEST COAST PROFILERS PTY LTD	ROAD PLANING COLD SERVICES	11/09/2020	2,303.95
EF133054	26917	CIRRUS NETWORKS PTY LTD	IT NETWORK & TELEPHONY SERVICES	11/09/2020	396.00
EF133055	26923	WOODLANDS DISTRIBUTORS PTY LTD	RUBBISH COLLECTION EQUIPMENT	11/09/2020	37,198.65
EF133056	26938	MAJESTIC PLUMBING	PLUMBING SERVICES	11/09/2020	1,760.00
EF133057	26940	FLOORWEST	FLOOR COVERINGS	11/09/2020	385.00
EF133058	26946	AV TRUCK SERVICES PTY LTD	TRUCK DEALERSHIP	11/09/2020	2,714.80
EF133059	26985	ACCESS ICON PTY LTD	DRAINAGE PRODUCTS	11/09/2020	2,062.50
EF133060	26987	CTI RISK MANAGEMENT	SECURITY - CASH COLLECTION	11/09/2020	772.20
EF133061	27015	INTELLI TRAC	GPS TRACKING	11/09/2020	2,596.00
EF133062	27054	VOCUS PTY LTD	TELECOMMUNICATIONS	11/09/2020	2,323.20
EF133063	27061	BON LEISURE	CONSULTANCY	11/09/2020	6,416.66
EF133064	27065	WESTBOOKS	BOOKS	11/09/2020	3,289.93
EF133065	27072	NORDIC FITNESS EQUIPMENT	FITNESS EQUIPMENT	11/09/2020	746.00
EF133066	27082	KULBARDI PTY LTD	STATIONERY SUPPLIES	11/09/2020	155.10
EF133067	27093	MAGNETIC AUTOMATION PTY LTD	GATES/BARRIERS	11/09/2020	1,100.00
EF133068	27130	ADLINE MEDIA PTY LTD	DIGITAL MARKETING & SOFTWARE SERVICE PRO	11/09/2020	2,129.46
EF133069	27144	PROPERTY VALUATION & ADVISORY (WA) PTY LTD	VALUATION SERVICES	11/09/2020	1,320.00

EF133070	27154	SUEZ RECYCLING & RECOVERY PTY LTD	WASTE SERVICES	11/09/2020	120,266.47
EF133071	27161	NEXT POWER	SOLAR PANEL	11/09/2020	2,484.23
EF133072	27174	PERTH GEOTECHNICS	ENGINEERING AND GEOTECHNICAL CONSULTANT	11/09/2020	3,052.50
EF133073	27177	INITIAL HYGIENE	HYGIENE	11/09/2020	21,545.44
EF133074	27189	HEALTHSTRONG PTY LTD	HOME CARE	11/09/2020	770.00
EF133075	27241	LANDSCAPE ELEMENTS PTY LTD	LANDSCAPING SERVICES	11/09/2020	48,666.97
EF133076	27246	VEALE AUTO PARTS	SPARE PARTS MECHANICAL	11/09/2020	590.60
EF133077	27276	QUASH	ACOUSTIC - SOUNDPROOFING	11/09/2020	13,145.00
EF133078	27308	JATU CLOTHING & PPE PTY LTD	CLOTHING PPE	11/09/2020	1,406.60
EF133079	27334	WESTCARE PRINT	PRINTING SERVICES	11/09/2020	115.50
EF133080	27348	MESSAGE MEDIA	TELECOMMUNICATIONS	11/09/2020	311.89
EF133081	27350	INTEGRATE SUSTAINABILITY	CONSULTANCY - ENVIROMENTAL	11/09/2020	5,632.00
EF133082	27372	COM-AL WINDOWS PTY LTD	WINDOWS	11/09/2020	200.00
EF133083	27377	ACCIDENTAL HEALTH AND SAFETY - PERTH	FIRST AID SUPPLIES	11/09/2020	880.13
EF133084	27392	AXIS MAINTENANCE SERVICES PTY LTD	MAINTENANCE	11/09/2020	5,297.60
EF133085	27396	ANKEET MEHTA SPEARWOOD NEWSPAPER ROUND DELIVERY	NEWSPAPER DELIVERY	11/09/2020	7.50
EF133086	27401	EMPRISE MOBILITY PTY LTD	MOBILITY EQUIPMENT	11/09/2020	45.00
EF133087	27423	MECHANICAL PROJECT SERVICES PTY LTD	AIRCONDITIONING SERVICES	11/09/2020	4,883.59
EF133088	27427	HOME CHEF	COOKING/FOOD SERVICES	11/09/2020	862.58
EF133089	27437	PB RETICULATION & MAINTENANCE SERVICES PTY LTD	IRRIGATION SERVICES	11/09/2020	176.00
EF133090	27455	SITE PROTECTIVE SERVICES	CCTV PARTS	11/09/2020	59,885.90
EF133091	27482	BILLI AUSTRALIA PTY LTD	WATER FILTER TAPS	11/09/2020	512.60
EF133092	27507	FACILITIES FIRST AUSTRALIA	CLEANING SERVICES	11/09/2020	6,899.97
EF133093	27512	AGENT SALES & SERVICES PTY LTD	POOL CHEMICALS	11/09/2020	2,307.25
EF133094	27518	KYOCERA DOCUMENT SOLUTIONS AUSTRALIA PTY LTD	PHOTCOPYING MACHINES	11/09/2020	5,455.30
EF133095	27519	EUPHORIUM CREATIVE	EVENTS MANAGEMENT	11/09/2020	8,250.00
EF133096	27539	JASMIN CARPENTRY & MAINTENANCE	CARPENTRY	11/09/2020	10,098.25
EF133097	27548	STANDING FORK	CATERING	11/09/2020	1,953.60
EF133098	27575	SHRED X SECURE DESTRUCTION	DOCUMENT DESTRUCTION	11/09/2020	60.72
EF133099	27578	VORGE PTY LTD	SWIMWEAR	11/09/2020	718.94
EF133100	27587	NEW GROUND WATER SERVICES PTY LTD	IRRIGATION/RETICULATION	11/09/2020	1,091.20
EF133101	27596	ALLWEST PLANT HIRE AUSTRALIA PTY LTD	PLANT HIRE AND CIVIL CONTRACTING	11/09/2020	693.00
EF133102	27617	GALAXY 42 PTY LTD	CONSULTANCY - IT	11/09/2020	12,672.00
EF133103	27622	TRUEGRADE MEDICAL SUPPLIES	MEDICAL SUPPLIES	11/09/2020	509.92
EF133104	27631	AQUATIC SERVICES WA PTY LTD	POOL EQUIPMENT & MAINTENANCE	11/09/2020	3,896.20
EF133105	27657	POSITIVE BALANCE MASSAGE	MASSAGE THERAPY	11/09/2020	100.00
EF133106	27676	BLUE FORCE PTY LTD	SECURITY SERVICES	11/09/2020	100.00
EF133107	27695	QTM PTY LTD	TRAFFIC MANAGEMENT	11/09/2020	31,231.59
EF133108	27712	PERTH PLAYGROUND AND RUBBER PTY LTD	PLAYGROUND SOFTFALL/EQUIPMENT	11/09/2020	16,005.00
EF133109	27720	BJ SYSTEMS	SECURITY SERVICES	11/09/2020	911.70
EF133110	27747	OBJECTIVE CORPORATION LTD	SOFTWARE PRODUCTS/LICENCES	11/09/2020	5,143.77
EF133111	27749	ADVISIAN PTY LTD	CONSULTING - ENGINNERING	11/09/2020	8,858.60
EF133112	27769	STIRLING GLOBAL	SECURITY PRODUCTS	11/09/2020	291.50
EF133113	27776	URBAN RESOURCES PTY LTD	HIRE PALNT & EQUIPMENT	11/09/2020	8,800.00
EF133114	27779	SPORTS CIRCUIT LINEMARKING	LINEMARKING	11/09/2020	88.00
EF133115	27794	DOMUS NURSERY	PLANT NURSERY	11/09/2020	288.42
EF133116	27797	CITY LIFTS	LIFT MAINTENANCE	11/09/2020	319.00
EF133117	27804	REDFISH TECHNOLOGIES	AUDIO VISUAL SYSTEMS	11/09/2020	31,942.87
EF133118	27805	SKYWARD ROOFING SERVICES PTY LTD	ROOFING	11/09/2020	200.00
EF133119	27814	KINESIS PTY LTD	CONSULTANCY - SUSTAINABILITY	11/09/2020	16,500.00
EF133120	27816	ASTERISK INFORMATION SECURITY	IT CONSULTANCY	11/09/2020	880.00



EF133121	27819	AXIIS CONTRACTING PTY LTD	CONCRETE WORKS	11/09/2020	61,605.40
EF133122	27827	ABC CONTAINERS	SEA CONTAINERS	11/09/2020	99.00
EF133123	27829	SMEC AUSTRALIA PTY. LTD.	CONSULTANCY - ENGINEERING	11/09/2020	35,201.10
EF133124	27831	BUTLER AND BROWN	EVENT MANAGEMENT	11/09/2020	20,350.00
EF133125	27842	LIGHT HOUSE LAUNDRY	LAUNDRING	11/09/2020	246.02
EF133126	27850	DOWSING GROUP PTY LTD	CONCRETING SERVICES	11/09/2020	3,953.32
EF133127	27852	FIRST 5 MINUTES PTY LTD	TRAINING & EDUCATION	11/09/2020	814.00
EF133128	27855	TOTAL LANDSCAPE REDEVELOPMENT SERVICE PTY LTD	TREE WATERING	11/09/2020	44,104.50
EF133129	27863	CARERS PLUS	NURSING SERVICES	11/09/2020	2,939.00
EF133130	27886	BBC ENTERTAINMENT	ENTERTAINMENT AGENCY	11/09/2020	1,980.00
EF133131	27894	LIFECARE HOMECARE	HEALTHCARE	11/09/2020	2,083.48
EF133132	27896	RMC RAIL SERVICES PTY LTD	RAIL TRAFFIC MANAGEMENT	11/09/2020	2,200.00
EF133133	27902	WILD WEST HYUNDAI	VEHICLES	11/09/2020	20.00
EF133134	27915	PEACHY KEEN CREATIVE STUDIO	CRAFT WORKSHOPS	11/09/2020	413.00
EF133135	27917	GO DOORS PTY LTD	DOOR MAINTENANCE & REPAIR	11/09/2020	3,016.75
EF133136	27919	BARK ENVIRONMENTAL	DIEBACK TREATMENT	11/09/2020	1,416.25
EF133137	27955	FAR LANE	CONSULTANCY ECONOMIC	11/09/2020	22,852.50
EF133138	27965	STANTEC AUSTRALIA PTY LTD	ENGINEERING SERVICES	11/09/2020	3,740.00
EF133139	27975	WESTERN HORTICULTURAL CONSULTING	CONSULTANCY - HORTICULTURAL	11/09/2020	10,875.00
EF133140	27978	FRONTLINE SAFETY AUSTRALIA PTY LTD	CLOTHING - UNIFORMS	11/09/2020	475.20
EF133141	27982	PEP TRANSPORT	TRANSPORT	11/09/2020	1,577.98
EF133142	27983	ENGIE MECHANICAL SERVICES (WA) PTY LTD	MECHANICAL & HVAC&R	11/09/2020	11,908.60
EF133143	27984	SABRINA FENWICK	EXERCISE CLASSES	11/09/2020	720.00
EF133144	27985	ROSMECH SALES & SERVICE PTY LTD	ROAD SWEEPER	11/09/2020	45.40
EF133145	27994	FABRITECTURE AUSTRALIA PTY LTD	CONSTRUCTION - ROOFING	11/09/2020	3,366.00
EF133146	28003	TAYLOR MADE DESIGN	GRAPHIC DESIGN	11/09/2020	1,914.00
EF133147	28006	TERRA FIRMA LABORATORIES (WA)	CONSTRUCTION MATERIALS TESTING	11/09/2020	1,155.00
EF133148	28007	GREAT RACKS	FABRICATION SERVICES	11/09/2020	1,320.00
EF133149	28008	CLIMATE COUNCIL AUSTRALIA LTD	CLIMATE CHANGE PROGRAM	11/09/2020	2,200.00
EF133150	28009	CLASSIC HIRE	EQUIPMENT HIRE	11/09/2020	284.68
EF133151	28020	G2 E-COMMERCE PTY LTD	FREIGHT FORWARDING & LOGISTICS	11/09/2020	3,667.97
EF133152	28021	JAMES LUSH	MEDIA TRAINING	11/09/2020	2,810.50
EF133153	88888	WESTERN AUSTRALIAN LAND AUTHORITY	REFUND	11/09/2020	20,806.39
EF133154	88888	WESTERN AUSTRALIAN LAND AUTHORITY	REFUND	11/09/2020	22,236.03
EF133155	88888	CHARLESWORTH BALLET INSTITUTE	REFUND	11/09/2020	150.00
EF133156	88888	AUSTRALIAN PENTECOASTAL CHURCH	REFUND	11/09/2020	150.00
EF133157	88888	MOODSWINGS SOCIAL DANCING	REFUND	11/09/2020	150.00
EF133158	99997	V AND N GRBELJA	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	300.00
EF133159	99997	WILLIAM MCKENZIE	WATERWISE VERGE REBATE	11/09/2020	377.50
EF133160	99997	RAYMOND BARNETT	REIMBURSEMENT FOR PRESCRIPTION SAFETY GL	11/09/2020	300.00
EF133161	99997	RANDALL ROBERTS	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	100.00
EF133162	99997	BERNICE CULLEN	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	200.00
EF133163	99997	GERARD COELHO	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	300.00
EF133164	99997	PETER WEBB	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	100.00
EF133165	99997	TATIANA SPENCE	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	300.00
EF133166	99997	KERRY JAMES	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	200.00
EF133167	99997	GIUSTINO PICCIONI	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	300.00
EF133168	99997	LYNETTE FRADL	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	300.00
EF133169	99997	MICHAEL & ANTONIETTA D ANGELO	COMPOST BIN REBATE - M D'ANGELO	11/09/2020	50.00
EF133170	99997	MIA GOWLER	COMPOST BIN REBATE - M GOWLER	11/09/2020	50.00
EF133171	99997	KAYLENE CRAIG	COMPOST BIN REBATE - K CRAIG	11/09/2020	50.00

EF133172	99997	ZOE ELIZABETH KERBEY	COCKBURN YOUTH FUND - ART MURAL AT COCKB	11/09/2020	400.00
EF133173	99997	MATER CHRISTIE CATHOLIC PRIMARY SCHOOL	BUS HIRE REIMBURSEMENT	11/09/2020	288.75
EF133174	99997	JB VERBOON	UNSPENT FUNDS ON HCP PACKAGE	11/09/2020	59.06
EF133175	99997	MARK CAMPBELL	COMPOST BIN REBATE	11/09/2020	50.00
EF133176	99997	BRENDAN TRAPPE	COMPOST BIN REBATE	11/09/2020	45.00
EF133177	99997	MR H PETERS	OVERCHARGED FEES - HENRY PETERS	11/09/2020	16.00
EF133178	99997	LYNETTE LE COMTE	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	200.00
EF133179	99997	KERRY SADLIER	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	300.00
EF133180	99997	MARY SEPAROVICH	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	100.00
EF133181	99997	PHILIP NIGHTINGALE	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	200.00
EF133182	99997	CONCETTA RUGGIERO	SENIOR SECURITY SUBSIDY SCHEME	11/09/2020	300.00
EF133183	99997	JEANS FOR GENES	DONATION REF 0220877 - JEANS FOR GENES D	11/09/2020	348.00
EF133184	99997	LANGFORD ABORIGINAL ASSOCIATION INC	INVOICE 00000614	11/09/2020	792.00
EF133185	99997	ATO DIRECT CREDIT ACCOUNT	552003517385831421 - NATHAN SHARP	11/09/2020	595.00
EF133186	99997	MICHELLE L EATON	REFUND REQUEST ARC - MICHELLE EATON	11/09/2020	16.50
EF133187	99997	IMAD NAHIM	REFUND REQUEST	11/09/2020	164.00
EF133188	99997	ALDRIN N CARLOS & EVA J SOBREVEGA	CROSSOVER CLAIM - A CARLOS	11/09/2020	300.00
EF133189	99997	MAR JESUS MATEO	CROSSOVER CLAIM - J MATEO	11/09/2020	300.00
EF133190	99997	LAURA ROBINSON	CROSSOVER CLAIM - L ROBINSON	11/09/2020	300.00
EF133191	99997	BENJAMIN TANOAA	CASH REIMBURSEMENT - BEN TANOAA	11/09/2020	87.00
EF133192	99997	FORMSTRUCT	PEN FEE REFUND D106	11/09/2020	220.50
EF133193	10047	ALINTA ENERGY	NATURAL GAS & ELECTRCITY SUPPLY	11/09/2020	32,578.15
EF133194	11794	SYNERGY	ELECTRICITY USAGE/SUPPLIES	11/09/2020	364,113.69
EF133195	12025	TELSTRA CORPORATION	COMMUNICATIONS SERVICES	11/09/2020	2,972.25
EF133196	99996	CARLY MILLER	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	30.00
EF133197	99996	NICOLA ROWLAND	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	30.00
EF133198	99996	STEPHANIE TERWINDT	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	77.50
EF133199	99996	KEITH HOLDSWORTH	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	50.00
EF133200	99996	KEREN FREES	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	20.00
EF133201	99996	KEREN FREES	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	20.00
EF133202	99996	KEREN FREES	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	20.00
EF133203	99996	KEREN FREES	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	20.00
EF133204	99996	KEREN FREES	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	20.00
EF133205	99996	KEREN FREES	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	20.00
EF133206	99996	SOLARGAIN PV PTY LTD	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	4,487.70
EF133207	99996	PROJEX MANAGEMENT & CONSTRUCTION PTY LTD	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	1,343.85
EF133208	99996	PURE HOMES T/AS B1 HOMES	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	699.34
EF133209	99996	FAYE JOAN ZYLSTRA	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	300.00
EF133210	99996	DEAN ANTHONY LUCAS	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	742.38
EF133211	99996	DEAN ANTHONY LUCAS	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	1,458.26
EF133212	99996	REBECCA LOUISE GONCALVES	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	390.50
EF133213	99996	COMMUNITY PROPERTY SETTLEMENTS	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	7,971.16
EF133214	99996	KATIE WILKINSON	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	2,000.00
EF133215	99996	PAULA MONDLANE	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	500.00
EF133216	99996	LJ HOOKER WILLETTON,SHELLEY,COCKBURN TRU	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	394.77
EF133217	99996	TERESA CIMETTA	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	601.25
EF133218	99996	JANELLE WHYTE	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	800.00
EF133219	99996	SUAN BACKSHELL	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	1,075.56
EF133220	99996	LESLEY B MCGIVERN	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	317.09
EF133221	99996	H C NGUYEN	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	3,154.22
EF133222	99996	AMY DIX	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	1,046.93



EF133223	99996	HUY CUONG NGUYEN	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	1,588.70
EF133224	99996	ANNETTE MCNEILL	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	1,000.00
EF133225	99996	SETTLEMENT TALK TRUST ACCOUNT	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	180.06
EF133226	99996	HARIT JANI	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	3,533.84
EF133227	99996	JASMINE ROCKLEY	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	800.00
EF133228	99996	CHRISTINE RAWLINS	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	1,206.81
EF133229	99996	BLANCH MACQUINTO	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	137.42
EF133230	99996	LORRAINE J STRACHAN	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	1,147.65
EF133231	99996	GINA MCNEILL	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	30.00
EF133232	99996	ELIZABETH GENTRY	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	150.00
EF133233	99996	SARAH KIRBY	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	150.00
EF133234	99996	TRACC CIVIL	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	184.00
EF133235	99996	DENSFORD CIVIL PTY LTD	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	184.00
EF133236	99996	MATTHEW WALLWORK FAMILY TRUST	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	56.65
EF133237	99996	JULIE PINKER	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	1,000.00
EF133238	99996	JULIE PINKER	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	345.94
EF133239	99996	JILL GOOD	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	3,939.00
EF133240	99996	ABODE REAL ESTATE TRUST ACCOUNT	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	2,616.28
EF133241	99996	AUSTRALIAN PENTECOSTAL CHURCH	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	21.00
EF133242	99996	GISNG TRAN	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	483.00
EF133243	99996	BIANCA COBBY	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	295.00
EF133244	99996	CREATIVE CATERING PERTH	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	360.00
EF133245	99996	CREATIVE CATERING PERTH	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	360.00
EF133246	99996	CREATIVE CATERING PERTH	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	360.00
EF133247	99996	TERESA SMITH	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	130.14
EF133248	99996	DILIP D' SOUZA	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	1,792.90
EF133249	99996	D & A WALLER	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	249.05
EF133250	99996	PARSONS GROUP PTY LTD	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	3,868.84
EF133251	99996	COLETTE J BEWSEY	RATES AND PROPERTY RELATED REFUNDS	11/09/2020	1,200.00
EF133252	99997	FAMILY DAY CARE	FDC PAYMENT WE 06/09/2020	10/09/2020	60,293.25
EF133253	99997	IN HOME CARE PAYMENTS	IHC PAYMENTS WE 06/09/2020	10/09/2020	20,905.12
EF133254	11758	WATER CORP UTILITY ACCOUNT ONLY - PLEASE REFER TO 11760 WHEN RAISING PO	WATER USAGE / SUNDRY CHARGES	11/09/2020	2,014.22
EF133255	11760	WATER CORPORATION	SEWER EASEMENT	11/09/2020	348.09
EF133256	26987	CTI RISK MANAGEMENT	SECURITY - CASH COLLECTION	15/09/2020	1,077.30
EF133257	99997	SAMANTHA SEYMOUR-EYLES	WEBSITE TEAM UPGRADES CELEBRATION REFRES	15/09/2020	226.00
EF133258	27492	SUPERCHOICE SERVICES PTY LIMITED	PAYROLL DEDUCTIONS	16/09/2020	876,054.14
EF133259	10590	DEPARTMENT OF FIRE AND EMERGENCY SERVICES	ESL LEVY & RELATED COSTS	21/09/2020	5,203,874.54
EF133260	12565	SOUTHERN METRO REGIONAL COUNCIL - LOANS	LOAN REPAYMENT	21/09/2020	400,736.36
EF133261	99997	GARRY CUMMING	SENIOR SECURITY SUBSIDY SCHEME	21/09/2020	200.00
EF133262	10152	AUST SERVICES UNION	PAYROLL DEDUCTIONS	21/09/2020	1,091.70
EF133263	10154	AUSTRALIAN TAXATION OFFICE	PAYROLL DEDUCTIONS	21/09/2020	470,857.00
EF133264	10305	CHILD SUPPORT AGENCY	PAYROLL DEDUCTIONS	21/09/2020	1,222.10
EF133265	11001	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYEES UNION LGRCEU	PAYROLL DEDUCTIONS	21/09/2020	82.00
EF133266	11857	CHAMPAGNE SOCIAL CLUB	PAYROLL DEDUCTIONS	21/09/2020	392.00
EF133267	11860	45S CLUB	PAYROLL DEDUCTIONS	21/09/2020	14.00
EF133268	19726	HEALTH INSURANCE FUND OF WA	PAYROLL DEDUCTIONS	21/09/2020	1,229.25
EF133269	25987	TOYOTA FLEET MANAGEMENT	PAYROLL DEDUCTIONS - NOVATED LEASE	21/09/2020	608.14
EF133270	27874	SMARTSALARY	SALARY PACKAGING/LEASING ADMINISTRATION	21/09/2020	11,328.40
EF133271	26987	CTI RISK MANAGEMENT	SECURITY - CASH COLLECTION	22/09/2020	2,249.70
EF133272	99996	CAROL WRIGHT	RATES AND PROPERTY RELATED REFUNDS	23/09/2020	778.74
EF133273	99997	FAMILY DAY CARE	FDC PAYMENT WE 20/09/20	24/09/2020	61,608.60

EF133274	99997	IN HOME CARE PAYMENTS	IHC PAYMENTS WE 20/09/20	24/09/2020	22,045.85
EF133275	20406	HOSTPLUS SUPERANNUATION FUND	PAYROLL DEDUCTIONS	24/09/2020	12.60
EF133276	26987	CTI RISK MANAGEMENT	SECURITY - CASH COLLECTION	29/09/2020	2,167.45
EF133277	11867	KEVIN JOHN ALLEN	MONTHLY ELECTED MEMBER ALLOWANCE	30/09/2020	2,639.83
EF133278	12740	LOGAN HOWLETT	MONTHLY ELECTED MEMBER ALLOWANCE	30/09/2020	11,439.09
EF133279	20634	LEE-ANNE SMITH	MONTHLY ELECTED MEMBER ALLOWANCE	30/09/2020	2,139.83
EF133280	25353	PHILIP EVA	MONTHLY ELECTED MEMBER ALLOWANCE	30/09/2020	2,639.83
EF133281	26696	CHAMONIX TERBLANCHE	MONTHLY ELECTED MEMBER ALLOWANCE	30/09/2020	2,639.83
EF133282	27326	MICHAEL SEPAROVICH	MONTHLY ELECTED MEMBER ALLOWANCE	30/09/2020	2,639.83
EF133283	27327	CHONTELLE STONE	MONTHLY ELECTED MEMBER ALLOWANCE	30/09/2020	2,639.83
EF133284	27475	LARA KIRKWOOD	MONTHLY ELECTED MEMBER ALLOWANCE	30/09/2020	4,776.42
EF133285	27871	TOM WIDENBAR	MONTHLY ELECTED MEMBER ALLOWANCE	30/09/2020	3,995.86
EF133286	27872	PHOEBE CORKE	MONTHLY ELECTED MEMBER ALLOWANCE	30/09/2020	2,639.83
EF133287	99996	PROFOUNDER FACTORY DIRECT	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	147.00
EF133288	99996	PARSONS GROUP PTY LTD	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	3,868.84
EF133289	99996	MELANIE EVANS	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	30.00
EF133290	99996	MELANIE EVANS	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	30.00
EF133291	99996	WILMER L A RONDON DURAN	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	30.00
EF133292	99996	EMILIA MILLER	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	75.00
EF133293	99996	ASHLEIGH BACK	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	100.00
EF133294	99996	KYLIE AGIUS	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	100.00
EF133295	99996	SHERISSE TANONEF	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	966.00
EF133296	99996	RESIDENTIAL BUILDING WA PTY LTD	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	816.85
EF133297	99996	TAN PHU NGUYEN	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	533.78
EF133298	99996	BETTY HU	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	1,252.55
EF133299	99996	THOMSON GEER LAWYERS	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	282.35
EF133300	99996	JUSTINE BUCHANAN	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	610.24
EF133301	99996	TULLIO PELLICCIONE	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	1,409.25
EF133302	99996	MICHAEL S BURNBY	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	132.35
EF133303	99996	STEPHEN ATHERTON	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	650.00
EF133304	99996	GARRY AU	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	350.00
EF133305	99996	EILEEN SOANES	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	1,653.74
EF133306	99996	NATIONAL AUSTRALIA TRUSTEES LTD	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	828.23
EF133307	99996	DONALD MORRISY	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	1,006.02
EF133308	99996	MING H NG	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	141.00
EF133309	99996	REVENUEWA	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	888.90
EF133310	99996	JANINE GLENDENNING	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	195.48
EF133311	99996	BIANCA D KOVACEVICH	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	687.31
EF133312	99996	PRESTIGE SETTLEMENTS	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	458.02
EF133313	99996	ROBYN MCGRATH	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	39.14
EF133314	99996	VK DI SCERNI	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	412.37
EF133315	99996	PING YING TEO	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	1,844.88
EF133316	99996	VALERIE M OSBORNE	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	632.92
EF133317	99996	JEREMY D RAYLOR	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	812.92
EF133318	99996	RHETT JOHNS	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	1,635.15
EF133319	99996	AMANDA T THORNE	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	78.84
EF133320	99996	WOW HOMES	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	658.70
EF133321	99996	STEVO & MAJA PETROVICH	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	260.00
EF133322	99996	CHERYL DURANT	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	525.94
EF133323	99996	CLAREMONT FIREARMS	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	2,100.92
EF133324	99996	ANTHONY LAFACE	RATES AND PROPERTY RELATED REFUNDS	30/09/2020	1,863.30



EF133325	11794	SYNERGY	ELECTRICITY USAGE/SUPPLIES	30/09/2020	20,198.64
EF133326	12025	TELSTRA CORPORATION	COMMUNICATIONS SERVICES	30/09/2020	21,048.42
EF133327	23250	DEPARTMENT OF PLANNING, LANDS & HERITAGE	DAP APPLICATIONS & DAP FEES	30/09/2020	10,486.00
EF133328	88888	TOP HAT ENTERPRISES	REFUND	30/09/2020	150.00
EF133329	88888	SYMBOLISE HOLDINGS PTY LTD	REFUND	30/09/2020	22,731.50
EF133330	88888	LOUISA DEARLE	REFUND	30/09/2020	500.00
EF133331	88888	CAILIN LINEHAM	REFUND	30/09/2020	2,625.00
EF133332	88888	FRANMARINE	REFUND	30/09/2020	100.00
EF133333	88888	FRASERS PROPERTY AHL LIMITED	REFUND	30/09/2020	10,589.02
EF133334	88888	CAMBERT NOMINEES PTY LTD	REFUND	30/09/2020	34,068.12
EF133335	88888	CARRISA PTY LTD	REFUND	30/09/2020	10,229.00
EF133336	88888	MARIO FONTANA AND DALLAS LARTER	REFUND	30/09/2020	11,797.50
EF133337	88888	YAPPO WONG	REFUND	30/09/2020	500.00
EF133338	88888	NJ & M BLANDFORD	REFUND	30/09/2020	500.00
EF133339	99997	MATER CHRISTIE CATHOLIC PRIMARY SCHOOL	REIMBURSEMENT OF BUS HIRE	30/09/2020	288.75
EF133340	99997	DEBRA S SMITH & ROBERT J SMITH	WATERWISE VERGE REBATE - D & R SMITH	30/09/2020	500.00
EF133341	99997	SANDRA P CIPRIANO	CROSSOVER CLAIM - S CIPRIANO	30/09/2020	300.00
EF133342	99997	COOGEE BEACH PROGRESS ASSOCIATION	DELEGATED AUTHORITY LGACS7	30/09/2020	556.00
EF133343	99997	NAILA RUBY LUIS	DONATION LGACS2	30/09/2020	200.00
EF133344	99997	SERVAU OFFCL. DEPARTMENTAL RECPTS & PYM	DOCUMENT NUMBER : 180114036	30/09/2020	241.56
EF133345	99997	KAM CHENG	SENIOR SECURITY SUBSIDY SCHEME	30/09/2020	200.00
EF133346	99997	MARIA FONTI-BONESE	SENIOR SECURITY SUBSIDY SCHEME	30/09/2020	300.00
EF133347	99997	CLIFF BURTON	SENIOR SECURITY SUBSIDY SCHEME	30/09/2020	160.00
EF133348	99997	MARION HOLDEN	SENIOR SECURITY SUBSIDY SCHEME	30/09/2020	300.00
EF133349	99997	JANICE DAVEY	SENIOR SECURITY SUBSIDY SCHEME	30/09/2020	100.00
EF133350	99997	BRIAN WHINCUP	SENIOR SECURITY SUBSIDY SCHEME	30/09/2020	200.00
EF133351	99997	MARGARET BRIDLE	SENIOR SECURITY SUBSIDY SCHEME	30/09/2020	300.00
EF133352	99997	SHIRLEY THOMPSON	SENIOR SECURITY SUBSIDY SCHEME	30/09/2020	200.00
EF133353	99997	MAX HILLS	SENIOR SECURITY SUBSIDY SCHEME	30/09/2020	200.00
EF133354	99997	TOME CORREIA	SENIOR SECURITY SUBSIDY SCHEME	30/09/2020	100.00
EF133355	99997	MEG MACAULAY	SENIOR SECURITY SUBSIDY SCHEME	30/09/2020	300.00
EF133356	99997	WB J.L. MCARTHUR	FOI/0429 - 3 ERCEG ROAD YANGETUP	30/09/2020	30.00
EF133357	99997	JEAN-ROBERT & MARY HOTE	COMPOST BIN REBATE - J-R HOTE	30/09/2020	50.00
EF133358	99997	R & L SAVED	COMPOST BIN REBATE - ORAZIO ALBERTI	30/09/2020	50.00
EF133359	99997	JC & RJ HARRISON	COMPOST BIN REBATE - JC HARRISON	30/09/2020	50.00
EF133360	99997	DJ FITZPATRICK	INVOICE: C571	30/09/2020	100.00
EF133361	99997	BRIGID LOWRY	INV: 10092020	30/09/2020	354.00
EF133362	99997	BROAD VISION PROJECTS PTY LTD	PURCHASE OF LAND - HAMMOND PARK	30/09/2020	401,257.12
EF133363	99997	TRISTEN BEIER	YOUTH NOISE 3 PLACE WINNER- TRISTAN BIER	30/09/2020	100.00
EF133364	99997	HARRISON CHOWDHURIE	YOUTH NOISE 1 PLACE -DINING WITH SINNERS	30/09/2020	300.00
EF133365	99997	JANDAKOT BUSHFIRE BRIGADE	INVOICE 316	30/09/2020	736.45
EF133366	99997	LEVI HOLDEN	WATERWISE VERGE INCENTIVE SCHEME REBATE	30/09/2020	500.00
EF133367	99997	COCKBURN SES	COCKBURN SES REIMBURSEMENT	30/09/2020	2,419.66
EF133368	99997	TREEBY COMMUNITY ASSOCIATION	SMALL EVENTS SPONSORSHIP	30/09/2020	1,376.00
EF133369	99997	KATIE NEEDHAM	MODERN CLOTH NAPPY REBATE KATIE NEEDHAM	30/09/2020	50.00
EF133370	99997	COCKBURN COMMUNITY MEN'S SHED	DONATION - MEN'S SHED COORDINATOR - 2020	30/09/2020	36,000.00
EF133371	99997	COCKBURN SENIOR CITIZENS CLUB	DONATION - MAINTENANCE 2020/21	30/09/2020	9,971.65
EF133372	99997	THE WETLANDS CENTRE, COCKBURN	SPONSORSHIP - TWCC - 1ST INSTALMENT 2020	30/09/2020	51,580.34
EF133373	99997	OUR COMMUNITY PTY LTD	SMARTYGRANTS SUBSCRIPTION	30/09/2020	12,500.00
EF133374	99997	LOUISA DEARIE	PEE FEE REFUND (F198) - LOUISE DEARLE	30/09/2020	1,742.23
EF133375	99997	DEPARTMENT OF FIRE AND EMERGENCY	RECOUP EXPENSES - PUMP OPERATIONS	30/09/2020	355.00

EF133376	99997	COCKBURN VOLUNTEER SEA SEARCH & RESCUE	115 MEMBERSHIPS FEES IV00000000729	30/09/2020	1,150.00
EF133377	99997	MICAH WALKER	YOUTH NOISE 2ND PLACE WINNER \$200	30/09/2020	200.00
EF133378	99997	QBE INSURANCE LTD WORKERS COMP ACTIVE	GRANTS, DONATIONS & REFUNDS	30/09/2020	266.50
EF133379	99997	YANGEBUP FAMILY CENTRE INC.	REFUND YANGEBUP COMMUNITY EATS PROJECT	30/09/2020	121.22
EF133380	99997	NJ & M BLANDFORD	PEN (E160) REFUND - NOEL BLANDFORD	30/09/2020	1,176.00
EF133381	99997	CHARLI-ROSE CARLYON	BIBRA LAKE FUN RUN 1ST PLACE FEMALE 12-	30/09/2020	150.00
EF133382	99997	MADISON SCHOLÉS	BIBRA LAKE FUN RUN 2ND PLACE FEMALE 12-	30/09/2020	100.00
EF133383	99997	MACKENZIE SCHOLÉS	BIBRA LAKE FUN RUN 3RD PLACE FEMALE 12-	30/09/2020	50.00
EF133384	99997	AMY BUCKINGHAM	BIBRA LAKE FUN RUN 1ST PLACE FEMALE 17-	30/09/2020	150.00
EF133385	99997	CLARE WARDLE	BIBRA LAKE FUN RUN 2ND PLACE FEMALE 17-	30/09/2020	100.00
EF133386	99997	SHARON DAVIS	BIBRA LAKE FUN RUN 3RD PLACE FEMALE 17-	30/09/2020	50.00
EF133387	99997	LORETTA WESLEY	BIBRA LAKE FUN RUN 1ST PLACE FEMALE OVE	30/09/2020	150.00
EF133388	99997	SUE ZLNAY	BIBRA LAKE FUN RUN 2ND PLACE FEMALE OVE	30/09/2020	100.00
EF133389	99997	PAULINE HARRIS	BIBRA LAKE FUN RUN 3RD PLACE FEMALE OVE	30/09/2020	50.00
EF133390	99997	TOM MILLARD	BIBRA LAKE FUN RUN 1ST PLACE MALE 12-16	30/09/2020	150.00
EF133391	99997	ROBERT HUGHES	BIBRA LAKE FUN RUN 2ND PLACE MALE 12-16	30/09/2020	100.00
EF133392	99997	LEITH GOODWIN	BIBRA LAKE FUN RUN 3RD PLACE MALE 12-16	30/09/2020	50.00
EF133393	99997	MATT SMITH	BIBRA LAKE FUN RUN 1ST PLACE MALE 17-54	30/09/2020	150.00
EF133394	99997	LUKE SHAW	BIBRA LAKE FUN RUN 2ND PLACE MALE 17-54	30/09/2020	100.00
EF133395	99997	THEODORE KENWORTHY-GROEN	BIBRA LAKE FUN RUN 3RD PLACE MALE 17-54	30/09/2020	50.00
EF133396	99997	TREVOR SCOTT	BIBRA LAKE FUN RUN 1ST PLACE MALE OVER	30/09/2020	150.00
EF133397	99997	MICHAEL KOWAL	BIBRA LAKE FUN RUN 2ND PLACE MALE OVER	30/09/2020	100.00
EF133398	99997	JEFFREY WANG	BIBRA LAKE FUN RUN 3RD PLACE MALE OVER	30/09/2020	50.00
EF133399	99997	MATT SMITH	BIBRA LAKE FUN RUN OVERALL WINNERS - 1S	30/09/2020	150.00
EF133400	99997	LUKE SHAW	BIBRA LAKE FUN RUN OVERALL WINNERS - 2N	30/09/2020	100.00
EF133401	99997	THEODORE KENWORTHY-GROEN	BIBRA LAKE FUN RUN OVERALL WINNERS - 3R	30/09/2020	50.00
EF133402	99997	AMY BUCKINGHAM	BIBRA LAKE FUN RUN OVERALL WINNERS - 1S	30/09/2020	150.00
EF133403	99997	CHARLI-ROSE CARLYON	BIBRA LAKE FUN RUN OVERALL WINNERS - 2N	30/09/2020	100.00
EF133404	99997	CLARE WARDLE	BIBRA LAKE FUN RUN OVERALL WINNERS - 3R	30/09/2020	50.00
EF133405	99997	SPEARWOOD PRIMARY	REIMBURSEMENT FOR TREES UP TO \$200 AS PER	30/09/2020	200.00
EF133406	99997	NATIVE ARC	SPONSORSHIP - NATIVE ARC - 1ST INSTALMEN	30/09/2020	51,580.34
EF133407	99997	MEMORY MATHE	OVERPAYMENT REFUND	30/09/2020	41.00
EF133408	10071	ONEMUSIC AUSTRALIA	LICENCE - PERFORMING RIGHTS	30/09/2020	2,706.40
EF133409	10091	ASLAB PTY LTD	ASPHALTING SERVICES/SUPPLIES	30/09/2020	2,596.44
EF133410	10097	BLACKWOODS ATKINS	ENGINEERING SUPPLIES	30/09/2020	312.11
EF133411	10184	BENARA NURSERIES	PLANTS	30/09/2020	4,850.41
EF133412	10207	BOC GASES	GAS SUPPLIES	30/09/2020	144.45
EF133413	10221	BP AUSTRALIA PTY LTD	DIESEL/PETROL SUPPLIES	30/09/2020	20,227.18
EF133414	10226	BRIDGESTONE AUSTRALIA LTD	TYRE SERVICES	30/09/2020	39,331.09
EF133415	10244	BUILDING & CONST INDUSTRY TRAINING FUND	LEVY PAYMENT	30/09/2020	21,836.22
EF133416	10246	BUNNINGS BUILDING SUPPLIES PTY LTD	HARDWARE SUPPLIES	30/09/2020	1,672.28
EF133417	10287	CENTRELINE MARKINGS	LINEMARKING SERVICES	30/09/2020	1,650.00
EF133418	10307	BCBA WA BRANCH (INC)	CHILDRENS BOOKS	30/09/2020	637.00
EF133419	10359	COCKBURN PAINTING SERVICE	PAINTING SUPPLIES/SERVICES	30/09/2020	8,735.00
EF133420	10368	COCKBURN WETLANDS EDUCATION CENTRE	COMMUNITY GRANT	30/09/2020	84.00
EF133421	10375	VEOLIA ENVIRONMENTAL SERVICES	WASTE SERVICES	30/09/2020	492.19
EF133422	10384	PROGILITY PTY LTD	COMMUNICATION SERVICES	30/09/2020	58,203.20
EF133423	10483	LANDGATE	MAPPING/LAND TITLE SEARCHES	30/09/2020	4,727.97
EF133424	10484	DEPARTMENT OF MINES, INDUSTRY REGULATION AND SAFETY	BUILDING SERVICES LEVY	30/09/2020	46,660.08
EF133425	10526	E & MJ ROSHER PTY LTD	MOWER EQUIPMENT	30/09/2020	6,536.49
EF133426	10535	WORKPOWER INCORPORATED	EMPLOYMENT SERVICES - PLANTING	30/09/2020	9,327.84



EF133427	10589	FINES ENFORCEMENT REGISTRY	FINES ENFORCEMENT FEES	30/09/2020	5,390.00
EF133428	10590	DEPARTMENT OF FIRE AND EMERGENCY SERVICES	ESL LEVY & RELATED COSTS	30/09/2020	260.00
EF133429	10597	FLEXI STAFF PTY LTD	EMPLOYMENT SERVICES	30/09/2020	9,579.80
EF133430	10609	FORESTVALE TREES P/L	PLANTS - TREES/SHRUBS	30/09/2020	9,476.50
EF133431	10653	GERARD DANIELS AUSTRALIA PTY LTD	PROFESSIONAL SERVICES - CEO SEARCH	30/09/2020	18,332.60
EF133432	10655	GHD PTY LTD	CONSULTANCY SERVICES	30/09/2020	5,052.30
EF133433	10679	GRASSTREES AUSTRALIA	PLANTS & PLANTING SERVICES	30/09/2020	811.80
EF133434	10787	JANDAKOT ACCIDENT REPAIR CENTRE	PANEL BEATING SERVICES	30/09/2020	1,918.24
EF133435	10888	LJ CATERERS	CATERING SERVICES	30/09/2020	6,672.49
EF133436	10918	MAIN ROADS WA	REPAIRS/MAINTENANCE/FUNDING CONTRIBUTION	30/09/2020	15,648.02
EF133437	10923	MAJOR MOTORS PTY LTD	REPAIRS/MAINTENANCE SERVICES	30/09/2020	54.04
EF133438	10938	MAXWELL ROBINSON & PHELPS	PEST & WEED MANAGEMENT	30/09/2020	3,144.48
EF133439	10942	MCGEES PROPERTY	PROPERTY CONSULTANCY SERVICES	30/09/2020	16,555.00
EF133440	10944	MCLEODS	LEGAL SERVICES	30/09/2020	22,282.57
EF133441	10968	MINIQUIP	HIRING SERVICES	30/09/2020	972.84
EF133442	10991	BEACON EQUIPMENT	MOWING EQUIPMENT	30/09/2020	3,742.05
EF133443	11004	MURDOCH UNIVERSITY OFFICE OF FINANCE, PLANNING & REPORTING	ANALYSING SERVICES	30/09/2020	1,529.00
EF133444	11022	NATIVE ARC	GRANTS & DONATIONS	30/09/2020	100.66
EF133445	11028	NEVERFAIL SPRINGWATER LTD	BOTTLED WATER SUPPLIES	30/09/2020	15.60
EF133446	11036	NORTHLAKE ELECTRICAL	ELECTRICAL SERVICES	30/09/2020	73,317.75
EF133447	11077	P & G BODY BUILDERS PTY LTD	PLANT BODY BUILDING SERVICES	30/09/2020	3,765.30
EF133448	11155	PK PRINT PTY LTD	PRINTING SERVICES	30/09/2020	229.00
EF133449	11177	PITNEY BOWES AUSTRALIA PTY LTD	GIS SOFTWARE	30/09/2020	1,056.00
EF133450	11182	PREMIUM BRAKE & CLUTCH SERVICE	BRAKE SERVICES	30/09/2020	807.40
EF133451	11208	QUICK CORPORATE AUSTRALIA PTY LTD	STATIONERY/CONSUMABLES	30/09/2020	4,506.31
EF133452	11235	REINFORCED CONCRETE PIPES PTY LTD	CONCRETE PIPE SUPPLIES	30/09/2020	2,376.00
EF133453	11247	RICHGRO WA	GARDENING SUPPLIES	30/09/2020	184.80
EF133454	11274	ROTTNEST EXPRESS	TRANSPORT SERVICES	30/09/2020	2,006.70
EF133455	11307	SATELLITE SECURITY SERVICES PTY LTD	SECURITY SERVICES	30/09/2020	2,490.50
EF133456	11308	BOSS INDUSTRIAL FORMALLY SBA SUPPLIES	HARDWARE SUPPLIES	30/09/2020	2,199.92
EF133457	11337	SHERIDANS FOR BADGES	NAME BADGES & ENGRAVING	30/09/2020	512.32
EF133458	11387	BIBRA LAKE SOILS	SOIL & LIMESTONE SUPPLIES	30/09/2020	1,713.00
EF133459	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL	WASTE DISPOSAL GATE FEES	30/09/2020	960.00
EF133460	11449	SPEARWOOD FLORIST ULTIMATE CO PTY LTD	FLORAL ARRANGEMENTS	30/09/2020	125.00
EF133461	11459	SPEARWOOD VETERINARY HOSPITAL	VETERINARY SERVICES	30/09/2020	390.00
EF133462	11483	ST JOHN AMBULANCE AUST WA OPERATIONS	FIRST AID COURSES	30/09/2020	991.40
EF133463	11511	STATEWIDE BEARINGS	BEARING SUPPLIES	30/09/2020	528.00
EF133464	11512	STATEWIDE CLEANING SUPPLIES PTY LTD	CLEANING SUPPLIES/SERVICE	30/09/2020	990.00
EF133465	11535	SURF LIFE SAVING WESTERN AUSTRALIA	EDUCATION COURSES	30/09/2020	1,887.60
EF133466	11557	TECHNOLOGY ONE LTD	IT CONSULTANCY SERVICES - ANNUAL SUBSCRIPTION	30/09/2020	683,648.29
EF133467	11625	TOTAL EDEN PTY LTD	RETICULATION SUPPLIES	30/09/2020	5,070.02
EF133468	11667	TURFMASTER FACILITY MANAGEMENT	TURF & MOWING SERVICES	30/09/2020	49,333.24
EF133469	11701	VIBRA INDUSTRIAL FILTRATION AUSTRALASIA	FILTER SUPPLIES	30/09/2020	856.90
EF133470	11710	VOLUNTEERING WA	SUBSCRIPTIONS	30/09/2020	330.00
EF133471	11722	WA HINO SALES & SERVICE	PURCHASE OF NEW TRUCKS / MAINTENANCE	30/09/2020	1,378.15
EF133472	11787	DEPARTMENT OF TRANSPORT	VEHICLE SEARCH FEES	30/09/2020	616.10
EF133473	11789	WALGA	ADVERTISING/TRAINING SERVICES	30/09/2020	1,515.55
EF133474	11793	WESTERN IRRIGATION PTY LTD	IRRIGATION SERVICES/SUPPLIES	30/09/2020	23,708.34
EF133475	11806	WESTRAC PTY LTD	REPAIRS/MTNCE - EARTHMOVING EQUIPMENT	30/09/2020	2,473.75
EF133476	11828	WORLDWIDE ONLINE PRINTING - O'CONNOR	PRINTING SERVICES	30/09/2020	362.44
EF133477	11835	WURTH AUSTRALIA PTY LTD	HARDWARE SUPPLIES	30/09/2020	141.79

EF133478	11854	ZIPFORM	PRINTING SERVICES	30/09/2020	23,296.04
EF133479	11873	WATTLEUP TRACTORS	HARDWARE SUPPLIES	30/09/2020	2,096.90
EF133480	12014	TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD T/AS	EXCAVATING/EARTHMOVING EQUIPMENT	30/09/2020	6,094.26
EF133481	12024	ACCESS OFFICE INDUSTRIES	FURNITURE - STORAGE	30/09/2020	281.60
EF133482	12153	HAYS PERSONNEL SERVICES PTY LTD	EMPLOYMENT SERVICES	30/09/2020	14,368.63
EF133483	12193	SAGE CONSULTING ENGINEERS P/L	CONSULTANCY SERVICES - LIGHTING	30/09/2020	5,269.00
EF133484	12207	CIVICA PTY LTD	SOFTWARE SUPPORT/LICENCE FEES	30/09/2020	130,056.75
EF133485	12394	MP ROGERS & ASSOCIATES PTY LTD	CONSULTANCY SERVICES - MARINE	30/09/2020	5,821.35
EF133486	12497	TROPHY CHOICE	TROPHY SUPPLIES	30/09/2020	235.20
EF133487	12500	ELLENBY TREE FARM	PLANT SUPPLIES	30/09/2020	1,936.00
EF133488	12791	ALCHEMY TECHNOLOGY	COMPUTER SOFTWARE SERVICES	30/09/2020	3,160.42
EF133489	13492	CHIVERS MARINE	MARINE EQUIPMENT	30/09/2020	139.50
EF133490	13558	ENGINEERING TECHNOLOGY CONSULTANTS	CONSULTANTS SERVICES	30/09/2020	4,767.40
EF133491	13563	GREEN SKILLS INC	EMPLOYMENT SERVICES	30/09/2020	27,538.92
EF133492	13670	HISCO PTY LTD	HOSPITALITY SUPPLIES	30/09/2020	986.47
EF133493	13860	KRS CONTRACTING	WASTE COLLECTION SERVICES	30/09/2020	22,464.75
EF133494	14350	BAILEYS FERTILISERS	FERTILISER SUPPLIES	30/09/2020	42,107.80
EF133495	14777	LGIS JARDINE LLOYD THOMPSON PTY LTD	INSURANCE PREMIUMS	30/09/2020	1,008.17
EF133496	15109	REPLAS WA	PLASTIC PRODUCTS	30/09/2020	14,553.00
EF133497	15271	PLE COMPUTERS PTY LTD	COMPUTER HARDWARE	30/09/2020	64.00
EF133498	15393	STRATAGREEN	HARDWARE SUPPLIES	30/09/2020	789.84
EF133499	15587	BENESTAR GROUP PTY LTD PREVIOUSLY: DAVIDSON TRAHAIRE CORPSYCH	TRAINING SERVICES	30/09/2020	32,323.50
EF133500	15588	NATURAL AREA HOLDINGS PTY LTD	WEED SPRAYING	30/09/2020	4,990.49
EF133501	15868	CARDNO (WA) PTY LTD	CONSULTANCY SERVICES - ENGINEERING	30/09/2020	6,651.04
EF133502	16064	CMS ENGINEERING PTY LTD	AIRCONDITIONING SERVICES	30/09/2020	34,589.50
EF133503	16107	WREN OIL	WASTE DISPOSAL SERVICES	30/09/2020	82.50
EF133504	16396	MAYDAY EARTHMOVING	ROAD CONSTRUCTION MACHINE HIRE	30/09/2020	32,359.25
EF133505	16653	COMPLETE PORTABLES PTY LTD	SUPPLY & HIRE OF MODULAR BUILDINGS	30/09/2020	550.78
EF133506	16846	ACTION GLASS & ALUMINIUM	GLAZING SERVICES	30/09/2020	229.68
EF133507	16894	TREBLEX INDUSTRIAL PTY LTD	CHEMICALS - AUTOMOTIVE	30/09/2020	1,111.00
EF133508	16985	WA PREMIX	CONCRETE SUPPLIES	30/09/2020	6,441.60
EF133509	17345	KENNARDS HIRE - MYAREE	EQUIPMENT HIRE	30/09/2020	2,100.00
EF133510	17471	PIRTEK (FREMANTLE) PTY LTD	HOSES & FITTINGS	30/09/2020	3,395.57
EF133511	17555	MAIA FINANCIAL PTY LTD	EQUIPMENT LEASE PAYMENTS	30/09/2020	93,457.62
EF133512	17608	NU-TRAC RURAL CONTRACTING	BEACH CLEANING/FIREBREAK CONSTRUCTION	30/09/2020	452.75
EF133513	17624	ALLSPORTS LINEMARKING	LINEMARKING SERVICES	30/09/2020	341.00
EF133514	17827	NILSEN (WA) PTY LTD	ELECTRICAL SERVICES	30/09/2020	15,327.76
EF133515	18126	DELL AUSTRALIA PTY LTD	COMPUTER HARDWARE	30/09/2020	2,032.80
EF133516	18203	NATSYNC ENVIRONMENTAL	PEST CONTROL	30/09/2020	1,183.00
EF133517	18286	IW PROJECTS PTY LTD	CONSULTANCY SERVICES - CIVIL ENGINEERING	30/09/2020	4,265.25
EF133518	18316	STILES ELECTRICAL & COMMUNICATION SERVICES	ELECTRICAL SERVICES	30/09/2020	575.58
EF133519	18512	ANTHONY BEARD	CONSULTANCY SERVICES	30/09/2020	350.00
EF133520	18533	FRIENDS OF THE COMMUNITY INC.	DONATION	30/09/2020	3,442.00
EF133521	18760	MELVILLE SUBARU	VEHICLE PURCHASE	30/09/2020	38,934.95
EF133522	18962	SEALANES (1985) P/L	CATERING SUPPLIES	30/09/2020	1,199.35
EF133523	19349	WRIGHTWAY ROAD TRAINING PTY LTD	DRIVER TRAINING	30/09/2020	506.00
EF133524	19533	WOOLWORTHS LTD	GROCERIES	30/09/2020	1,458.17
EF133525	19541	TURF CARE WA PTY LTD	TURF SERVICES	30/09/2020	1,669.80
EF133526	19762	AUSTRALIAN TRAINING MANAGEMENT PTY LTD	TRAINING SERVICES	30/09/2020	3,037.50
EF133527	20000	AUST WEST AUTO ELECTRICAL PTY LTD	AUTO ELECTRICAL SERVICES	30/09/2020	28,730.28
EF133528	20146	DATA#3 LIMITED	CONTRACT IT PERSONNEL & SOFTWARE	30/09/2020	890.00



EF133529	20215	POWERVAC	CLEANING EQUIPMENT	30/09/2020	486.50
EF133530	20321	RIVERJET PTY LTD	EDUCATING-CLEANING SERVICES	30/09/2020	21,978.00
EF133531	20856	SJR CIVIL CONSULTING PTY LTD	CONSULTANCY SERVICES - ROAD DESIGN	30/09/2020	3,790.88
EF133532	21120	SHOREWATER MARINE PTY LTD	MARINE CONSTRUCTION SERVICES	30/09/2020	381.15
EF133533	21127	JOANNA AYCKBOURN (VOICES IN SINC)	INSTRUCTION - SINGING	30/09/2020	400.00
EF133534	21287	T.J.DEPIAZZI & SONS	SOIL & MULCH SUPPLIES	30/09/2020	3,259.85
EF133535	21291	CHITTERING VALLEY WORM FARM	ENVIRONMENTAL EDUCATION	30/09/2020	1,940.00
EF133536	21627	MANHEIM PTY LTD	IMPOUNDED VEHICLES	30/09/2020	462.00
EF133537	21678	IANNELLO DESIGNS	GRAPHIC DESIGN	30/09/2020	99.00
EF133538	21744	JB HI FI - COMMERCIAL	ELECTRONIC EQUIPMENT	30/09/2020	3,571.00
EF133539	21747	UNICARE HEALTH	WHEELCHAIR HIRE	30/09/2020	998.50
EF133540	21934	PHOENIX PODIATRY	PODIATRY SERVICES	30/09/2020	65.00
EF133541	21946	RYAN'S QUALITY MEATS	MEAT SUPPLIES	30/09/2020	464.23
EF133542	22106	INTELIFE GROUP	SERVICES - DAIP	30/09/2020	2,835.90
EF133543	22375	TCD CIVIL CONSTRUCTION	CONSTRUCTION - CONTRACT C100725	30/09/2020	206,345.17
EF133544	22553	BROWNES FOOD OPERATIONS	CATERING SUPPLIES	30/09/2020	628.96
EF133545	22569	SONIC HEALTH PLUS PTY LTD	MEDICAL SERVICES	30/09/2020	3,147.10
EF133546	22613	VICKI ROYANS	ARTISTIC SERVICES	30/09/2020	600.00
EF133547	22619	KSC TRAINING	TRAINING SERVICES	30/09/2020	1,026.00
EF133548	22624	AUSSIE EARTHWORKS PTY LTD	EARTHWORKS	30/09/2020	39,409.70
EF133549	22639	SHATISH CHAUHAN	TRAINING SERVICES - YOGA	30/09/2020	1,440.00
EF133550	22658	SOUTH EAST REGIONAL CENTRE FOR URBAN LANDCARE INC (SERCUL)	URBAN LANDCARE SERVICES	30/09/2020	36,382.50
EF133551	22681	ABBEY BLINDS & CURTAINS	BLINDS	30/09/2020	412.50
EF133552	22682	BEAVER TREE SERVICES PTY LTD	TREE PRUNING SERVICES	30/09/2020	56,537.14
EF133553	22806	CHEVRON AUSTRALIA DOWNSTREAM FUELS PTY LTD	FUEL SUPPLIES	30/09/2020	59,659.80
EF133554	22854	LGISWA	INSURANCE PREMIUMS	30/09/2020	4,833.44
EF133555	23253	KOTT GUNNING	LEGAL SERVICES	30/09/2020	1,557.60
EF133556	23351	COCKBURN GP SUPER CLINIC LIMITED T/A COCKBURN INTEGRATED HEALTH	LEASING FEES	30/09/2020	991.01
EF133557	23450	CLEVER DESIGNS	UNIFORMS	30/09/2020	1,030.30
EF133558	23457	TOTALLY WORKWEAR FREMANTLE	CLOTHING - UNIFORMS	30/09/2020	4,138.43
EF133559	23506	HUDSON GLOBAL RESOURCES (AUST) PTY LTD	HUMAN RESOURCES CONSULT	30/09/2020	4,073.40
EF133560	23570	A PROUD LANDMARK PTY LTD	LANDSCAPE CONSTRUCTION SERVICES	30/09/2020	38,025.21
EF133561	23579	DAIMLER TRUCKS PERTH	PURCHASE OF NEW TRUCK	30/09/2020	61,592.38
EF133562	23671	URBSOL	TRAFFIC DESIGN	30/09/2020	10,912.00
EF133563	23685	ASTRO SYNTHETIC TURF PTY LTD	SITE INSPECTIONS	30/09/2020	14,740.00
EF133564	24275	TRUCK CENTRE WA PTY LTD	PURCHASE OF NEW TRUCK	30/09/2020	2,413.00
EF133565	24298	TANKS FOR HIRE	EQUIPMENT HIRE	30/09/2020	630.30
EF133566	24506	AMARANTI'S PERSONAL TRAINING	PERSONAL TRAINING SERVICES	30/09/2020	225.00
EF133567	24610	ALL FLAGS SIGNS & BANNERS	SIGNS, FLAGS, BANNERS	30/09/2020	368.50
EF133568	24643	BIBLIOTHECA RFID LIBRARY SYSTEMS AUSTRALIA PTY LTD	PURCHASE OF LIBRARY TAGS	30/09/2020	1,790.42
EF133569	24655	AUTOMASTERS SPEARWOOD	VEHICLE SERVICING	30/09/2020	845.00
EF133570	24748	PEARMAN'S ELECTRICAL & MECHANICAL SERVICES P/L	ELECTRICAL SERVICES	30/09/2020	33,888.36
EF133571	24945	NS PROJECTS PTY LTD	PROJECT MANAGEMENT SERVICES	30/09/2020	9,526.00
EF133572	24949	BITUMEN SURFACING THE TRUSTEE FOR COMPLETE ROAD SERVICES TRUST	BITUMEN SUPPLIES	30/09/2020	716.10
EF133573	24974	SCOTT PRINT	PRINTING SERVICES	30/09/2020	11,716.10
EF133574	25002	BRAIN AMBULANCE PTY LTD	EDUCATION SERVICES	30/09/2020	916.30
EF133575	25063	SUPERIOR PAK PTY LTD	VEHICLE MAINTENANCE	30/09/2020	6,706.41
EF133576	25092	LINKS MODULAR SOLUTIONS PTY LTD	SOFTWARE - ANNUAL SUPPORT & UPGRADES	30/09/2020	11,024.40
EF133577	25121	IMAGESOURCE DIGITAL SOLUTIONS	BILLBOARDS	30/09/2020	3,979.36
EF133578	25128	HORIZON WEST LANDSCAPE & IRRIGATION P/L	LANDSCAPING SERVICES	30/09/2020	37,447.80
EF133579	25418	CS LEGAL	LEGAL SERVICES	30/09/2020	7,989.52

EF133580	25644	DYMOCKS GARDEN CITY	PURCHASE OF BOOKS	30/09/2020	4,400.00
EF133581	25645	YELAKITJ MOORT NYUNGAR ASSOCIATION INC	WELCOME TO THE COUNTRY PERFORMANCES	30/09/2020	800.00
EF133582	25713	DISCUS ON DEMAND THE TRUSTEE FOR DISCUS ON DEMAND UNIT TRUST	PRINTING SERVICES	30/09/2020	691.49
EF133583	25733	MIRACLE RECREATION EQUIPMENT	PLAYGROUND INSTALLATION / REPAIRS	30/09/2020	7,463.50
EF133584	25736	BLUE TANG (WA) PTY LTD T/AS EMERGE ASSOCIATES (THE TRUSTEE FOR THE REEF UNIT TRUST) EMERGE ASSOCIATES	CONSULTANCY SERVICES	30/09/2020	5,098.50
EF133585	25940	LEAF BEAN MACHINE	COFFEE BEAN SUPPLY	30/09/2020	440.00
EF133586	26029	AUTOSWEEP WA	SWEEPING SERVICES	30/09/2020	880.00
EF133587	26195	PLAY CHECK	CONSULTING SERVICES	30/09/2020	32,224.50
EF133588	26257	PAPERBARK TECHNOLOGIES	ARBORICULTURAL CONSULTANCY SERVICES	30/09/2020	26,601.85
EF133589	26303	GECKO CONTRACTING TURF & LANDSCAPE MAINTENANCE	TURF & LANDSCAPE MAINTENANCE	30/09/2020	10,521.50
EF133590	26310	LOCAL GEOTECHNICS	CONSULTANCY SERVICES	30/09/2020	11,990.00
EF133591	26314	CPE GROUP	TEMPORARY EMPLOYMENT SERVICES	30/09/2020	4,787.88
EF133592	26369	ALL RETAINING SYSTEMS	CONSTRUCTION SERVICES	30/09/2020	1,210.00
EF133593	26399	PAPERSCOUT THE TRUSTEE FOR PETERS MORRISON FAMILY TRUST	GRAPHIC DESIGN SERVICES	30/09/2020	13,673.00
EF133594	26403	CHES POWER GROUP	ENGINEERING SOLUTIONS / BACK UP GENERATO	30/09/2020	687.30
EF133595	26470	SCP CONSERVATION	FENCING SERVICES	30/09/2020	36,942.40
EF133596	26516	ULTIMATE LIMESTONE	CONSTRUCTION SERVICES	30/09/2020	49,115.00
EF133597	26549	SHARON GREGORY (KOORT-KADAK CONSULTANCY)	CONSULTANCY SERVICES	30/09/2020	500.00
EF133598	26574	EVA BELLYDANCE	ENTERTAINMENT - BELLY DANCING	30/09/2020	300.00
EF133599	26576	WIZARD TRAINING SOLUTIONS	TRAINING SERVICES	30/09/2020	3,630.00
EF133600	26586	WA TEMPORARY FENCING SUPPLIES	FENCING - TEMPORARY	30/09/2020	770.00
EF133601	26606	ENVIRO INFRASTRUCTURE PTY LTD	CONSTRUCTION& FABRICATION	30/09/2020	16,390.20
EF133602	26609	BASICS APPROVAL SERVICES	BUILDING SURVEYING	30/09/2020	275.00
EF133603	26614	MARKETFORCE PTY LTD	ADVERTISING	30/09/2020	10,325.68
EF133604	26625	ANDOVER DETAILERS	CAR DETAILING SERVICES	30/09/2020	722.50
EF133605	26709	TALIS CONSULTANTS PTY LTD	WASTE CONSULTANCY	30/09/2020	8,617.40
EF133606	26721	QUAD SERVICES PTY LTD	CLEANING SERVICES	30/09/2020	1,066.45
EF133607	26732	AMARE SAFETY	CLOTHING UNIFORMS	30/09/2020	1,525.42
EF133608	26735	SHANE MCMASTER SURVEYS	SURVEY SERVICES	30/09/2020	10,615.00
EF133609	26739	KERB DOCTOR	KERB MAINTENANCE	30/09/2020	40,067.89
EF133610	26766	JPW EARTHMOVING PTY LTD	EARTHMOVING SERVICES	30/09/2020	26,400.00
EF133611	26768	ESPLANADE HOTEL FREMANTLE BY RYDGES	VENUE HIRE	30/09/2020	5,393.94
EF133612	26782	SOFT LANDING	RECYCLING SERVICES	30/09/2020	18,317.64
EF133613	26819	JANDAKOT EARTHMOVING & RURAL CONTRACTORS	HIRE SERVICES - EARTHMOVING EQUIPMENT	30/09/2020	1,900.00
EF133614	26820	NBN CO LTD	TELECOMMUNICATIONS	30/09/2020	533,567.29
EF133615	26843	ERGOLINK	ERGONOMIC OFFICE FURNITURE	30/09/2020	9,448.35
EF133616	26883	GTA CONSULTANTS	TRANSPORT PLANNING	30/09/2020	17,468.00
EF133617	26898	SPANDEX ASIA PACIFIC PTY LTD	SIGNAGE SUPPLIER	30/09/2020	582.40
EF133618	26900	BG & E PTY LTD	CONSULTING ENGINEERING	30/09/2020	3,025.00
EF133619	26901	ALYKA PTY LTD	DIGITAL CONSULTANCY AND WEB DEVELOPMENT	30/09/2020	577.50
EF133620	26929	ELAN ENERGY MATRIX PTY LTD	RECYCLING SERVICES	30/09/2020	577.51
EF133621	26938	MAJESTIC PLUMBING	PLUMBING SERVICES	30/09/2020	28,654.60
EF133622	26945	COMMUNITY INFORMATION SUPPORT SERVICES LTD	CONSULTANCY - IT	30/09/2020	17,194.38
EF133623	26946	AV TRUCK SERVICES PTY LTD	TRUCK DEALERSHIP	30/09/2020	704.19
EF133624	26952	FOCUS PROMOTIONS	PROMOTION - ETERTAINMENT	30/09/2020	5,340.40
EF133625	26985	ACCESS ICON PTY LTD	DRAINAGE PRODUCTS	30/09/2020	4,257.00
EF133626	27002	COCKBURN PARTY HIRE	HIRE SERVICES	30/09/2020	120.00
EF133627	27010	QUANTUM BUILDING SERVICES PTY LTD	BUILDING MAINTENANCE	30/09/2020	9,611.68
EF133628	27011	BAILEYS MARINE FUEL AUSTRALIA	FUEL	30/09/2020	833.71
EF133629	27015	INTELLI TRAC	GPS TRACKING	30/09/2020	2,596.00
EF133630	27023	SOLARGAIN PV PTY LTD	SOLAR ENERGY PROVIDER	30/09/2020	55,550.00



EF133631	27031	DOWNER EDI WORKS PTY LTD	ASPHALT SERVICES	30/09/2020	3,863.97
EF133632	27044	GRAFFITI SYSTEMS AUSTRALIA	GRAFFITI REMOVAL & ANTI-GRAFFITI COATING	30/09/2020	891.32
EF133633	27059	FRONTLINE FIRE AND RESCUE EQUIPMENT	MANUFACTURE-FIRE VEHICLES/EQUIPMENT	30/09/2020	2,464.34
EF133634	27065	WESTBOOKS	BOOKS	30/09/2020	1,113.07
EF133635	27072	NORDIC FITNESS EQUIPMENT	FITNESS EQUIPMENT	30/09/2020	9,840.00
EF133636	27077	CARBON NEUTRAL	CARBON SOLUTIONS PROVIDER	30/09/2020	61,934.40
EF133637	27082	KULBARDI PTY LTD	STATIONERY SUPPLIES	30/09/2020	804.32
EF133638	27093	MAGNETIC AUTOMATION PTY LTD	GATES/BARRIERS	30/09/2020	319.00
EF133639	27100	SEA JEWELS SWIMWEAR	SWIMWEAR	30/09/2020	1,969.50
EF133640	27132	WILMA SCENINI	TRAINING & INSTRUCTOR	30/09/2020	540.00
EF133641	27133	MARINDUST SALES	GOAL POSTS	30/09/2020	13,761.00
EF133642	27165	LYPA	NATURE PLAY STYLE EQUIPMENT	30/09/2020	1,958.00
EF133643	27177	INITIAL HYGIENE	HYGIENE	30/09/2020	6,911.77
EF133644	27189	HEALTHSTRONG PTY LTD	HOME CARE	30/09/2020	220.00
EF133645	27198	GREEN PROMOTIONS PTY LTD	PROMOTIONAL SUPPLIES	30/09/2020	1,054.20
EF133646	27205	CAMERON CHISHOLM NICOL	ARCHITECTURAL SERVICES	30/09/2020	2,200.00
EF133647	27211	CHRIS MELSOM	URBAN PLANNING AND DESIGN	30/09/2020	720.00
EF133648	27243	ARJOHUNTLEIGH PTY LTD	SUPPLY, REPAIRS HEALTH EQUIPEMNT	30/09/2020	934.78
EF133649	27246	VEALE AUTO PARTS	SPARE PARTS MECHANICAL	30/09/2020	833.10
EF133650	27269	INTEGRAPAY PTY LTD	PAYMENT PROCESSING	30/09/2020	11,438.71
EF133651	27283	SPORTS SURFACES	SPORT SURFACES INSTALLATION	30/09/2020	14,960.00
EF133652	27308	JATU CLOTHING & PPE PTY LTD	CLOTHING PPE	30/09/2020	1,675.76
EF133653	27324	BEBCART PTY LTD	CARTOGRAPHIC AND DRAFTING SERVICES	30/09/2020	1,056.00
EF133654	27334	WESTCARE PRINT	PRINTING SERVICES	30/09/2020	1,494.90
EF133655	27351	PROGRAMMED PROPERTY SERVICES	PROPERTY MAINTENANCE	30/09/2020	2,294.78
EF133656	27374	SOUTHERN CROSS CLEANING	COMMERCIAL CLEANING	30/09/2020	9,228.34
EF133657	27380	PERTH OFFICE EQUIPMENT REPAIRS	SERVICING SMALL OFFICE EQUIPMENT	30/09/2020	214.50
EF133658	27381	FIT FOR LIFE EXERCISE PHYSIOLOGY	EXERCISE CLASSES	30/09/2020	1,980.00
EF133659	27384	SIFTING SANDS	SAND CLEANING	30/09/2020	5,388.90
EF133660	27392	AXIS MAINTENANCE SERVICES PTY LTD	MAINTENANCE	30/09/2020	731.98
EF133661	27396	ANKEET MEHTA SPEARWOOD NEWSPAPER ROUND DELIVERY	NEWSPAPER DELIVERY	30/09/2020	306.78
EF133662	27401	EMPRISE MOBILITY PTY LTD	MOBILITY EQUIPMENT	30/09/2020	352.00
EF133663	27417	NATIVE PLANTS WA	PLANTS	30/09/2020	721.80
EF133664	27423	MECHANICAL PROJECT SERVICES PTY LTD	AIRCONDITIONING SERVICES	30/09/2020	6,970.31
EF133665	27427	HOME CHEF	COOKING/FOOD SERVICES	30/09/2020	1,021.92
EF133666	27437	PB RETICULATION & MAINTENANCE SERVICES PTY LTD	IRRIGATION SERVICES	30/09/2020	1,511.40
EF133667	27448	SELECTRO SERVICES PTY LTD	ELECTRICAL	30/09/2020	770.00
EF133668	27455	SITE PROTECTIVE SERVICES	CCTV PARTS	30/09/2020	37,536.65
EF133669	27456	SECUREPAY PTY LTD	PAYMENT SOLUTIONS	30/09/2020	569.53
EF133670	27461	SIERRA TECHNOLOGIES	ENVIRONMENTAL ENGINEERING	30/09/2020	4,627.70
EF133671	27477	J P PROMOTIONS PTY LTD	PROMOTIONAL GOODS	30/09/2020	4,620.00
EF133672	27482	BILLI AUSTRALIA PTY LTD	WATER FILTER TAPS	30/09/2020	162.80
EF133673	27507	FACILITIES FIRST AUSTRALIA	CLEANING SERVICES	30/09/2020	191,583.64
EF133674	27512	AGENT SALES & SERVICES PTY LTD	POOL CHEMICALS	30/09/2020	1,084.05
EF133675	27523	ROBERT LAWRENCE TOOHEY	HIGH PRESSURE CLEANING	30/09/2020	1,686.50
EF133676	27534	RALPH & BEATTIE BOSWORTH PTY LTD	QUANTITY SURVEY	30/09/2020	1,430.00
EF133677	27535	THE FOREVER PROJECT PTY LTD	CONSULTANCY	30/09/2020	14,336.71
EF133678	27536	BOLTBLUE WEB & MARKETING	GRAPHIC DESIGN	30/09/2020	110.00
EF133679	27539	JASMIN CARPENTRY & MAINTENANCE	CARPENTRY	30/09/2020	66.00
EF133680	27546	BPA ENGINEERING	CONSULTANCY - ENGINEERING	30/09/2020	5,280.00
EF133681	27548	STANDING FORK	CATERING	30/09/2020	330.00

EF133682	27560	ARTEM DESIGN STUDIO PTY LTD	ARCHITECTURAL SERVICES	30/09/2020	5,907.00
EF133683	27567	CHORUS AUSTRALIA LIMITED	HEALTH CARE SERVICES	30/09/2020	2,105.40
EF133684	27581	BNG NGO SERVICES ONLINE	COMPUTER SOFTWARE	30/09/2020	1,840.41
EF133685	27587	NEW GROUND WATER SERVICES PTY LTD	IRRIGATION/RETICULATION	30/09/2020	1,526.80
EF133686	27602	RAWLINSONS (WA)	SURVEYING SERVICES	30/09/2020	4,840.00
EF133687	27622	TRUEGRADE MEDICAL SUPPLIES	MEDICAL SUPPLIES	30/09/2020	3,155.46
EF133688	27631	AQUATIC SERVICES WA PTY LTD	POOL EQUIPMENT & MAINTENANCE	30/09/2020	7,297.40
EF133689	27646	THE TRUSTEE FOR SAS UNIT TRUST (SITE ARCHITECTURE STUDIO)	ARCHITECTURAL SERVICES	30/09/2020	4,867.50
EF133690	27657	POSITIVE BALANCE MASSAGE	MASSAGE THERAPY	30/09/2020	400.00
EF133691	27675	WGAWA PTY LTD	CONSULTANCY ENGINEERING	30/09/2020	84,385.90
EF133692	27684	JANI MURPHY PTY LTD	TRAINING	30/09/2020	2,475.00
EF133693	27695	QTM PTY LTD	TRAFFIC MANAGEMENT	30/09/2020	41,304.99
EF133694	27706	FLUFFY CLOUD MEDIA PTY LTD	PRODUCTION SERVICES, VIDEOE, AD,S	30/09/2020	2,640.00
EF133695	27720	BJ SYSTEMS	SECURITY SERVICES	30/09/2020	552.97
EF133696	27722	METRA AUSTRALIA	SOFTWARE	30/09/2020	111.76
EF133697	27741	OH COOKIE CO.	CATERING - BAKERY PRODUCTS	30/09/2020	600.00
EF133698	27748	PROFESSIONAL DEVELOPMENT TRAINING PTY LTD	TRAINING SERVICES	30/09/2020	726.00
EF133699	27753	AAPT LTD	CONSTRUCTION	30/09/2020	60,541.47
EF133700	27763	ANT ENERGY SOLUTIONS	CONSULTANCY ENERGY	30/09/2020	13,200.00
EF133701	27784	ROPS ENGINEERING AUSTRALIA PTY LTD	CRANE REPAIRS	30/09/2020	1,165.78
EF133702	27797	CITY LIFTS	LIFT MAINTENANCE	30/09/2020	4,950.00
EF133703	27805	SKYWARD ROOFING SERVICES PTY LTD	ROOFING	30/09/2020	385.00
EF133704	27809	RA-ONE PTY LTD	SOFTWARE	30/09/2020	18,150.00
EF133705	27819	AXIIS CONTRACTING PTY LTD	CONCRETE WORKS	30/09/2020	53,352.66
EF133706	27825	WESPRAY ON PAVING	CONCRETE WORKS	30/09/2020	11,979.00
EF133707	27829	SMEC AUSTRALIA PTY. LTD.	CONSULTANCY - ENGINEERING	30/09/2020	24,648.80
EF133708	27831	BUTLER AND BROWN	EVENT MANAGEMENT	30/09/2020	38,500.00
EF133709	27842	LIGHT HOUSE LAUNDRY	LAUNDERING	30/09/2020	123.64
EF133710	27847	MATRIX TRAFFIC AND TRANSPORT DATA PTY LTD	TRAFFIC SURVEYS	30/09/2020	1,441.00
EF133711	27863	CARERS PLUS	NURSING SERVICES	30/09/2020	3,287.85
EF133712	27867	TERRA ROSA CONSULTING	CONSULTANCY - HERITAGE	30/09/2020	18,636.01
EF133713	27869	SELECT FRESH PTY LTD	FOOD SUPPLIE,FRUIT & VEG	30/09/2020	467.79
EF133714	27894	LIFECARE HOMECARE	HEALTHCARE	30/09/2020	2,762.38
EF133715	27898	AMANA LIVING TRAINING INSTITUTE	TRAINING & EDUCATION	30/09/2020	94.86
EF133716	27908	RAUBEX CONSTRUCTION	ENGINEERING CIVIL	30/09/2020	143,250.88
EF133717	27916	BODY BIKE AUSTRALIA PTY LTD	BIKE REPAIRS & SERVICING	30/09/2020	570.02
EF133718	27917	GO DOORS PTY LTD	DOOR MAINTENANCE & REPAIR	30/09/2020	22,730.69
EF133719	27930	BE PROJECTS (WA) PTY LTD	CONSTRUCTION SERVICES - CONTRACT C100683	30/09/2020	644,277.21
EF133720	27941	NATURE BASED PLAY PTY LTD	DESIGNING PLAYGROUNDS	30/09/2020	1,320.00
EF133721	27953	TRUCKLINE	SPARE PARTS, TRUCK/TRAILER	30/09/2020	12.19
EF133722	27965	STANTEC AUSTRALIA PTY LTD	ENGINEERING SERVICES	30/09/2020	46,864.40
EF133723	27982	PEP TRANSPORT	TRANSPORT	30/09/2020	422.07
EF133724	27984	SABRINA FENWICK	EXERCISE CLASSES	30/09/2020	720.00
EF133725	27985	ROSMECH SALES & SERVICE PTY LTD	ROAD SWEEPER	30/09/2020	711.16
EF133726	27986	DAILY LIVING PRODUCTS	MOBILITY EQUIP	30/09/2020	205.00
EF133727	27991	ALL SIGNS WA PTY LTD	SIGNS	30/09/2020	390.50
EF133728	28001	CORSIGN WA PTY LTD	SIGN MAKING MATERIAL	30/09/2020	2,108.70
EF133729	28003	TAYLOR MADE DESIGN	GRAPHIC DESIGN	30/09/2020	2,156.00
EF133730	28012	MUNSTER MOTOR TRIMMERS	MOTOR TRIMMING	30/09/2020	220.00
EF133731	28013	RPS AAP CONSULTING PTY LTD	PROJECT MANAGEMENT	30/09/2020	2,285.25
EF133732	28015	IMPRINT PLASTIC	BADGES	30/09/2020	431.20



EF133733	28016	VICINITY REAL ESTATE LICENCE PTY LTD	REAL ESTATE	30/09/2020	770.00
EF133734	28022	GRAFTON GENERAL PRODUCTS	HOME SAFETY MODIFICATIONS	30/09/2020	18,854.00
EF133735	28025	THE NAPPY GURU	NAPPY WORKSHOPS	30/09/2020	460.00
EF133736	28029	PAPARAZZI ON THE RUN	PHOTOGRAPHY SERVICES	30/09/2020	325.00
EF133737	28030	RUNNING WORKS	COMPUTER SOFTWARE	30/09/2020	5,245.50
EF133738	10747	IINET LIMITED	INTERNET SERVICES	30/09/2020	1,319.81
EF133739	11758	WATER CORP UTILITY ACCOUNT ONLY - PLEASE REFER TO 11760 WHEN RAISING PO	WATER USAGE / SUNDRY CHARGES	30/09/2020	30,993.94
TOTAL OF 873 EFT PAYMENTS					16,684,080.58
LESS: CANCELLED EFT PAYMENTS:					
EF132544		WESTERN AUSTRALIAN LAND AUTHORITY		3/09/2020	-20,806.39
EF132547		V AND N GRBELJA		9/09/2020	-300.00
EF132511		PROFOUNDER FACTORY DIRECT		9/09/2020	-147.00
EF133157		MOODSWINGS SOCIAL DANCING		16/09/2020	-150.00
EF133173		MATER CHRISTIE CATHOLIC PRIMARY SCHOOL		16/09/2020	-288.75
EF133250		PARSONS GROUP PTY LTD		17/09/2020	-3,868.84
EF131455		GARRY CUMMING		18/09/2020	-200.00
					- 25,760.98
TOTAL EFT PAYMENTS (NET OF CANCELLED PAYMENTS)					16,658,319.60
ADD: BANK FEES					
BANK FEES					10.08
MERCHANT FEES COC					18,216.93
MERCHANT FEES MARINA					125.75
MERCHANT FEES ARC					2050.15
MERCHANT FEES VARIOUS OUT CENTRES					1,676.87
NATIONAL BPAY CHARGE					10,635.52
RTGS/ACLR FEE					
NAB TRANSACT FEE					2750.7
MERCHANDISE / OTHER FEES					
					35,466.00
ADD: CBA CREDIT CARD PAYMENT					70,433.25
ADD: PAYROLL PAYMENTS					
COC30/08/20 Pmt 000166489034 City of Cockburn					2/09/2020 240.51
COC28/08/20 Pmt 000166471051 City of Cockburn					2/09/2020 1,470,340.85
COC02/09/20 Pmt 000166797698 City of Cockburn					8/09/2020 13,031.71
COC11/09/20 Pmt 000167331038 City of Cockburn					16/09/2020 1,444,182.21
COC18/09/20 Pmt 000167460254 City of Cockburn					18/09/2020 912.91
COC18/09/20 Pmt 000167623402 City of Cockburn					22/09/2020 3,931.81
COC25/09/20 Pmt 000168157370 City of Cockburn					30/09/2020 1,463,894.04
					4,396,534.04
TOTAL PAYMENTS MADE FOR THE MONTH					21,160,752.89



Credit Card Transactions August 2020	
Card Holder Name	\$
ALEXANDRA K MORTON	3,545.00
ALISON WATERS	1,355.86
ANTON LEES	1,060.00
ASANKA VIDANAGE	3.41
BENJAMIN ROSER	21.69
CHRISTOPHER BEATON	967.23
CLIFF MCKINLEY	568.05
COLLEEN MILLER	435.87
COURTNEE THOMSON	100.00
DEBORAH RIGBY	1,394.67
KAREN O'REILLY	109.53
KAROLINE JAMIESON	58.90
LINDA SEYMOUR	2,599.63
LINDA WALKER	761.01
LORENZO SANTORIELLO	1,409.64
MARIE LA FRENAYS	59.98
MICHAEL EMERY	308.80
MIALCE DANILOV	713.78
MIRANDO RADJA	110.00
MISS JESSICA DONALD	1,951.05
MISS KAYLA MALONEY	658.50
MR ANTONIO NATALE	12,230.18
MR BRETT FELLOW5	3,297.01
MR BRETT MCEWIN	2,214.19
MR CHARLES SULLIVAN	43.30
MR CLIFFORD RYAN	1,343.49
MR CLIVE J CROCKER	1,923.94
MR DANIEL ARNDT	633.42
MR DONALD M GREEN	4.05
MR GLEN WILLIAMSON	628.95
MR GLENN PETHICK	742.85
MR JOHN WEST	39.70
MR LAWLEY MARIN YUKICH	1,793.44
MR NELSON MAURICIO	744.09
MR NICHOLAS JONES	748.71
MR PAUL HOGAN	3.00
MR PAUL J DE BRUIN	635.40
MR S PALMER	1,311.03
MR TRAVIS MOORE	350.00
MRS GLORIA ASKANDER	133.40
MRS JULIE MCDONALD	3,530.40
MRS KIM HUNTER	1,854.52
MRS S SEYMOUR-EYLES	2,432.54
MRS SANDRA TAYLOR	918.90
MRS SARAH KAHLE	29.50
MRS SHARON STILL	2,054.31
MS BARBARA FREEMAN	450.73
MS CAROLINE LINDSAY	2,187.69
MS CLARE COURTAULD	201.98
MS DONNA JORDAN	1,102.09
MS MICHELLE CHAMPION	1,157.71
MS SAMANTHA BARON	579.86
MS SAMANTHA STANDISH	50.99
MS SANDRA EDGAR	1,890.75
MS SIMONE SIEBER	3,791.38
PAUL DANIEL NORLIN	743.74
RACHEL JANE PLEASANT	73.80
STEVEN JOHN ELLIOT	208.09
STUART DOWNING	168.34
Total	70,433.25

Daniel Arndt Credit Card Transactions August 2020				
Date	Narrative 1	Narrative 2	Budget Number	Amount
17/08/2020	Company Director Membership for Daniel Arndt	Company Director	GL116-6303	\$ 605.00
11/08/2020	Meeting-Westport Briefing	City of Perth Parking	OP9849-6110-853	\$ 8.18
5/08/2020	UDIA Ready to Reebuild - Breakfast Seminar	Crown Perth Parking	OP9849-6110-853	\$ 20.24
				\$ 633.42



15.2 (2020/MINUTE NO 0230) STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - SEPTEMBER 2020

Author(s) N Mauricio

Attachments 1. Monthly Financial Report for September 2020 [↓](#)

RECOMMENDATION

That Council:

- (1) adopt the Monthly Financial Report for September 2020, as attached to the Agenda; and
- (2) amend the 2020/21 Municipal Budget as detailed in the Monthly Financial Report for September 2020 and summarised below:

Operating Revenue	\$136,403	Increase
Operating Expenses	\$33,092	Decrease
Capital Revenue	\$4,077,107	Increase
Capital Expenses	(\$5,877,107)	Increase
Transfers from Reserve	\$1,660,000	Increase
Net Budget Surplus impact	\$29,495	Increase

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

MOVED Cr C Stone SECONDED Cr K Allen

That the recommendation be adopted.

CARRIED UNANIMOUSLY BY ABSOLUTE MAJORITY OF COUNCIL 9/0

Background

Local Government (Financial Management) Regulations 1996 prescribe that a Local Government is to prepare each month a Statement of Financial Activity.

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

- 1. Details of the composition of the closing net current assets (less restricted and committed assets);
- 2. Explanation for each material variance identified between YTD budgets and actuals; and
- 3. Any other supporting information considered relevant by the Local Government.



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

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

Local Government (Financial Management) Regulations 1996 - 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. Council adopted a materiality threshold of \$300,000 for the 2020/21 financial year (FY) at the August 2020 ordinary Council meeting.

Detailed analysis of budget variances is an ongoing exercise, with necessary budget amendments either submitted to Council each month via this standing agenda item or included in the City’s mid-year budget review, as required by legislation.

Submission

N/A

Report

Budget Amendments

There are a number of budget amendments proposed within the financial report as follows:

1. \$4.0 million allocated towards the duplication of Hammond Rd, with MRRG funding of \$3.0m and \$1.0 million from the Roads and Drainage Infrastructure Reserve.
2. Federal stimulus funding under the Local Road and Community Infrastructure Program of \$1.077 million allocated across several community infrastructure projects.
3. Purchase of additional IT storage hardware for \$0.44 million funded from the IT Reserve.
4. Rectification of Geothermal system failure at the ARC for \$0.20 million funded from the Plant Reserve.
5. Kitchen and bathroom refurbishment at the Jean Willis Centre for \$20,000 funded from Aged and Disabled Asset Replacement Reserve.



6. Reallocation of CSRFP preliminary planning funds of \$50,000 for minor parking upgrades at Santich Park and Success Netball Courts.
7. Reprioritise available drainage funding totalling \$96,910 for works on Tolley Court Sump.
8. Forfeited POS bond money of \$97,158 for landscaping works at Dimago Park, Hammond Park.
9. Developer Contribution of \$7,750 for Goldsmith Rd POS maintenance.
10. Reduction in the Financial Assistance Grants annual grant allocation of \$70,505.
11. Increase in Food Premise licence income of \$100,000 (under budgeted).
12. Bike month grant of \$2,000 for the “Cockburnhagen” project.

The following summary shows the impact of the proposed budget amendments at the nature or type level:

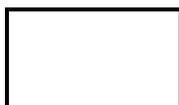
Classification	Amount	Budget Impact
Fees and Charges	\$100,000	Increase
Operating Grants, Subsidies and Contributions	\$36,403	Increase
Operating Revenue Adjustment	\$136,403	Increase
Materials and Contracts	\$33,092	Decrease
Operating Expenditure Adjustment	\$33,092	Decrease
Net Operating Adjustment	\$169,495	Increase
Capital Grants, Subsidies and Contributions	\$4,077,107	Increase
Capital Expenditure	(\$5,877,107)	Increase
Transfers from Reserves	\$1,660,000	Increase
Net Budget Surplus impact	\$29,495	Increase

Opening Surplus

The opening surplus from FY 2019/20 was budgeted at \$2.0 million, with another \$9.88 million added to fund carry forward projects, making a total of \$11.88 million. The actual opening surplus is currently shown at \$12.18 million, but subject to end of year audit currently underway.

Closing Surplus

The City’s actual closing surplus to the end of September of \$97.81 million was \$8.29 million over the YTD budget target. This budget variance is a product of all variances across the operating and capital programs, as well as any variance in the opening budget surplus.



Operating Revenue

Operating revenue of \$121.09 million was ahead of the YTD budget by \$0.96 million. The following table summarises the operating revenue budget performance by nature and type:

	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
	\$	\$	\$	\$	%	
Revenue from operating activities						
Rates	107,770,659	106,660,959	106,698,640	37,681	0.04%	
Specified area rates	550,600	550,600	537,745	(12,855)	(2.33%)	
Operating grants, subsidies and contributions	13,382,323	3,284,493	2,919,511	(364,982)	(11.11%)	▼
Fees and charges	28,221,920	8,752,098	9,642,685	890,587	10.18%	▲
Service charges	0	0	0	0	0.00%	
Interest earnings	2,930,000	725,000	611,402	(113,598)	(15.67%)	
Other revenue	0	0	0	0	0.00%	
Profit on disposal of assets	6,393,380	159,100	680,113	521,013	327.48%	▲
	159,248,882	120,132,250	121,090,096	957,846		

The material variances identified within business units for the month included:

- Fees and Charges (\$0.89 million over budget)
 - Port Coogee marina pen fees were \$0.28 million ahead of budget due to a timing issue (two year lease payments brought forward into July).
 - Landfill fees income of \$1.54 million was \$0.29 million ahead of the YTD budget.

Operating Expenditure

Operating expenditure for the month of \$36.01 million was under the YTD budget by \$2.66 million. The following table shows the operating expenditure budget variance at the nature and type level:

	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
	\$	\$	\$	\$	%	
Expenditure from operating activities						
Employee costs	(61,822,314)	(14,764,136)	(14,737,449)	26,687	0.18%	
Materials and contracts	(37,715,867)	(10,042,061)	(7,653,067)	2,388,994	23.79%	▲
Utility charges	(5,749,538)	(1,416,686)	(1,536,806)	(120,120)	(8.48%)	
Depreciation on non-current assets	(35,641,134)	(8,921,771)	(8,953,548)	(31,777)	(0.36%)	
Interest expenses	(696,000)	(42,500)	(38,126)	4,374	10.29%	
Insurance expenses	(1,723,200)	(1,128,200)	(1,039,053)	89,147	7.90%	
Other expenditure	(9,565,264)	(2,349,975)	(2,047,855)	302,120	12.86%	▲
Loss on disposal of assets	0	0	0	0	0.00%	
	(152,913,317)	(38,665,329)	(36,005,904)	2,659,425		



The areas with material variances identified for the month included:

- Material and Contracts (\$2.39 million under budget)
 - Parks Maintenance contract costs were \$0.32 million under YTD budget (timing issue).
 - The Roe 8 Land Rehabilitation project was \$0.30 million under YTD budget (budget will be re-phased in October to match the approved works plan).

Capital Expenditure

The City’s adopted capital budget of \$51.22 million has increased to \$88.86 million with the inclusion of carried forward projects and other budget amendments.

The City’s capital expenditure to the end of the month was \$9.58 million against the YTD budget setting of \$13.07 million (\$3.49 million timing variance).

The following table details this budget variance by asset class:

Capital acquisitions	Amended		YTD Actual	YTD Actual Variance
	Budget	YTD Budget		
	\$	\$	\$	\$
Land	2,800,000	0	280,000	280,000
Buildings	31,157,846	4,834,986	2,031,299	(2,803,687)
Furniture and equipment	4,472	0		0
Plant and equipment	7,202,853	599,304	739,411	140,107
Information technology	1,048,091	433,519	126,187	(307,332)
Infrastructure - roads	19,877,974	1,016,659	3,875,641	2,858,982
Infrastructure - drainage	1,955,892	176,651	471,481	294,830
Infrastructure - footpath	2,587,217	472,174	83,761	(388,413)
Infrastructure - parks hard	7,716,826	1,799,445	898,945	(900,499)
Infrastructure - parks landscaping	3,241,649	238,718	254,571	15,853
Infrastructure - landfill site	5,092,043	1,836,401	721,701	(1,114,700)
Infrastructure - marina	5,806,029	1,575,956	88,729	(1,487,227)
Infrastructure - coastal	372,473	91,418	9,612	(81,806)
Total Capital Acquisitions	88,863,365	13,075,231	9,581,339	(3,493,891)

There were several significant project variances that are outlined below:

- Roads Infrastructure (over by \$2.86m)
 - Karel Ave (Berrigan to Farrington) was showing a \$1.8m unfavourable timing variance (full year budget of \$2.0m will be re-phased in October to rectify).
 - Hammond Rd (Branch to Bartram) was showing a \$0.70m unfavourable variance, however the City has received grant funding for this project that is yet to be included in the amended Council budget.
 - Farrington Rd/Bibra Drive Intersection was showing a \$0.31m unfavourable variance, which is mostly offset by the full year budget of \$24m.



- Buildings (under by \$2.80m)
 - Frankland Park Rec Centre and Oval was showing a favourable timing variance of \$1.79m (budget will be re-phased in October to rectify).
 - Treeby Community Centre was showing a favourable timing variance of \$0.24m (budget will be re-phased in October to rectify).
- Marina Infrastructure (under by \$1.49m)
 - Marina Expansion project was showing a favourable timing variance of \$1.32m (budget will be re-phased in October to rectify).
- Landfill Site Infrastructure (under by \$1.11m)
 - The capping of Cell 6 was showing a favourable variance of \$1.12m, with most of this comprising project savings that will be adjusted in the budget in due course.
- Parks Hard Infrastructure (under by \$0.90m)
 - Goodchild Park Floodlighting is showing a \$0.37m timing variance (budget will be re-phased in October to rectify).

Non-Operating Grants, Subsidies and Contributions

The City has received a total of \$1.38 million against the YTD budget of \$1.43 million. This comprised the following:

- Capital Grants - \$0.47 million in CSRFF funding has not come in against the YTD budget setting (timing issue), relating to recreation facility projects at Frankland and Malabar parks.
- Developer Contribution Plans - \$2.08 million received against the YTD budget of \$0.88 million, with \$1.80 million for community infrastructure (DCP13) due to a rise in development activity.
- Development Contribution - \$0.50 million recognised ahead of budget for Main Roads contribution towards Karel Ave (timing variance to be adjusted in October).
- Land vested in and under the control of Council (crown land) - \$1.69 million paid this period against YTD budget of \$0.40 million.

Reserve Transfers

A detailed schedule of the City's financial reserves is attached to the financial report, showing total reserves of \$149.16 million at reporting date (up from \$143.23m last month).

There were transfers into reserves of \$12.97 million to the end of the month, with \$9.88 million from surplus funds brought forward to cover carried forward projects. Another \$2.08 million related to developer contribution plans and \$0.49 million from land sales.



There were \$12.84 million in transfers out of reserve to the end of the month, with \$9.62 million relating to capital works (including \$0.98m for road reserve acquisition). There was also \$2.10 million withdrawn for FAG grant payments received in advance last financial year.

Cash and Investments

The closing cash and financial investment holding at month's end totalled \$208.97 million (up from \$180.15 million last month) and was boosted by the first rates instalment falling due during the month. The City's financial reserves comprised \$149.16 million of the total, another \$4.49 million covered the City's bonds and deposits liability, with the remaining \$55.32 million representing unrestricted funds available for the City's operating activities.

Investment Performance, Ratings and Maturity

The City's investment portfolio yielded a weighted annualised return of 1.06 percent for the month (down from 1.27% last month and 1.47% the month before). The City's longer dated deposits somewhat buffer the overall yield although with new placements now attracting rates between 0.60% and 0.70%, the overall yield has fallen significantly over recent months. The yield for July outperformed the City's target rate of 1.05 percent (RBA cash rate of 0.25% plus 0.80% performance margin) by 0.01 percent. Given the current low interest rate environment and falling yield, the City's target rate will be adjusted down to 0.75% (0.25% plus 0.50%). Interest earned from investments was \$0.61 million, \$0.11m under the YTD budget of \$0.72 million.

Current investments held are compliant with Council's Investment Policy, other than those made under previous policy and statutory provisions. This includes Australian reverse mortgage funds with a face value of \$2.517 million and book value of \$0.942 million (net of a \$1.575 million impairment provision), which continue paying interest and returning capital (\$0.48 million returned to date of the original \$3.0 million). All previous term deposits with foreign owned banks have now matured, ensuring the current term deposit portfolio is fully within policy settings.

After cutting the cash rate to a historic low of 0.25% on 20th March 2020, the Reserve Bank of Australia (RBA) has since left the rate steady at this setting. However, financial markets are now forecasting a possible cut to a rate of 0.10% at the RBA's November meeting. The RBA is on record stating it will leave the cash rate at a historically low and accommodating level until there is sustainable progress made towards their goals for full employment and inflation targets. Therefore, the City is expecting a low interest rate environment for the next couple of years, limiting investment returns from its substantial cash holdings. Whilst the City is allowed to invest in bank term deposits and Government issued bonds for up to three years, the relatively flat yield curve does not offer any incentive for longer term investment. The City



is currently exploring options to invest funds in cash management accounts paying above term deposit rates.

The City’s investments fall within the following Standard and Poor’s short term risk rating categories:

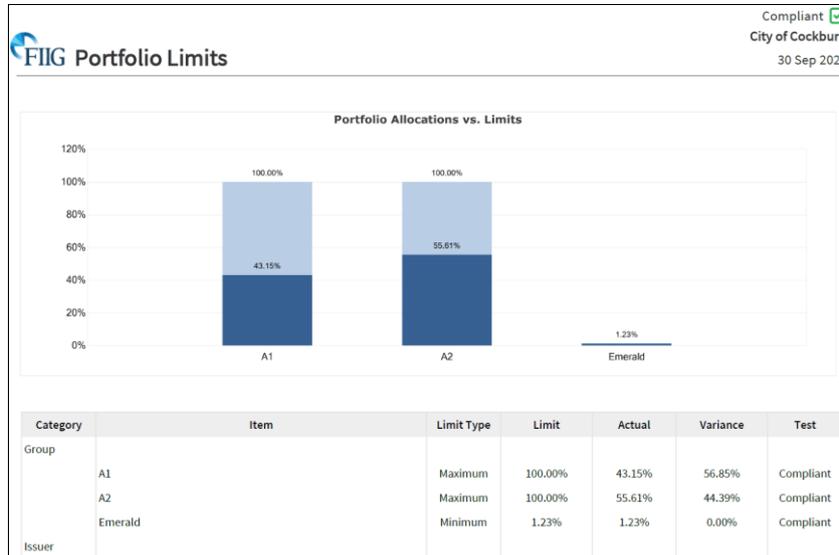


Figure 1: Portfolio allocations compared to Investment Policy limits

The City’s investment portfolio duration as at the end of the month was 141 days (decrease on 168 days last month). The maturity profile of the City’s investments is graphically depicted below, showing adequate maturities across the next few months to satisfy liquidity requirements.

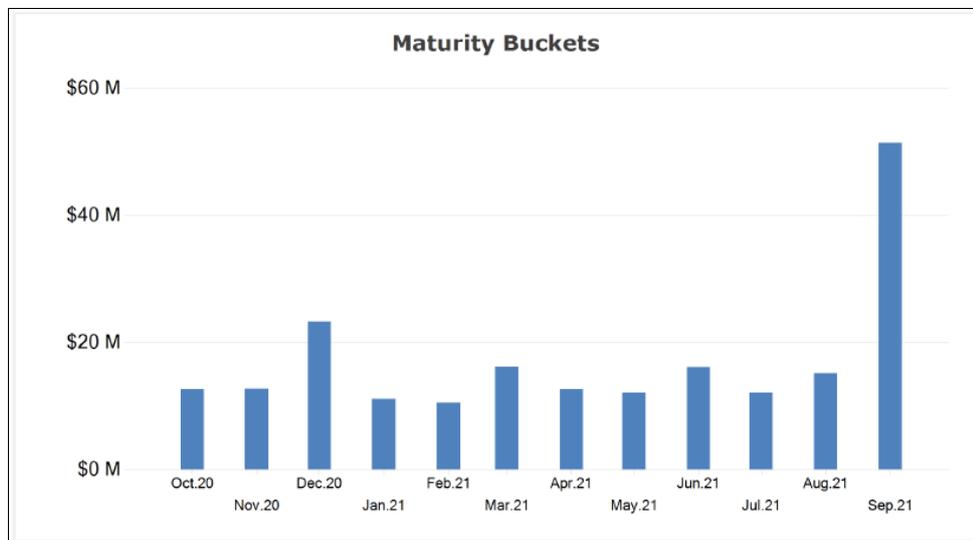


Figure 2: Council Investment Maturity Profile



Investment in Fossil Fuel Free Banks

At month end, the City held just 22% or \$44.5 million of its investment portfolio with banks considered non-funders of fossil fuel related industries (down from 41% previous month). The amount invested with fossil fuel free banks fluctuates month to month, due to the attractiveness of deposit rates being offered and the capacity of fossil fuel free banks to accept funds. In particular, two of the major non-fossil fuel bankers used by the City have either not been quoting, or their rates have been uncompetitive.

Rates Debt Recovery

The amount of collectible rates and charges for 2020/21 (comprising arrears, annual levies and part year rating) currently totals \$130.86 million. At the end of September, the City had \$71.34 million (55%) of this balance outstanding (\$113.08 million last month). This excludes \$0.79 million in prepaid rates that is to be applied to future year's charges.

Importantly, the rate of collection has not been adversely impacted by the COVID19 pandemic, reflecting a degree of success from Government stimulus packages and the health response to the pandemic by Western Australia.

In terms of overdue and delinquent rates accounts under formal and legal debt recovery processes, the City had 100 properties owing \$0.40 million (103 properties owing \$0.43 million previous month). The largest of these being a \$40,000 debt for an industrial property and another five properties with overdue rates debts greater than \$10,000.

Trust Fund

At month's end, the City held \$5.76 million within its trust fund (unchanged from last month), fully comprising POS cash in lieu contributions held for future recreation requirements across specific suburbs within the City.

Strategic Plans/Policy Implications

Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Ensure good governance through transparent and accountable, planning, processes, reporting, policy and decision making.
- Deliver value for money through sustainable financial management, planning and asset management.



Budget/Financial Implications

The adopted budget surplus of \$38,911 was increased to \$40,942 at the October Council meeting. The budget amendments included in this monthly financial report with a net favourable total of \$29,495 further increase the City's budget surplus to \$70,437.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

Council's adopted budget for revenue, expenditure and the closing financial position could factually misrepresent actual financial outcomes if the recommended budget amendments are not adopted. Further, some services and projects could be disrupted if budgetary requirements are not appropriately addressed.

Advice to Proponent(s)/Submitters

N/A

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

Nil



CITY OF COCKBURN
MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For the period ending 30 September 2020

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 SEPTEMBER 2020

SUMMARY INFORMATION

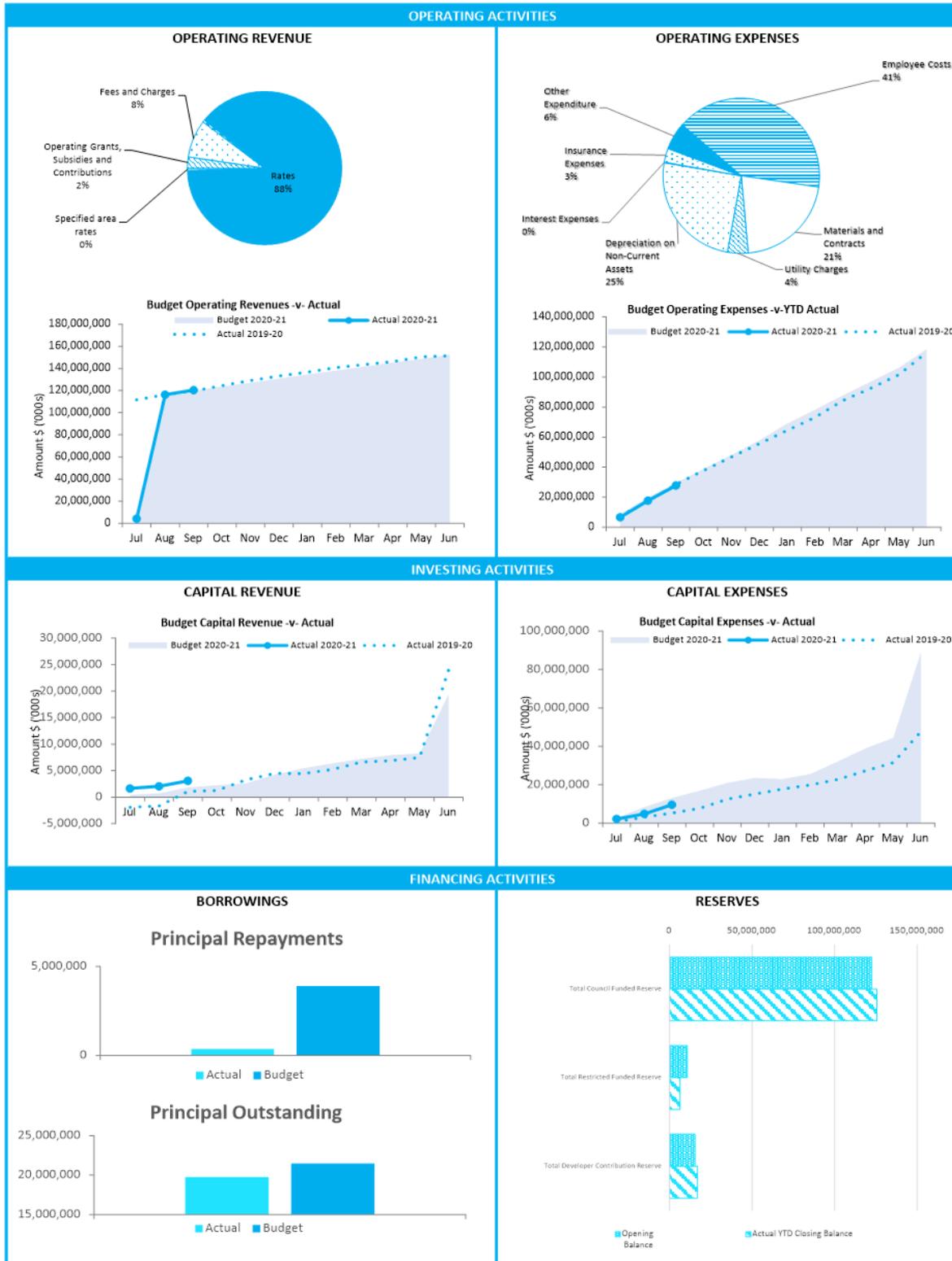
Funding surplus / (deficit) Components								
Funding surplus / (deficit)								
	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)				
Opening	\$11.88 M	\$11.88 M	\$12.18 M	\$0.30 M				
Closing	\$0.04 M	\$89.53 M	\$97.81 M	\$8.28 M				
Refer to Statement of Financial Activity								
Cash and cash equivalents								
	\$208.04 M	% of total						
Unrestricted Cash	\$55.32 M	26.6%						
Restricted Cash	\$152.71 M	73.4%						
Refer to Note 2 - Cash and Financial Assets								
Key Operating Activities								
Amount attributable to operating activities				Employee Cost				
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)					
\$35.58 M	\$90.23 M	\$93.69 M	\$3.47 M	YTD Actual (\$14.74 M) % Variance				
Refer to Statement of Financial Activity				YTD Budget (\$14.76 M) (0.2%)				
				Refer to Statement of Financial Activity				
Rates Revenue			Fees and Charges		Materials & Contracts			
YTD Actual	\$107.24 M	% Variance	YTD Actual	\$9.64 M	% Variance	YTD Actual	(\$7.65 M)	% Variance
YTD Budget	\$107.21 M	0.0%	YTD Budget	\$8.75 M	10.2%	YTD Budget	(\$10.04 M)	(23.8%)
Refer to Statement of Financial Activity			Refer to Statement of Financial Activity		Refer to Statement of Financial Activity			
Key Investing Activities								
Amount attributable to investing activities								
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)					
(\$64.69 M)	(\$11.49 M)	(\$7.52 M)	\$3.97 M					
Refer to Statement of Financial Activity								
Proceeds on sale			Asset Acquisition		Capital Grants			
YTD Actual	\$0.68 M	%	YTD Actual	\$9.58 M	% Spent	YTD Actual	\$1.39 M	% Received
Amended Budget	\$6.39 M	(89.4%)	Amended Budget	\$88.86 M	(89.2%)	Amended Budget	\$17.78 M	(92.2%)
Refer to Note 3 - Disposal of Assets			Refer to Note 4 - Capital Acquisition		Refer to Note 4 - Capital Acquisition			
Key Financing Activities								
Amount attributable to financing activities								
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)					
\$17.27 M	(\$1.09 M)	(\$0.55 M)	\$0.54 M					
Refer to Statement of Financial Activity								
Borrowings			Reserves					
Principal repayments	\$0.36 M		Reserves balance	\$149.16 M				
Interest expense	\$0.04 M		Interest earned	\$0.05 M				
Principal due	\$19.74 M							
Refer to Note 5 - Borrowings			Refer to Note 6 - Cash Reserves					

This information is to be read in conjunction with the accompanying Financial Statements and notes.



MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 SEPTEMBER 2020

SUMMARY INFORMATION - GRAPHS



This information is to be read in conjunction with the accompanying Financial Statements and Notes.

STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020

BY NATURE OR TYPE

	Ref Note	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
Opening funding surplus / (deficit)	1(c)	11,878,427	11,878,427	12,179,241	300,814	2.53%	▲
Revenue from operating activities							
Rates		107,770,659	106,660,959	106,698,640	37,681	0.04%	
Specified area rates		550,600	550,600	537,745	(12,855)	(2.33%)	
Operating grants, subsidies and contributions		13,382,323	3,284,493	2,919,511	(364,982)	(11.11%)	▼
Fees and charges		28,221,920	8,752,098	9,642,685	890,587	10.18%	▲
Interest earnings		2,930,000	725,000	611,402	(113,598)	(15.67%)	
Profit on disposal of assets		6,393,380	159,100	680,113	521,013	327.48%	▲
		159,248,882	120,132,250	121,090,096	957,846		
Expenditure from operating activities							
Employee costs		(61,822,314)	(14,764,136)	(14,737,449)	26,687	0.18%	
Materials and contracts		(37,715,867)	(10,042,061)	(7,653,067)	2,388,994	23.79%	▲
Utility charges		(5,749,538)	(1,416,686)	(1,536,806)	(120,120)	(8.48%)	
Depreciation on non-current assets		(35,641,134)	(8,921,771)	(8,953,548)	(31,777)	(0.36%)	
Interest expenses		(696,000)	(42,500)	(38,126)	4,374	10.29%	
Insurance expenses		(1,723,200)	(1,128,200)	(1,039,053)	89,147	7.90%	
Other expenditure		(9,565,264)	(2,349,975)	(2,047,855)	302,120	12.86%	▲
		(152,913,317)	(38,665,329)	(36,005,904)	2,659,425		
Non-cash amounts excluded from operating activities	1(a)	29,247,754	8,762,671	8,610,716	(151,955)	(1.73%)	
Amount attributable to operating activities		35,583,319	90,229,592	93,694,908	3,465,316		
Investing activities							
Proceeds from non-operating grants, subsidies and contributions		17,776,855	1,428,987	1,385,968	(43,019)	(3.01%)	
Proceeds from disposal of assets	3	6,393,380	159,100	680,113	521,013	327.48%	▲
Payments for property, plant and equipment and infrastructure	4	(88,863,365)	(13,075,231)	(9,581,339)	3,493,891	26.72%	▲
Amount attributable to investing activities		(64,693,130)	(11,487,144)	(7,515,258)	3,971,885		
Financing Activities							
Proceeds from new debentures	5	5,277,400	0	0	0	0.00%	
Transfer from reserves	6	60,203,371	10,766,066	12,836,524	2,070,458	19.23%	▲
Repayment of debentures	5	(3,900,000)	(350,000)	(362,611)	(12,611)	(3.60%)	
Transfer to reserves	6	(44,308,445)	(11,502,317)	(13,021,766)	(1,519,449)	(13.21%)	▼
Amount attributable to financing activities		17,272,326	(1,086,251)	(547,853)	538,398		
Closing funding surplus / (deficit)	1(c)	40,942	89,534,624	97,811,038	8,276,413		

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold.

Refer to Note 10 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

**KEY TERMS AND DESCRIPTIONS
FOR THE PERIOD ENDED 30 SEPTEMBER 2020**

NATURE OR TYPE DESCRIPTIONS

REVENUE

RATES

All rates levied under the *Local Government Act 1995*. Includes general, differential, specified area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts and concessions offered. Exclude administration fees, interest on instalments, interest on arrears, service charges and sewerage rates.

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Refers to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Amounts received specifically for the acquisition, construction of new or the upgrading of identifiable non financial assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

REVENUE FROM CONTRACTS WITH CUSTOMERS

Revenue from contracts with customers is recognised when the local government satisfies its performance obligations under the contract.

FEES AND CHARGES

Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

SERVICE CHARGES

Service charges imposed under *Division 6 of Part 6 of the Local Government Act 1995. Regulation 54 of the Local Government (Financial Management) Regulations 1996* identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

INTEREST EARNINGS

Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME

Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

PROFIT ON ASSET DISPOSAL

Excess of assets received over the net book value for assets on their disposal.

EXPENSES

EMPLOYEE COSTS

All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)

Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE

All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL

Shortfall between the value of assets received over the net book value for assets on their disposal.

DEPRECIATION ON NON-CURRENT ASSETS

Depreciation expense raised on all classes of assets.

INTEREST EXPENSES

Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE

Statutory fees, taxes, allowance for impairment of assets, member's fees or State taxes. Donations and subsidies made to community groups.

STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020

STATUTORY REPORTING BY BUSINESS UNIT

	Ref Note	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
Opening funding surplus / (deficit)	1(c)	11,878,427	11,878,427	12,179,241	300,814	2.53%	▲
Revenue from operating activities							
Executive Services		0	0	1,500	1,500	0.00%	
Financial Services		113,574,559	108,487,133	108,432,074	(55,059)	(0.05%)	
Information Services		1,500	375	91	(284)	(75.73%)	
Human Resource Management		297,000	74,248	82,047	7,799	10.50%	
Library Services		48,550	12,138	9,638	(2,500)	(20.60%)	
Recreation and Community Safety		12,774,404	2,781,428	2,911,523	130,095	4.68%	
Community Development and Services		9,544,478	2,386,291	2,258,784	(127,507)	(5.34%)	
Corporate Communications		104,600	3,150	0	(3,150)	(100.00%)	
Governance and Risk Management		800	200	542	342	171.00%	
Statutory Planning Services		1,102,000	300,250	397,480	97,230	32.38%	
Strategic Planning Services		8,048,845	963,636	1,418,733	455,097	47.23%	▲
Building Services		1,380,547	580,016	573,268	(6,748)	(1.16%)	
Environmental Health Services		251,434	152,734	281,445	128,711	84.27%	
Waste Services		7,862,147	3,447,394	3,738,818	291,424	8.45%	
Parks and Environmental Services		1,620,608	395,507	120,754	(274,753)	(69.47%)	
Engineering Services		283,472	50,848	60,561	9,713	19.10%	
Infrastructure Services		2,353,938	496,902	802,839	305,937	61.57%	▲
		159,248,882	120,132,250	121,090,097	957,847		
Expenditure from operating activities							
Executive Services		(3,114,316)	(767,235)	(614,315)	152,920	19.93%	
Executive Support Services		(286,558)	(64,739)	(39,120)	25,619	39.57%	
Strategy and Civic Support		(1,169,606)	(256,581)	(206,661)	49,920	19.46%	
Financial Services		(6,063,501)	(2,129,221)	(2,331,821)	(202,600)	(9.52%)	
Information Services		(7,737,164)	(2,596,593)	(2,685,455)	(88,862)	(3.42%)	
Human Resource Management		(2,814,415)	(614,000)	(600,178)	13,822	2.25%	
Library Services		(4,063,693)	(1,026,745)	(983,175)	43,570	4.24%	
Recreation and Community Safety		(19,886,339)	(4,808,564)	(4,185,946)	622,618	12.95%	▲
Community Development and Services		(13,170,363)	(3,163,451)	(2,652,442)	511,009	16.15%	▲
Corporate Communications		(4,169,163)	(892,965)	(822,831)	70,134	7.85%	
Governance and Risk Management		(669,283)	(176,822)	(129,733)	47,089	26.63%	
Statutory Planning Services		(1,552,431)	(345,280)	(381,793)	(36,513)	(10.57%)	
Strategic Planning Services		(2,272,695)	(567,665)	(704,743)	(137,078)	(24.15%)	
Building Services		(1,855,012)	(430,260)	(429,263)	997	0.23%	
Environmental Health Services		(2,121,340)	(537,039)	(422,847)	114,192	21.26%	
Waste Services		(16,943,233)	(4,150,582)	(3,873,251)	277,331	6.68%	
Parks and Environmental Services		(21,839,871)	(5,355,932)	(4,641,693)	714,239	13.34%	▲
Engineering Services		(25,023,174)	(6,221,633)	(6,290,085)	(68,452)	(1.10%)	
Infrastructure Services		(19,757,909)	(4,913,334)	(4,505,182)	408,152	8.31%	▲
Internal Recharging		1,596,749	353,312	494,628	141,316	(40.00%)	
		(152,913,317)	(38,665,329)	(36,005,906)	2,659,423		
Non-cash amounts excluded from operating activities	1(a)	29,247,754	8,762,671	8,610,716	(151,955)	(1.73%)	
Amount attributable to operating activities		35,583,319	90,229,592	93,694,907	3,465,315		
Investing Activities							
Proceeds from non-operating grants, subsidies and contributions		17,776,855	1,428,987	1,385,968	(43,019)	(3.01%)	
Proceeds from disposal of assets	3	6,393,380	159,100	680,113	521,013	327.48%	▲
Payments for property, plant and equipment and infrastructure	4	(88,863,365)	(13,075,231)	(9,581,339)	3,493,891	26.72%	▲
Amount attributable to investing activities		(64,693,130)	(11,487,144)	(7,515,258)	3,971,885		
Financing Activities							
Proceeds from new debentures	5	5,277,400	0	0	0	0.00%	
Transfer from reserves	6	60,203,371	10,766,066	12,836,524	2,070,458	19.23%	▲
Repayment of debentures	5	(3,900,000)	(350,000)	(362,611)	(12,611)	(3.60%)	
Transfer to reserves	6	(44,308,445)	(11,502,317)	(13,021,766)	(1,519,449)	(13.21%)	▼
Amount attributable to financing activities		17,272,326	(1,086,251)	(547,853)	538,398		
Closing funding surplus / (deficit)	1(c)	40,942	89,534,624	97,811,037			

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold. Refer to threshold. Refer to Note 10 for an explanation of the reasons for the variance.

The material variance adopted by Council for the 2020-21 year is \$300,000 or 0.00% whichever is the greater.

This statement is to be read in conjunction with the accompanying Financial Statements and notes.



**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 SEPTEMBER 2020**

BASIS OF PREPARATION

BASIS OF PREPARATION

REPORT PURPOSE

This report is prepared to meet the requirements of *Local Government (Financial Management) Regulations 1996, Regulation 34*. Note: The statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board, and the *Local Government Act 1995* and accompanying regulations.

The *Local Government (Financial Management) Regulations 1996* take precedence over Australian Accounting Standards. Regulation 16 prohibits a local government from recognising as assets Crown land that is a public thoroughfare, such as land under roads, and land not owned by but under the control or management of the local government, unless it is a golf course, showground, racecourse or recreational facility of State or regional significance. Consequently, some assets, including land under roads acquired on or after 1 July 2008, have not been recognised in this financial report. This is not in accordance with the requirements of *AASB 1051 Land Under Roads paragraph 15* and *AASB 116 Property, Plant and Equipment paragraph 7*.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 31 August 2020

SIGNIFICANT ACCOUNTING POLICES

CRITICAL ACCOUNTING ESTIMATES

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

THE LOCAL GOVERNMENT REPORTING ENTITY

All funds through which the City controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between funds) have been eliminated.

All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies appears at Note 8 to these financial statements.

GOODS AND SERVICES TAX

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

ROUNDING OFF FIGURES

All figures shown in this statement are rounded to the nearest dollar.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020

NOTE 1
STATEMENT OF FINANCIAL ACTIVITY INFORMATION

(a) Non-cash items excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with Financial Management Regulation 32.

	Notes	Amended Budget	YTD Budget (a)	YTD Actual (b)
Non-cash items excluded from operating activities				
		\$	\$	\$
Adjustments to operating activities				
Less: Profit on asset disposals	3	(6,393,380)	(159,100)	(680,113)
Movement in pensioner deferred rates (non-current)		0	0	15,222
Movement in accrued debtors (non-current)		0	0	1,148
Movement in employee benefit provisions (non-current)		0	0	320,911
Add: Depreciation on assets		35,641,134	8,921,771	8,953,548
Total non-cash items excluded from operating activities		29,247,754	8,762,671	8,610,716

(b) Adjustments to net current assets in the Statement of Financial Activity

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation* 32 to agree to the surplus/(deficit) after imposition of general rates.

		Last Year Closing	This Time Last Year	Year to Date
		30 June 2020	30 September 2019	30 September 2020
Adjustments to net current assets				
Less: Reserves - restricted cash	6	(148,979,247)	(136,617,308)	(149,164,489)
Less: Bonds & Deposits		(4,017,650)	(5,631,780)	(4,491,385)
Add: Borrowings	5	3,905,043	4,770,060	3,542,432
Add: Financial assets at amortised cost - non-current	2	951,228	1,000,423	941,521
Total adjustments to net current assets		(148,140,626)	(136,478,606)	(149,171,921)
Cash and cash equivalents	2	5,133,910	49,051,322	6,636,208
Financial assets at amortised cost	2	169,400,000	157,400,000	201,400,000
Rates receivables		2,942,696	59,220,065	66,058,353
Receivables		8,723,532	7,029,222	9,289,465
Other current assets		505,605	19,590	162,375
Payables		(12,209,903)	(17,173,717)	(18,627,035)
Borrowings	5	(3,905,043)	(4,770,060)	(3,542,432)
Contract liabilities	7	(1,517,228)	0	(5,503,005)
Provisions	7	(8,753,702)	(7,068,102)	(8,890,971)
Less: Total adjustments to net current assets	1(b)	(148,140,626)	(136,478,606)	(149,171,921)
Closing funding surplus / (deficit)		12,179,241	107,229,714	97,811,037

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020

OPERATING ACTIVITIES
NOTE 2
CASH AND FINANCIAL ASSETS

Description	Classification	Unrestricted	Restricted	Total Cash	Trust	Institution
		\$	\$	\$	\$	
Cash on hand						
Cash at bank	Cash and cash equivalents	6,609,470	0	6,609,470		NATIONAL AUSTRALIA BANK
Cash on hand	Cash and cash equivalents	26,738	0	26,738		
Term deposits - current	Financial assets at amortised cost	44,194,262	22,205,738	66,400,000		BANK OF QUEENSLAND
Term deposits - current	Financial assets at amortised cost	0	11,000,000	11,000,000		MACQUARIE BANK
Term deposits - current	Financial assets at amortised cost	0	16,500,000	16,500,000		MEMBERS EQUITY BANK
Term deposits - current	Financial assets at amortised cost	4,491,385	40,008,615	44,500,000		NATIONAL AUSTRALIA BANK
Term deposits - current	Financial assets at amortised cost	0	25,500,000	25,500,000		RURAL BANK
Term deposits - current	Financial assets at amortised cost	0	5,000,000	5,000,000		AMP
Term deposits - current	Financial assets at amortised cost	0	32,500,000	32,500,000		COMMONWEALTH BANK
Trust fund - cash at bank	Cash and cash equivalents	0			264,971	NATIONAL AUSTRALIA BANK
Trust fund - term deposits - current	Financial assets at amortised cost	0			5,500,000	NATIONAL AUSTRALIA BANK
Total		55,321,855	152,714,353	208,036,208	5,764,971	
Comprising		Unrestricted	Restricted	Total Cash	Trust	
		\$	\$	\$	\$	
Cash and cash equivalents		6,636,208	0	6,636,208	264,971	
Financial assets at amortised cost		48,685,647	152,714,353	201,400,000	5,500,000	
		55,321,855	152,714,353	208,036,208	5,764,971	

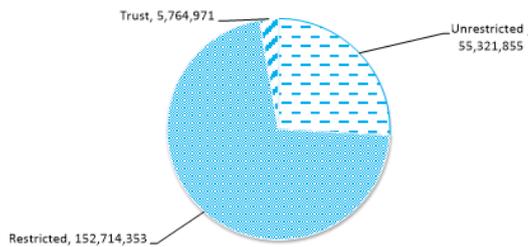
KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

The local government classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

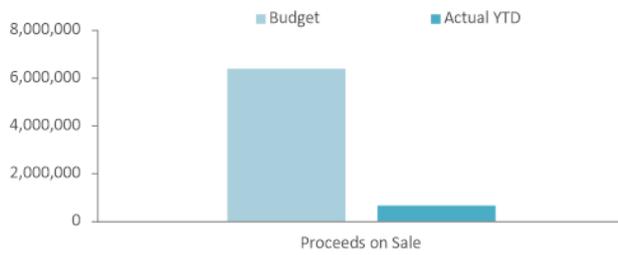
Financial assets at amortised cost held with registered financial institutions are listed in this note other financial assets at amortised cost are provided in Note 4 - Other assets.



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2020

OPERATING ACTIVITIES
NOTE 3
DISPOSAL OF ASSETS

Asset Ref.	Asset description	Budget				YTD Actual			
		Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
	Plant and equipment	953,844	1,093,380	183,894	(119,388)	0	189,152	189,152	0
	Freehold Land		5,300,000	5,300,000	(182,250)	0	490,961	490,961	0
		953,844	6,393,380	5,483,894	(301,638)	0	680,113	680,113	0



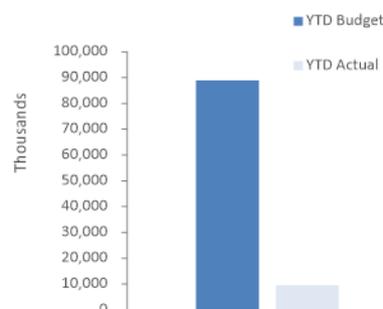
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020

INVESTING ACTIVITIES
NOTE 4
CAPITAL ACQUISITIONS

Capital acquisitions	Amended		YTD Actual	YTD Actual Variance
	Budget	YTD Budget		
	\$	\$	\$	\$
Land	2,800,000	0	280,000	280,000
Buildings	31,157,846	4,834,986	2,031,299	(2,803,687)
Furniture and equipment	4,472	0	0	0
Plant and equipment	7,202,853	599,304	739,411	140,107
Information technology	1,048,091	433,519	126,187	(307,332)
Infrastructure - roads	19,877,974	1,016,659	3,875,641	2,858,982
Infrastructure - drainage	1,955,892	176,651	471,481	294,830
Infrastructure - footpath	2,587,217	472,174	83,761	(388,413)
Infrastructure - parks hard	7,716,826	1,799,445	898,945	(900,499)
Infrastructure - parks landscaping	3,241,649	238,718	254,571	15,853
Infrastructure - landfill site	5,092,043	1,836,401	721,701	(1,114,700)
Infrastructure - marina	5,806,029	1,575,956	88,729	(1,487,227)
Infrastructure - coastal	372,473	91,418	9,612	(81,806)
Payments for Capital Acquisitions	88,863,365	13,075,231	9,581,339	(3,493,891)
Total Capital Acquisitions	88,863,365	13,075,231	9,581,339	(3,493,891)
Capital Acquisitions Funded By:				
	\$	\$	\$	\$
Capital grants and contributions	17,776,855	1,428,987	1,385,968	(43,019)
Borrowings	5,277,400	0	0	0
Other (disposals & C/Fwd)	6,393,380	159,100	680,113	521,013
Cash backed reserves				
Plant & Vehicle Replacement	5,706,373	143,304	474,254	330,950
Major Building Refurbishment	3,170,032	366,250	93,748	(272,502)
Waste & Recycling	5,346,843	1,889,734	759,692	(1,130,042)
Land Development and Investment Fund	3,843,994	0	281,164	281,164
Roads & Drainage Infrastructure	5,307,024	0	0	0
Community Infrastructure	13,103,129	2,000,776	118,152	(1,882,624)
Greenhouse Action Fund	155,300	0	0	0
HWRP Post Closure Management & Contaminated Sites	137,000	0	6,502	6,502
Port Coogee Special Maintenance - SAR	24,500	3,867	1,180	(2,687)
Community Surveillance	15,050	15,050	147	(14,903)
Waste Collection	125,000	0	0	0
Environmental Offset	59,252	0	0	0
Bibra Lake Management Plan	520,000	0	0	0
Restricted Grants & Contributions	2,158,416	3,812	2,158,417	2,154,605
Carry Forward Projects	12,281,679	1,215,137	2,199,090	983,953
Port Coogee Marina Assets Replacement	60,000	0	0	0
Contribution - operations	7,402,138	5,849,214	1,422,912	(4,426,301)
Capital funding total	88,863,365	13,075,231	9,581,339	(3,493,891)

SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020

FINANCING ACTIVITIES
NOTE 5
BORROWINGS

Repayments - borrowings

Information on borrowings Particulars	Loan No.	1 July 2020	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
			Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$	\$	
Governance										
To assist fund the stage 2 of Marina infrastructure expansion	9			5,277,400			0	5,277,400		
Community amenities										
SMRC		3,848,499			362,611	1,400,000	3,485,888	2,448,499	38,126	170,000
Recreation and culture										
To assist fund the Cockburn Central West developm	8	16,250,000				2,500,000	16,250,000	13,750,000	0	526,000
C/Fwd Balance		20,098,499	0	5,277,400	362,611	3,900,000	19,735,888	21,475,899	38,126	696,000
Total		20,098,499	0	5,277,400	362,611	3,900,000	19,735,888	21,475,899	38,126	696,000
Current borrowings		3,900,000					3,542,432			
Non-current borrowings		16,198,499					16,193,456			
		20,098,499					19,735,888			

All debenture repayments were financed by general purpose revenue.

KEY INFORMATION

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020

OPERATING ACTIVITIES
NOTE 6
CASH RESERVES

Reserve name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Council Funded									
Staff Payments & Entitlements	1,633,128	0	0	0	0	(40,000)	0	1,593,128	1,633,128
Plant & Vehicle Replacement	11,400,754	0	0	3,000,000	0	(5,706,373)	(474,254)	8,694,381	10,926,500
Information Technology	501,249	0	0	1,200,000	0	0	0	1,701,249	501,249
Major Building Refurbishment	16,677,163	0	0	3,000,000	0	(3,170,032)	(93,748)	16,507,131	16,583,415
Waste & Recycling	12,200,267	0	0	962,268	0	(5,346,843)	(759,692)	7,815,692	11,440,575
Land Development and Investment Fund	11,002,645	0	0	5,568,114	556,592	(3,848,994)	(281,164)	12,721,765	11,278,073
Roads & Drainage Infrastructure	10,428,351	0	0	4,500,000	0	(6,899,471)	(2,290,149)	8,028,880	8,138,202
Naval Base Shacks	1,161,639	0	0	18,287	4,572	0	0	1,179,926	1,166,211
Community Infrastructure	27,777,436	0	0	3,500,000	0	(13,103,129)	(118,152)	18,174,307	27,659,284
Insurance	2,235,907	0	0	500,000	0	0	0	2,735,907	2,235,907
Greenhouse Action Fund	741,641	0	0	200,000	0	(178,330)	0	763,311	741,641
HWRP Post Closure Management & Contan	3,501,513	0	0	250,000	0	(272,000)	(6,502)	3,479,513	3,495,011
Municipal Elections	1,420	0	0	150,000	0	0	0	151,420	1,420
Community Surveillance	864,697	0	0	200,000	0	(120,050)	(3,119)	944,647	861,578
Waste Collection	4,199,528	0	0	2,339,328	0	(151,000)	0	6,387,856	4,199,528
Environmental Offset	308,011	0	0	0	0	(59,252)	0	248,759	308,011
Bibra Lake Management Plan	521,086	0	0	0	0	(520,000)	0	1,086	521,086
CIHCF Building Maintenance	9,327,472	0	0	1,458,228	206,628	0	0	10,785,700	9,534,100
Cockburn ARC Building Maintenance	3,718,365	0	0	1,500,000	0	0	0	5,218,365	3,718,365
Carry Forward Projects	2,850,851	0	0	9,878,427	9,878,427	(12,729,276)	(3,463,355)	1	9,265,923
Port Coogee Marina Assets Replacement	1,484,887	0	0	300,000	0	(60,000)	0	1,724,887	1,484,887
Total Council Funded Reserve	122,538,010	0	0	38,524,652	10,646,219	(52,204,750)	(7,490,135)	108,857,913	125,694,094
Restricted Funded									
Aged and Disabled Asset Replacement	391,623	4,257	985	37,716	9,429	0	0	433,596	402,037
Welfare Projects Employee Entitlements	1,611,878	18,465	1,309	900,000	225,000	0	0	2,530,342	1,838,187



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020

OPERATING ACTIVITIES
NOTE 6
CASH RESERVES

Reserve name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Port Coogee Special Maintenance - SAR	1,820,480	22,245	4,506	400,000	0	(219,815)	(88,504)	2,022,909	1,736,482
Port Coogee Waterways - SAR	102,267	1,291	256	55,600	0	(50,000)	0	109,159	102,523
Family Day Care Accumulation Fund	11,474	0	29	0	0	0	0	11,474	11,503
Naval Base Shack Removal	652,448	7,998	1,637	30,477	7,619	0	0	690,923	661,704
Restricted Grants & Contributions	4,982,925	0	0	0	0	(4,493,951)	(4,546,701)	488,974	436,224
Port Coogee Waterways - WEMP	1,302,071	15,831	3,266	0	0	(50,000)	0	1,267,902	1,305,337
Cockburn Coast SAR	25,209	465	69	30,000	0	(11,330)	(9,926)	44,344	15,352
Total Restricted Funded Reserve	10,900,375	70,551	12,056	1,453,793	242,048	(4,825,096)	(4,645,131)	7,599,622	6,509,348
Developer Contribution Plans									
Community Infrastructure DCP 13	4,782,645	17,282	13,558	3,000,000	1,800,851	(3,065,564)	0	4,734,363	6,597,054
Developer Contribution Plans - Various	10,758,217	162,167	27,179	1,080,000	279,854	(107,961)	(701,257)	11,892,423	10,363,993
Total Developer Contribution Reserve	15,540,862	179,449	40,736	4,080,000	2,080,706	(3,173,525)	(701,257)	16,626,786	16,961,047
Total Cash Reserve	148,979,247	250,000	52,792	44,058,445	12,968,973	(60,203,371)	(12,836,524)	133,084,321	149,164,489



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020

OPERATING ACTIVITIES
NOTE 7
OTHER CURRENT LIABILITIES

Other current liabilities	Note	Opening Balance 1 July 2020	Liability Increase	Liability Reduction	Closing Balance 30 September 2020
		\$	\$	\$	\$
Contract liabilities					
Unspent grants, contributions and reimbursements - non-operating		1,517,228	7,473,991	(3,488,215)	5,503,005
Total unspent grants, contributions and reimbursements		1,517,228	7,473,991	(3,488,215)	5,503,005
Provisions					
Annual leave		4,809,588	24,472,453	(24,335,184)	4,946,857
Long service leave		3,144,114	0	0	3,144,114
Total Provisions		7,953,702	24,472,453	(24,335,184)	8,090,971
Total other current assets		9,470,930	31,946,444	(27,823,398)	13,593,976
Amounts shown above include GST (where applicable)					

KEY INFORMATION

Provisions

Provisions are recognised when the City has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Employee benefits

Short-term employee benefits

Provision is made for the City's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The City's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the calculation of net current assets.

Other long-term employee benefits

The City's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the statement of financial position.

Long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur. The City's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the City does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

Contract liabilities

An entity's obligation to transfer goods or services to a customer for which the entity has received consideration (or the amount is due) from the customer. Grants to acquire or construct recognisable non-financial assets to identified specifications be constructed to be controlled by the City are recognised as a liability until such time as the City satisfies its obligations under the agreement.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020**

**NOTE 8
TRUST FUND**

Funds held at balance date over which the Shire has no control and which are not included in this statement are as follows:

Description	Opening Balance	Amount	Amount	Closing Balance
	1 July 2020	Received	Paid	30 Sep 2020
	\$	\$	\$	\$
POS Payments - Bibra Lake (East)	133,721	339	0	134,060
POS Payments - Aubin Grove	816,634	73,814	(174,880)	715,567
POS Payments - Atwell	108,197	274	0	108,471
POS Payments - Beeliar	1,958,333	4,958	0	1,963,292
POS Payments - Coogee	328,680	127	(278,571)	50,236
POS Payments - Cockburn Central	164,995	361	(22,300)	143,056
POS Payments - Hamilton Hill	912,554	2,311	0	914,864
POS Payments - Jandakot	250,295	410	(88,464)	162,241
POS Payments - Munster	697,767	1,433	(159,981)	539,219
POS Payments - South Lake	5,400	14	0	5,414
POS Payments - Yangebup	547,116	1,385	0	548,501
POS Payments - Hammond Park	270,960	686	0	271,646
POS Payments - Coolbellup	179,948	456	0	180,404
POS Payments - Lake Coogee	0	112,000	(84,000)	28,000
	6,374,601	198,566	(808,196)	5,764,971

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020**

**NOTE 9
BUDGET AMENDMENTS**

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

Project/ Activity	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				\$	\$	\$	\$
	Budget adoption		Opening surplus				38,911
GL 400	Youth Outreach - increased external funding	10/09/20 0192	Operating Revenue		7,023		45,934
GL 400	Youth Outreach - increased service delivery 213 Frankland Ave - Parks construction funded by forfeited bond	10/09/20 0192	Operating Expenses			(7,023)	38,911
CW6124	213 Frankland Ave - Parks construction funded	10/09/20 0192	Capital Revenue		97,156		136,067
CW6124	213 Frankland Ave - Parks construction funded	10/09/20 0192	Capital Expenses			(97,156)	38,911
OP9945	Local Healthy Food funded by external fund	10/09/20 0192	Operating Revenue		12,500		51,411
OP9945	Local Healthy Food activity	10/09/20 0192	Operating Expenses			(12,500)	38,911
OP8839	Community Engagement - Increased staff cost funded by Contingency Fund	10/09/20 0192	Operating Expenses		35,000		73,911
OP9525	Community Development consultant funded by Contingency Fund	10/09/20 0192	Operating Expenses		50,000		123,911
OP8935	Seniors program funded by Contingency Fund	10/09/20 0192	Operating Expenses		10,000		133,911
OP8272	Contingency Fund - funding various projects	10/09/20 0192	Operating Revenue			(95,000)	38,911
GL 500	Statutory Planning - increase development application revenue	to 08 Oct OCM	Operating Revenue		100,000		138,911
GL 500	Statutory Planning - additional contract position	to 08 Oct OCM	Operating Expenses			(100,000)	38,911
GL 730	Building Services - increase building permits revenue	to 08 Oct OCM	Operating Revenue		100,000		138,911
GL 730	Building Services - additional contract position	to 08 Oct OCM	Operating Expenses			(100,000)	38,911
Various	Adjusting workers compensation internal allocations	to 08 Oct OCM	Operating Expenses		2,031		40,942
OP6283	CSRFP preliminary planning funded from contingency	to 08 Oct OCM	Operating Expenses		50,000		90,942
OP7861	Asbestos register funded from contingency	to 08 Oct OCM	Operating Expenses		22,000		112,942
OP7965	Recruitment cost funded from contingency	to 08 Oct OCM	Operating Expenses		66,000		178,942
OP8272	Contingency Fund - funding various projects	to 08 Oct OCM	Operating Revenue			(138,000)	40,942
OP9176	Coastal adaptation grant	to 08 Oct OCM	Operating Revenue		48,000		88,942
OP9176	Coastal vulnerability & adaptation planning	to 08 Oct OCM	Operating Expenses			(48,000)	40,942
OP7848	ATOP stage 2 maintenance revenue	to 08 Oct OCM	Operating Revenue		27,648		68,590
OP7848	McLaren Park maintenance	to 08 Oct OCM	Operating Expenses			(27,648)	40,942
CW1668	Purchase of Pure Storage	to 12 Nov OCM	Capital Expenses			(440,000)	(399,058)
CW1668	Reserve funding purchase of Pure Storage	to 12 Nov OCM	Transfer from Reserve		440,000		40,942
CW3962	Tolley Court Sump - funding CW3962	to 12 Nov OCM	Capital Expenses			(96,910)	(55,968)



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020**

**NOTE 9
BUDGET AMENDMENTS**

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

Project/ Activity	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				\$	\$	\$	\$
CW3963	Hartley Sump - funding CW3962	to 12 Nov OCM	Capital Expenses		5,559		(50,409)
CW3982	King Store Storage - funding CW3962	to 12 Nov OCM	Capital Expenses		47,081		(3,328)
CW4896	Beeliar drive Sump fence replacement - funding CW3962	to 12 Nov OCM	Capital Expenses		16,115		12,787
CW4814	Spearwood Avenue Hamilton to Cockburn - funding CW3962	to 12 Nov OCM	Capital Expenses		7,435		20,222
CW4897	Spearwood Ave Sump provide screening - funding CW3962	to 12 Nov OCM	Capital Expenses		20,720		40,942
CW4676	Frankland Park Recreation Centre funded by LRCI grant	to 12 Nov OCM	Capital Expenses			(200,000)	(159,058)
CW4712	Malabar Park BMX Facility - Funded by LRCI grant	to 12 Nov OCM	Capital Expenses			(115,000)	(274,058)
CW4964	Replacement of evaporative air con system at the Coogee Beach Surf Life Saving Club - funded by LRCI grant	to 12 Nov OCM	Capital Expenses			(175,000)	(449,058)
CW4965	Henderson Reuse Shop Air Conditioning - funded by LRCI grant	to 12 Nov OCM	Capital Expenses			(45,000)	(494,058)
CW4966	South Coogee Clubrooms External Works - funded by LRCI grant	to 12 Nov OCM	Capital Expenses			(30,000)	(524,058)
CW4967	Slow Down Coastal Path - funded by LRCI grant	to 12 Nov OCM	Capital Expenses			(100,000)	(624,058)
CW4968	Hammond Park Shared Path - funded by LRCI grant	to 12 Nov OCM	Capital Expenses			(100,000)	(724,058)
CW4969	Urban Forest Crossing - funded by LRCI grant	to 12 Nov OCM	Capital Expenses			(100,000)	(824,058)
CW4970	Chieftain Esplanade Road Closure - funded by LRCI grant	to 12 Nov OCM	Capital Expenses			(18,000)	(842,058)
CW4971	Smart LED Street Light Trial - funded by LRCI grant	to 12 Nov OCM	Capital Expenses			(94,107)	(936,165)
CW (TBA)	Landscaping improvements in Yangebup - funded by LRCI grant	to 12 Nov OCM	Capital Expenses			(100,000)	(1,036,165)
Various	LRCI grant funding various projects	to 12 Nov OCM	Capital Revenue		1,077,107		40,942
CW4937	Aged & disabled bathroom heater & kitchen refurbishment	to 12 Nov OCM	Capital Expenses			(20,000)	20,942
CW4937	Reserve funding aged & disabled refurbishment	to 12 Nov OCM	Transfer from Reserve		20,000		40,942
CW4972	Geothermal failure at ARC	to 12 Nov OCM	Capital Expenses			(200,000)	(159,058)
CW4972	Reserve funding repair to Geothermal system	to 12 Nov OCM	Transfer from Reserve		200,000		40,942
CW6128	Santich Park – Parking and New Lights	to 12 Nov OCM	Capital Expenses			(18,000)	22,942
CW6129	Success Netball Courts and Parking Upgrade	to 12 Nov OCM	Capital Expenses			(32,000)	(9,058)



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020**

**NOTE 9
BUDGET AMENDMENTS**

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

Project/ Activity	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				\$	\$	\$	\$
OP6283	CSRF Prelim Planning - funding CW6128 & 6129	to 12 Nov OCM	Operating Expenses		50,000		40,942
CW6139	Dimago Park - forfeited POS fund	to 12 Nov OCM	Capital Expenses			(90,000)	(49,058)
OP7862	Dimago Park maintenance - forfeited POS fund	to 12 Nov OCM	Operating Expenses			(7,158)	(56,216)
Various	Forfeited POS to fund maintenance of Dimago Park	to 12 Nov OCM	Operating Revenue		97,158		40,942
OP7744	Goldsmith - developer contribution POS	to 12 Nov OCM	Operating Expenses			(7,750)	33,192
OP7744	Received new developer contribution for Goldsmith Park	to 12 Nov OCM	Operating Revenue		7,750		40,942
OP9223	Bike Month - Cockburnhagen - funded by State grant	to 12 Nov OCM	Operating Expenses			(2,000)	38,942
OP9223	Received new state grant for Cockburnhagen project	to 12 Nov OCM	Operating Revenue		2,000		40,942
GL 105	Adjustment to FAGS grant	to 12 Nov OCM	Operating Revenue			(70,505)	(29,563)
GL 210	Health Services - increase licence revenue	to 12 Nov OCM	Operating Revenue		100,000		70,437
CW3950	Received MRRG for Hammond Rd duplication	to 12 Nov OCM	Capital Revenue		3,000,000		3,070,437
CW3950	Reserve funding for Hammon Rd duplication	to 12 Nov OCM	Transfer from Reserve		1,000,000		4,070,437
CW3950	Hammond Road duplication	to 12 Nov OCM	Capital Expenses			(4,000,000)	70,437
				0	6,718,283	(6,686,757)	



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2020**

**NOTE 10
EXPLANATION OF MATERIAL VARIANCES**

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date Actual materially.

The material variance adopted by Council for the 2020-21 year is \$300,000 or 0.00% whichever is the greater.

Reporting Program	Var. \$	Var. %	Timing/ Permanent	Explanation of Variance
	\$	%		
Revenue from operating activities				
Strategic Planning Services	455,097	47.23%	▲ Timing	Proceeds from sale brought forward
Infrastructure Services	305,937	61.57%	▲ Timing	Proceeds from sale brought forward
Expenditure from operating activities				
Recreation and Community Safety	622,618	12.95%	▲ Timing	Expenditure delayed
Community Development and Services	511,009	16.15%	▲ Timing	Expenditure delayed
Parks and Environmental Services	714,239	13.34%	▲ Timing	Expenditure delayed
Infrastructure Services	408,152	8.31%	▲ Timing	Expenditure delayed
Investing activities				
Proceeds from disposal of assets	521,013	327.48%	▲ Timing	Proceeds from sale brought forward
Payments for property, plant and equipment and infrastructure	3,493,891	26.72%	▲ Timing	Expenditure delayed
Financing activities				
Transfer from reserves	2,070,458	19.23%	▲ Timing	Expenditure delayed
Transfer to reserves	(1,519,449)	(13.21%)	▼ Timing	Revenue brought forward (DCP13)



16. ENGINEERING AND WORKS DIVISION ISSUES

Declaration of Interest

The Presiding Member advised the meeting he had received a Declaration of Impartiality Interest from Cr Kevin Allen, pursuant to Regulation 11 *Local Government (Rules of Conduct) Regulations 2007*.

The nature of the is that the organisation Cr Allen works for provided the Financial Viability Report for the tenderers.

16.1 (2020/MINUTE NO 0231) RFT13-2020 - ELECTRICAL SERVICES (INDUSTRIAL, COMMERCIAL AND DOMESTIC)

Author(s) B Roser

Attachments 1. RFT13-2020 - Evaluation Summary
(CONFIDENTIAL)

RECOMMENDATION

That:

- (1) Council accept Tender Submissions RFT13-2020 – Electrical Services (Industrial, Commercial and Domestic) from Northlake Electrical Pty Ltd for an estimated expenditure of \$1,069,950 (Ex GST) per annum, to deliver maintenance and minor works for various scopes - Citywide Facilities, Cockburn ARC, and the City's Parks. The contract value is based on the multiple cost models created for the tender using the submitted rates.
The contract will be in force for an initial three (3) year period, 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 in accordance with the submitted Schedule of Rates, and the additional Schedule of Rates for determining variations and/or additional services; and
- (2) the Fremantle Football Club portion of the contract with Northlake Electrical Pty Ltd will be conditional on the Fremantle Football Club acceptance of the City's Contractor or otherwise consider alternatives for their share of electrical services required within the Cockburn ARC facility.

COUNCIL DECISION

MOVED Cr C Stone SECONDED Cr P Eva

That the recommendation be adopted.

CARRIED UNANIMOUSLY 9/0



Background

The City of Cockburn (the Principal) is seeking WA licensed, experienced and reliable electrical contractor(s) to provide industrial, commercial and domestic electrical services at the Principal's buildings and properties, parks, and reserves, throughout the City of Cockburn. This includes scheduled, reactive and minor electrical services, work at various administration buildings, Cockburn ARC, Port Coogee Marina, Community Centres, Sport Clubrooms, Libraries, Residential Housing, Toilet Blocks, Irrigation Cabinets, Lighting, and Barbeques etc. The tendered services were broken down into three distinct scopes, being:

1. Facilities Citywide (excluding Cockburn ARC)
2. Parks
3. Cockburn ARC.

The Contractors are required to provide all labour, plant, tools and equipment, materials, transport/cartage, supervision/administrative costs, travelling expenses etc., and anything else necessary to carry out the works/services required under the subsequent contract.

The proposed contract shall be for an initial period of three (3) years from the date of contract award, with principal instigated options to extend for a subsequent one (1) year period; and for up to a further twelve (12) months after that, to a maximum of five (5) years.

The Contract is expected to commence in November 2020 for Facilities Citywide and Parks, with Cockburn ARC to commence May 2021 on the expiry of a current contract. Where significant electrical work is required, a separate procurement process will be undertaken by the Principal in accordance with the City's Procurement Threshold requirements as detailed in the Procurement Policy.

Tender Number RFT13-2020 – Electrical Services (Industrial, Commercial and Domestic), was advertised on Wednesday 19 August 2020 in the Local Government Tenders section of The West Australian newspaper. The Tender was also displayed on the City's eTendering website between Wednesday 19 August and Monday 7 September, 2020.

Submission

Tenders closed at 2:00pm (AWST) on Monday 7 September 2020, and twelve (12) tender submissions were received from:

Tenderer's Name	Registered Entity Business Name
Access Without Barriers	Access Without Barriers Pty Ltd
BME Solutions	BME Solutions Pty Ltd
EAMCO	Eamco Pty Ltd
Greenlite Electrical	Greenlite Electrical Contractors Pty Ltd
Hender Lee Electrical	Hender Lee Electrical Contractors Pty Ltd
JDN Civils	JDN Consulting and Engineering Solutions Pty Ltd



Nilsens (WA)	Nilsens (WA) Pty Ltd
Northlake Electrical	Northlake Electrical Pty Ltd
Pearmans Electrical	Pearmans Electrical and Mechanical Services Pty Ltd
A E Hoskins and Sons	The Trustee for M R Hoskins Family Trust
Gilmour and Jooste	The Trustee for the Gilmour Trust and The Trustee for the Jooste Family Trust
Tri Tech Group	Tri Tech Pty Ltd

Report

Compliance Criteria

The following criteria were used to determine whether the submissions received were compliant:

Compliance Criteria	
(a)	Compliance with the Request document
(b)	Compliance with the Conditions of Responding and Tendering
(c)	Compliance with the General Conditions of Contract
(d)	Compliance and provision of WA Licensed Electrical Contractor and WA Licensed Electrical Worker accreditations
(e)	Compliance with the specified Scope of Works
(f)	Compliance with and completion of the Price Schedule
(g)	Compliance with the ACCC Requirements and completion of Certificate of Warranty

Compliance Tenderers

Procurement Services undertook an initial compliance assessment. Eleven (11) submissions were deemed compliant and released for evaluation. The submission from JDN Consulting and Engineering Solutions Pty Ltd was deemed non-compliant as they failed to provide documentation which conformed to the conditions of responding and tendering.

Evaluation Criteria

Evaluation Criteria (City wide - Facilities)	Weighting Percentage
Demonstrated Experience	10%
Facilities (Scope) – Resources / Methodology	40%
Sustainability	5%
Local and Regional	10%
Tendered Price	35%
TOTAL	100%



Evaluation Criteria (Parks)	Weighting Percentage
Demonstrated Experience	10%
Parks (Scope) – Resources / Methodology	40%
Sustainability	5%
Local and Regional	10%
Tendered Price	35%
TOTAL	100%

Evaluation Criteria (Cockburn ARC)	Weighting Percentage
Demonstrated Experience	10%
Cockburn ARC (Scope) – Resources/Methodology	40%
Sustainability	5%
Local and Regional	10%
Tendered Price	35%
TOTAL	100%

Tender Intent/ Requirements

The intent of this tender is to appoint the services of a WA licensed, experienced and reliable Electrical Contractor(s) to provide industrial, commercial and domestic electrical services at the Principal's buildings and properties; parks and reserves throughout the City of Cockburn.

Evaluation Panel

Name	Position
Ben Roser (Chair)	Facilities and Plant Manager
Alison Waters	Parks Operations Coordinator
Sarahjayne Whiteley	Operations Coordinator (Cockburn ARC)
Charles Sullivan	Director Engineering and Works
Probity Role:	
Tammey Chappel	Contracts Lead (Projects)

Scoring Tables

The three (3) tables below represent the different scopes available from the tender between Facilities Citywide; Parks and Cockburn ARC.



Table One - Facilities Citywide (excluding Cockburn ARC)

Tenderer's Name	Percentage Score		
	Non-Cost Evaluation	Cost Evaluation	Total
	65%	35%	100%
Northlake Electrical**	51.48%	35.00%	86.48%
Greenlite Electrical	38.43%	33.69%	72.12%
Pearmans Electrical	36.83%	34.46%	71.29%
Nilsen (WA)	40.05%	31.13%	71.18%
Tri Tech Group	38.75%	31.99%	70.74%
A E Hoskins and Sons	35.60%	29.76%	65.36%
Hender Lee Electrical	42.13%	23.04%	65.17%
EAMCO	34.50%	30.14%	64.64%
Access Without Barriers	34.13%	28.03%	62.16%
Gilmour and Jooste	25.70%	33.70%	59.40%
BME Solutions	25.30%	31.37%	56.67%

** Recommended Submission

Table Two – Parks Only

Tenderer's Name	Percentage Score		
	Non-Cost Evaluation	Cost Evaluation	Total
	65%	35%	100%
Northlake Electrical**	51.78%	35.00%	86.78%
Greenlite Electrical	39.45%	26.45%	65.90%
Access Without Barriers	32.98%	30.80%	63.78%
Tri Tech Group	36.78%	23.96%	60.74%
EAMCO	31.25%	10.14%	41.39%

** Recommended Submission

Table Three – Cockburn ARC Only

Tenderer's Name	Percentage Score		
	Non-Cost Evaluation	Cost Evaluation	Total
	65%	35%	100%
Northlake Electrical**	51.13%	33.05%	84.18%
Nilsen (WA)	41.33%	30.76%	72.09%
Pearmans Electrical	36.55%	35.00%	71.55%
Tri Tech Group	37.43%	31.21%	68.63%
BME Solutions	25.93%	33.35%	59.28%
Gilmour and Jooste	25.20%	31.99%	57.19%
Access Without Barriers	34.73%	15.21%	49.93%

** Recommended Submission



Evaluation Criteria Assessment

Demonstrated Experience

Facilities Citywide - Northlake Electrical scored highest in this criterion. Hender Lee Electrical and Greenlite Electrical also scored well, demonstrating to the evaluation panel they possess the required experience to undertake the scope of works as outlined in the tender documents.

The submissions received from these contractors were all of a high standard reflecting the evenness of the scores in this category. The submissions from BME Solutions and Gilmour and Jooste did not provide sufficient detail reflecting their lower score.

Parks - Northlake Electrical scored highest in this criterion, followed by Greenlite Electrical. Overall, the submissions received from these contractors were all of a high standard reflecting the evenness of the scores in this category.

Cockburn ARC - Northlake Electrical and Tri Tech Group scored highest in this criterion closely followed by Nilsen (WA). Northlake Electrical have satisfied the evaluation panel that their staff and company structure can adequately comply with the tender specification and have personnel with the appropriate skills and experience to deliver the works as prescribed in the tender.

They also detailed a solid system of responding to electrical systems breakdown and repair mechanisms to ensure continuity of service. The submissions from BME Solutions and Gilmour and Jooste did not provide sufficient detail reflecting their lower score.

Resources/Methodology

Facilities Citywide - Northlake Electrical, Greenlite Electrical and Tri-Tech Group scored highest in this criterion closely followed by Hoskins and Sons and Hender Lee Electrical. These companies satisfied the panel that their staff and company structures can adequately comply with the tender specification and have personnel with the appropriate skills and experience to deliver the works as prescribed in the tender. BME Solutions and Gilmour and Jooste provided poor responses under this criterion which was reflected in a lower score.

Parks - Northlake Electrical and Greenlite Electrical scored the highest for this criterion, followed by Tri Tech Group. The panel was satisfied these companies have adequate resources, a good understanding of the required methodology and the plant, equipment and material required for the work. The submissions from EAMCO and Access Without Barriers did not provide sufficient detail reflecting their lower score.

Cockburn ARC - Northlake Electrical, Nilsen (WA) and Tri-Tech Group scored highest in this criterion closely followed by Access Without Barriers and Pearmans Electrical.



These companies clearly demonstrated their understanding of the services required and provided details of their work plans / procedures and performance reporting procedures.

The panel was satisfied with the resources and company structures as outlined with their personnel with appropriate skills and experience to respond to electrical systems breakdown and repairs to ensure continuity of service. BME Solutions and Gilmour and Jooste provided unsatisfactory responses under this criterion that reflected their lower score.

Sustainability

Facilities Citywide - The panel notes that the majority of companies were able to demonstrate a moderate level of sustainable work practices as reflected in the evenness of the scoring in this criterion with Northlake Electrical and Tri Tech Group scoring highest. BME Solutions and EAMCO response lacked detail which reflected their lower scores.

Parks - Northlake Electrical scored highest in this criterion noting there was an evenness of scoring from all tenderers. The other tenderers demonstrated some level of sustainable work practices as reflected in their score.

Cockburn ARC - The panel notes that the majority of companies were able to demonstrate a moderate level of sustainable work practices with Northlake Electrical scoring highest overall. BME Solutions response lacked detail which reflected their lower score.

Local and Regional

Facilities Citywide - Northlake Electrical, Hender Lee Electrical and Nilsen (WA) scored the highest for this criterion. These organisations demonstrated how their company location and use of internal material purchasing processes from local suppliers can contribute to the local economy. This included the level of employees that reside within the City. The score of the other tenderers reflected their business location and their overall response to this criterion.

Parks - Northlake Electrical scored the highest in this criterion. Northlake Electrical is located within the City of Cockburn, purchase their materials locally and have significant employee numbers that reside within the City. The score of the other tenderers reflected their business location and their overall response to this criterion.

Cockburn ARC - Northlake Electrical and Nilsen (WA) scored the highest for this criterion. Northlake Electrical clearly demonstrated their company location within the City and outlined their material purchasing processes from local suppliers. The score of the other tenderers reflected their business location and their overall response to this criterion.



Summation

The evaluation panel recommends that Council accepts the submission from Northlake Electrical Pty Ltd for all three scopes - Facilities Citywide, Parks and Cockburn ARC as being the most advantageous submission to deliver RFT13-2020 – Electrical Services (Industrial, Commercial and Domestic) Services. Northlake Electrical Pty Ltd achieved the highest overall score across all scopes with a very positive result from the external financial assessment. Clarifications were conducted to ensure Northlake Electrical Pty Ltd had the capacity and account management structure to undertake all scopes under the contract.

The recommendation is based on:

- Well demonstrated experience in performing similar works;
- A range of personnel and resources that have the experience and capacity in managing services associated with the requirements;
- Clear understanding of the methodology, procedures, record keeping and OH&S requirements to undertake the services;
- The required plant, machinery and contingency measures to undertake the specific scopes to achieve the required outcomes;
- The best overall value for money that provides the most advantageous outcome to the City in performing the works associated with the specific scopes.

This recommendation has considered all information gathered which reflect Northlake Electrical Pty Ltd capability in delivering the entire programme, budget and quality expected by the City. As Northlake Electrical Pty Ltd is one of the City's incumbent contracted suppliers, reference checks have been deemed not required.

Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Advocate and attract investment, economic growth and local employment.

Community, Lifestyle and Security

A vibrant healthy, safe, inclusive and connected community.

- Provide community, sport, recreational, and cultural facilities and infrastructure to meet our community needs.

Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Deliver value for money through sustainable financial management, planning and asset management.



- Ensure good governance through transparent and accountable, planning, processes, reporting, policy and decision making.

Budget/Financial Implications

Based on the estimated per annum multiple cost models, the contract value of the tender is \$3,209,850 (Ex GST) in the provision for electrical services across Citywide Facilities, Cockburn Arc and the City's Parks. Individual budget amounts will apply to each of the three scoped service for 2020/2021 as per the Operational Works budgets for the City. This amount will be spread across various operational and capital budgets in 2020/2021.

For the purpose of evaluating this tender, cost models were used to compare submitted rates to estimate the overall expenditure of electrical services across the different scopes over the term of the contract. This is an indicative amount only and may vary due to operational factors. The rates and pricing parameter submitted by Northlake Electrical Pty Ltd are considered competitive when compared against the other tenderers.

Where significant electrical work is required, a separate procurement process will be undertaken by the City in accordance with the City's Procurement threshold requirements as detailed in the Procurement Policy.

Legal Implications

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

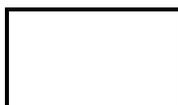
Community Consultation

N/A

Risk Management Implications

The Risk Management implications if Council do not support this recommendation to undertake electrical maintenance services are as follows:

- An increase in lighting and electrical systems failure creating potential safety issues for members of the public and staff;
- An increase in electrical safety system failures creating unacceptable electrical hazards to members of the public and staff;
- An increase in disruption to members of the public and staff due to the lack of maintenance in the City's electrical supply systems to the required standards across all infrastructure assets; and
- An increase in public complaints and dissatisfaction in Council services, particularly as Community Perception Surveys place a high expectation on public lighting.



Advice to Proponents/Submitters

The proponents and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 November 2020 Ordinary Council Meeting.

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

Nil



Declaration of Interest

The Presiding Member advised the meeting he had received a Declaration of Impartiality Interest from Cr Kevin Allen, pursuant to Regulation 11 *Local Government (Rules of Conduct) Regulations 2007*.

The nature of the is that the organisation Cr Allen works for provided the Financial Viability Report for the tenderers.

16.2 (2020/MINUTE NO 0232) RFT15-2020 CONCRETING SERVICES FOOTPATHS, SHARED USE PATHS ETC. (IN SITU CONSTRUCTION)

Author(s) CM MacMillan

Attachments 1. RFT15-2020 Evaluation Summary
(CONFIDENTIAL)

RECOMMENDATION

That Council accept the Tender submitted by Dowsing Group Pty Ltd, for Tender No. RFT 15-2020 – Provision of Concreting Services – Footpaths, Shared Use Paths etc. (In-situ Construction), for an estimated contract value of \$2,396,769 (Ex GST), based on a cost model for the tender using submitted rates for expected capital works projects for the next three (3) years.

The contract will be in force for an initial three (3) year period, 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 in accordance with the submitted Schedule of Rates and the additional Schedule of Rates for determining variations and/or additional services.

COUNCIL DECISION

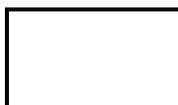
MOVED Cr C Stone SECONDED Cr P Eva

That the recommendation be adopted.

CARRIED UNANIMOUSLY 9/0

Background

The City of Cockburn (the Principal) is seeking the services of a suitably qualified and experienced concreting contractor to provide the Principal's in-situ concreting requirements. The services include but are not limited to footpaths, shared use paths, driveways/crossovers, concrete pads/footings (for bus shelters, barbeques, shade shelters, sheds etc.) at locations throughout the City of Cockburn.



The Works/Services required include:

- Set out of works from established benchmarks and boundaries;
- Site clearance of all vegetation and rubbish;
- Excavation and preparation of the sub grade and base;
- Forming, placing and finishing of the concrete;
- Backfilling, compacting and grading of the footpath or other reserve to match the new concrete structure;
- General site clean-up on completion of the works; and
- Concrete path reconstruction, restoration and repairs.

This contract will be used for contract specific requirements as noted above and also for the purpose of meeting sub-contract requirements in relation to other projects. These works do not include in-situ concrete kerbing in lieu of an existing contract for this work.

The proposed Contract shall be in force for a period of three (3) years from the date of award of the Contract with Principal instigated options to extend the Contract period by an additional one (1) year period and for up to twelve (12) months after that, to a maximum of five (5) years.

Tender Number RFT15-2020 Provision of Concreting Services Footpaths, Shared Use Paths etc. (In-situ Construction), was advertised on Wednesday 12 August 2020 in the Local Government Tenders section of the West Australian newspaper. The Tender was also displayed on the City's eTendering website between Wednesday 12 August 2020 and Thursday 27 August 2020 inclusive.

Submission

The request for tender closed at 2:00pm (AWST) Thursday 27 August 2020 with four (4) submissions received from the following companies

Tenderers Name	Registered Entity Name
Axiis Contracting	Axiis Contracting Pty Ltd T/as Axiss Contracting (Axiss Contracting)
Dowsing Group	Dowsing Group Pty Ltd
First Class Concreting	First Class Concreting Pty Ltd
Sable Contractors	The Trustee for Fourie Family Trust t/as Sable Contractors



Report

Compliance Criteria

The following criteria were used to determine whether the submissions received were compliant:

Compliance Criteria	
(a)	Compliance with the Request document
(b)	Compliance with the Conditions of Responding and Tendering
(c)	Compliance with the General and Special Conditions of Contract
(d)	Completion of the Qualitative Criteria
(e)	Compliance with and completion of the Price Schedule in the format provided
(f)	Compliance with ACCC requirements and completion of the Certificate of Warranty

Compliance Tenderers

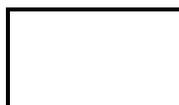
Procurement Services undertook an initial compliance assessment and all submitted Tenderers were deemed compliant and released for evaluation.

Evaluation Criteria

Evaluation Criteria	Weighting Percentage
Demonstrated Experience	20%
Tenderers Personnel and Resources	10%
Methodology	10%
Sustainability	10%
Local and Regional Economy	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 Concreting contractor to provide the Principal's in-situ concreting requirements.



Evaluation Panel

The Tender submissions were evaluated by the following City of Cockburn officers. The Procurement Services representative attended in a probity role only.

Name	Position
Colin MacMillan (Chair)	Engineering Works Manager
Samantha Seymour-Eyles	Manager Corporate Communications
Saravana Bavan	Construction Supervisor
Aaron Thomas	Management Accountant Engineering
Probity Role	
Karen Tate	Contracts Officer

Scoring Table – Combined Totals

Tenderer's Name	Percentage Score		
	Non-Cost Evaluation	Cost Evaluation	Total
	60%	40%	100%
**Dowsing Group	41.65%	40%	81.65%
Axiis Contracting	43.60%	37.07%	80.67%
Sable Contractors	34.45%	28.01%	62.46%
First Class Concreting	36.50%	25.50%	62.00%

** Recommended Submission

Evaluation Criteria AssessmentDemonstrated Experience

Axiis Contracting and Dowsing Group achieved the highest scores in this criterion. The submissions from both respondents demonstrated that they possess the required experience to undertake the scope of works required. Sable Contractors and First Class Concreting achieved a lower score due to the level of information provided, particularly for projects undertaken for local governments.

Tenderers Personnel and Resources

Axiis Contracting scored highest in this criterion closely followed by Dowsing Group and First Class Concreting. These companies satisfied the panel that adequate resources were available to meet the contract requirements including skilled experienced personnel, appropriate plant and equipment. Sable Contractors resulted in a lower score due to the level of detail provided.



Methodology

Axiis Contracting, Dowsing Group, First Class Concreting and Sable Contractors showed a good understanding of the requirements of the tender. All provided an adequate methodology and demonstrated an understanding of the contract requirements with the closeness of the scores reflecting this.

Sustainability

There was minimal variance between the scores for this criterion. Axiis Contracting scored the highest with Dowsing Group, First Class Concreting and Sable Contractors satisfying the panel in respect to this criterion. All tenderers demonstrated a commitment to sustainable practices with a focus on waste minimisation and a desire to improve social outcomes within the community.

Local and Regional Economy

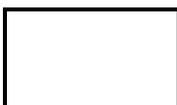
There was minimal variance between the scores for this criterion. Dowsing Group achieved the highest score in this criterion followed closely by Sable Contractors. Economic benefits were demonstrated by Dowsing Group through the support of local businesses, the use of local sub-contractors and locally employed staff. Sable Contractors are local to Cockburn with their score reflecting the level of information provided.

Summation

The Evaluation Panel recommends the submission by Dowsing Group Pty Ltd be accepted as being the most advantageous submission to deliver Tender RFT15-2020 – Provision of Concreting Services, Footpaths, Shared Use Paths etc. (In-situ Construction). Dowsing Group Pty Ltd achieved the highest score overall with the highest cost evaluation score. The result of the external financial assessment for Dowsing Group Pty Ltd was found to be sound with all reference checks conducted being positive.

The recommendation is based on;

- Well demonstrated experience in performing similar work particularly with local governments, and positive feedback from referees;
- Have the required skilled personnel, resources and contingency measures to undertake the scope of works;
- Sound understanding of the requirements in accordance with the specification;
- Demonstrated commitment to sustainability principles including environmental, social and local economy;
- Evidence of sound safety procedures and the Occupation Health and Safety requirements in accordance with the works; and
- The best overall value for money that provides the most advantageous outcome.



Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Advocate and attract investment, economic growth and local employment.

City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

- Continue to complete the coverage of accessible cycle ways, footpaths, parking and end of trip facilities, and trails networks across the City.

Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Deliver value for money through sustainable financial management, planning and asset management.
- Ensure good governance through transparent and accountable, planning, processes, reporting, policy and decision making.

Budget/Financial Implications

The City's engineering budget delivers a wide range of capital projects including new footpaths, footpath rehabilitation, bike plans, road construction and drainage works. A portion of these projects require concreting services.

The new footpath program for 2020/21 is \$900,000 with 70% of these works requiring concreting services. Other capital works / services within the Engineering and Works budget will also require concrete construction works allocated to various budgets.

For the purpose of evaluating this tender, a cost model was used to compare submitted rates to estimate the overall expenditure of concrete works over the term of the contract. This is an indicative amount only and may vary due to operational factors.

Legal Implications

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

Community Consultation

N/A



Risk Management Implications

The following risks are evident if the Tender is not adopted. The result of the tender will mitigate the required resources plant / machinery or labour to conduct the following concrete work and lessen the risk for:

- Proposed footpaths and shared use path projects;
- Department of Transport grand funded (\$550,000) BP oil pipeline path project;
- Condition of existing footpath may compromise the City's current service level;
- The increase in resources will permit the delivery of an increased number of capital projects, and
- An increase in public complaints and dissatisfaction with the level of infrastructure provided by the City.

Advice to Proponents/Submitters

The Proponents and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 November 2020 Ordinary Council Meeting.

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

Nil



16.3 (2020/MINUTE NO 0233) WASTE STRATEGY (5 YEAR) REVIEW**Author(s)** L Davieson**Attachments** 1. Waste Strategy 2020-2030 [↓](#)**RECOMMENDATION**

That Council adopt the Waste Strategy 2020-2030, as attached to the Agenda.

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr T Widenbar

That the recommendation be adopted.

CARRIED UNANIMOUSLY 9/0

Background

In 2008 the City adopted the Strategic Waste Management Plan 2008-2013 developed under a SWIS (Strategic Waste Initiative Scheme) grant issued to the South Metropolitan Regional Council (SMRC).

The Strategy included issues, actions and opportunities for the Cities of Cockburn, Canning, Melville, Fremantle, Rockingham and Kwinana, as well as the Town of East Fremantle. This Strategy strived for:

1. Minimisation of the direct and indirect environmental impacts of waste and its management over the next 5 years.
2. Waste managed in a sustainable manner.
3. Increased community awareness of the impact of waste issues on the environment.

Since the development of this plan, the City has made a number of strategic changes to its waste management practices and educational approaches. In addition, the SMRC's plan only reflected the collection and disposal of household municipal solid waste (MSW), recyclables and green waste and did not include the strategic management or vision for the City's Landfill and Transfer Station at the Henderson Waste Recovery Park (HWRP).

The original Waste Management and Education Strategy was adopted by Council in July 2013. This Strategy was to be reviewed after five years, with a review to be undertaken in 2018. The City's strategic waste direction and the Waste Management Industry has changed markedly in that time, hence it was considered that a rewrite of the Strategy was justified.

Submission

N/A



Report

The City of Cockburn holds sustainability as a key strategic value and is committed to the sustainable collection, processing and disposal of the waste streams on behalf of the wider community. At the heart of sustainable waste management is optimising a strategic approach according to economic, social and environmental considerations.

The City is responsible for the collection and disposal of general waste (municipal solid waste or MSW), recyclables, green waste and junk waste from its approximately 43,000 households. It also owns and operates the Henderson Waste Recovery Park, which recovers and recycles hazardous household waste (HHW), e-waste, and other problematic items such as tyres and mattresses. The site accepts construction and demolition (C&D) waste as well as commercial and industrial (C&I) waste for disposal.

This Strategy and associated Implementation Plan (refer Attachment 1) identifies three key objectives for the sustainable future management of resources:

Objective 1: Avoid – Generate less waste

Objective 2: Recover – Recover more value and resources from waste

Objective 3: Protect – Protect the environment by managing waste responsibly.

The Strategy outlines a new waste future post withdrawal from the Southern Metropolitan Regional Council (SMRC), the transition to Energy from Waste (EfW) for general waste disposal, a third bin for garden waste, the introduction of a 140L general waste bin across the City, and the incorporation of smart technology for improved efficiency of waste collections. These decisions have been taken having regard to the three objectives for sustainable waste management.

It focuses on the development of the new Cockburn Recovery Precinct, including lease sites for complementary waste businesses and a modern Community Recovery Centre. This will include the filling of existing landfill space at the Henderson Waste Recovery Park (HWRP), the capping of cells, and the potential closure of the landfill business leading to post-closure management of the operation. The capped landfill cells can be used for container storage and/or renewable energy infrastructure.

Communication and education around sustainable waste practices is integral to meeting the objectives and targets outlined in this Strategy. A comprehensive waste education and community engagement program is embedded in activities across the Strategy and the associated Implementation Plan in order to reach a wide demographic through a variety of means. The program is designed to meet changing needs of the waste sector and the community over the life of the Strategy. It seeks to help people understand their role in sustainable waste management. This includes preparing for Smart Cities and using



digital technologies in all our initiatives to improve performance, efficiency, and customer experience.

The Implementation Plan and associated budget will be reviewed annually to ensure a proactive and flexible approach. The Strategy itself will be reviewed after five years.

The Waste Strategy vision is:

'To lead and support a community that avoids waste generation, reduces environmental impacts and considers the waste that is produced as a valuable resource to be recovered, reused and recycled utilising the latest technologies available'.

The review of this Strategy is the result of nine Waste Forums with Elected Members since March 2016.

The City of Cockburn, like many other metropolitan local governments in Western Australia, is facing challenges in the management of solid waste resulting from:

- An increase in the amount of waste generated;
- Limitations of existing resource recovery strategies;
- Decreasing availability of landfill space;
- The growing significance of sustainable practices and climate change;
- The lack of consistency and community understanding regarding waste management approaches.

The City's population is currently 112,000 (refer City website) and is projected to increase to over 170,000 by 2036. While efforts to minimise the use of resources are gaining momentum, waste generation per capita in Australia is increasing by an average of 1% each year.

This coincides with an increasing landfill levy in Western Australia (currently capped at \$70 per tonne in 2020-2021 due to COVID 19) and finite remaining metropolitan landfill capacity. The City is responsible for ensuring that waste is suitably managed in the long term to ensure effective and economic resource recovery and minimisation of resource loss.

This Strategy has been prepared to provide a clear direction and coordinated approach to effectively manage the long term sustainability of waste practices in the City. With the recent approval by the Waste Authority of the City of Cockburn Waste Plan, the City is well placed to meet the targets outlined in the State Waste Avoidance and Resource Recovery Strategy 2030.

While waste management is an issue of national, state and local significance, the City prides itself on providing the best services to its ratepayers by ensuring that appropriate funds are directed to waste management and education, in line with the overarching City of Cockburn Strategic Community Plan 2020-2030. The City recognises



its responsibility to support state and national government solutions to ensure optimum results for the community.

Strategic Plans/Policy Implications

Environmental Responsibility

A leader in environmental management that enhances and sustainably manages our local natural areas and resources.

- Minimise the City’s waste to landfill through reducing, reusing, re-purposing, re-gifting and recycling of waste.
- Sustainably manage water, energy and other resources and promote the use of environmentally responsible technologies.

Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Provide high quality accessible customer service and experiences for all our community.

Budget/Financial Implications

The original budget was adopted at a time when the Henderson Waste Recovery Park was attracting substantial tonnes from its customers. Market competition has seen a reduction in the waste tonnes received and a corresponding reduction in income.

Significant funds will be required in the coming decades, not only to cap the three uncapped landfill cells and ensure post closure management, but the construction of the Cockburn Recovery Precinct establishment cost will require substantial reserve funding. The Long Term Financial Plan 2020-2021 to 2029-2030 has identified these costs from the Landfill Rehabilitation Model.

		2020/21	2021/22	2022/23	2023/28	Project Cost
CW Total	CW	\$3,438,000	13,902,000	\$527,000	\$2,642,000	\$20,509,000
OP Total	OP	\$939,000	\$1,213,000	\$875,000	\$3,775,000	\$6,784,000
Total		\$4,377,000	\$15,115,000	\$1,402,000	\$6,417,000	\$27,293,000

Legal Implications

N/A

Community Consultation

Elected Member and internal staff consultation has been conducted over nine Waste Forums since March 2016. Extensive industry



consultation occurred in 2017 and 2018 to determine the future strategy for redevelopment of the Henderson Waste Recovery Park

Customer surveys continue at record high satisfaction rates with both the Waste Collection Service (kerbside collection and bulk verge service) and the Henderson Waste Recovery Park.

The Community Scorecard Survey 2020 rated the kerbside collection at 94% and the bulk verge service at 93%. This result has remained constant for many years.

The results from the Customer Satisfaction Survey for Henderson Waste Recovery Park have the commercial customers rating the service as 100% and the domestic customers as 98%. This means that 98% of the respondents rate the service 7 or more out of 10. The survey also revealed that both the commercial and domestic customers rated the service highly with 76.5% of respondents scoring the site at 9 or 10 out of 10.

Feedback from the independent consultant's customer surveys has been considered during the development of this Strategy and also for continuous improvement purposes.

Risk Management Implications

Approval of the Waste Strategy 2020-2030 will ensure:

- Ability to deliver the City's sustainability initiatives,
- Continuation of the highly valued in-house waste collection services,
- Return of the HWRP, through the establishment of the Cockburn Waste Precinct, to a cost-effective operation,
- Relocation of the Temporary Transfer Station to Dalison Avenue to allow the filling and capping of Cell 5, to eliminate increasing leachate volumes,
- Funding is available for environmental licence compliance in landfill capping, methane, leachate and post closure management,
- The waste education gains achieved as part of the Garden Waste Bin rollout are capitalised,
- Opportunities to incorporate Smart City technologies to improve performance, efficiency and the customer experience are embraced.

Advice to Proponents/Submitters

N/A

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

Nil





City of Cockburn Waste Strategy 2020–2030



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Acknowledgement of Country

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



Executive Summary

The City of Cockburn holds sustainability as a key strategic value, and is committed to the responsible collection, processing and disposal of waste on behalf of the wider community. Sustainable waste management requires a strategic approach to ensure the best economic, social and environmental outcomes.

The City is responsible for the collection and disposal of kerbside and vergeside general waste, recyclables and garden organics from its approximately 43,000 households. It also owns and operates the Henderson Waste Recovery Park (HWRP), which processes community drop-off materials, hazardous household waste (HHW), e-waste, construction and demolition (C&D) waste, commercial and industrial (C&I) waste and other problematic items, such as tyres and mattresses.

This Strategy and associated Implementation Plan (Annex 1) aligns with the key objectives of the State Government's Waste Avoidance and Resource Recovery Strategy 2030, which are considered in all decision-making relating to waste management in the City:

Objective 1 – Avoid

Generate less waste

Objective 2 – Recover

Recover more value and resources from waste

Objective 3 – Protect

Protect the environment by managing waste responsibly

The Strategy addresses the transition to Energy from Waste (EfW) for general waste processing, the introduction of a 140L general waste bin across the City, a review of the City's vergeside collection system and the incorporation of smart technology for improved efficiency of waste collections.

The Strategy also outlines the planned development of the new Cockburn Resource Recovery Precinct, including leased sites for complementary waste businesses, and a modern Community Drop-off Facility. This will include the filling of existing landfill space at the Henderson Waste Recovery Park, the capping of landfill cells and the potential closure of the landfill business leading to post-closure management of the operation. The costs associated with the capping of remaining cells and post closure management is identified in the Long Term Financial Plan 2020-21 to 2029-30. These funds may be brought forward depending on the available landfill space. The capped landfill cells can be used for container storage and/or renewable energy infrastructure.

Communication and education around sustainable waste practices is integral to meeting the objectives and targets outlined in this Strategy. A comprehensive waste education and community engagement program is embedded in activities

across the Strategy and Implementation Plan in order to reach a wide demographic through a variety of channels. The program is designed to meet changing needs of the waste sector and the community over the life of the Strategy. It seeks to help residents, visitors and businesses to understand their role in sustainable waste management. This includes working towards becoming a smart city; using digital technologies in all our initiatives to improve performance, efficiency and customer experience.

The Department Water and Environmental Regulation (DWER) City of Cockburn Waste Plan, which is also referred to as the Implementation Plan, will be reviewed annually. The Implementation Plan and associated budget will be reviewed annually to ensure a proactive and flexible approach. The Strategy itself will be reviewed after 5 years.



1 Waste Management Vision

Sustainability is a key strategic value for the City of Cockburn. The City has identified the following vision statement to ensure sustainability of its waste management activities:

To lead and support a community that avoids waste generation, reduces environmental impacts and considers the waste that is produced as a valuable resource to be recovered, reused and recycled utilising the latest technologies available.

The City has adopted the Western Australian State Government's Waste Hierarchy (Figure 1), which provides a framework for prioritising waste practices to achieve the best environmental, economic and social outcomes:

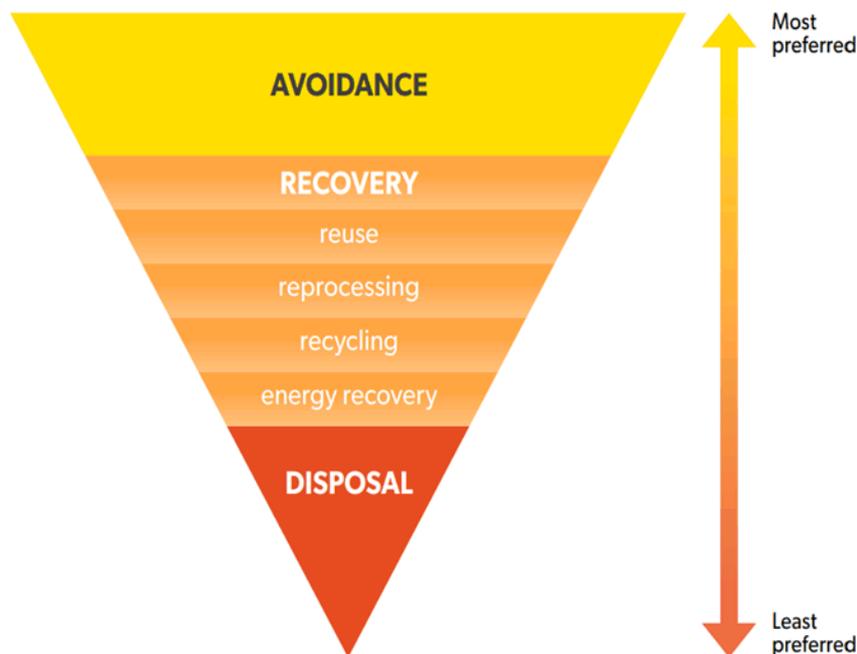


Figure 1: Waste Hierarchy¹

The hierarchy recognises the City's priority as the avoidance of waste generation. Recovery, reuse, reprocessing and recycling of valuable materials are vital where waste production is unavoidable. Energy recovery is the least preferred recovery option and should be limited to those materials that cannot be recovered by any other means. Disposal to landfill is the least favourable outcome. The Climate Change Strategy 2020- 2030 Objective number four nominates zero non - hazardous waste to landfill by 2030. This hierarchy underpins the objectives of this Strategy and associated Implementation Plan and will continue to guide the City's waste management programs into the future. The City will strive to meet or exceed targets

¹ Source: Waste Authority 'Waste Avoidance and Resource Recovery Strategy 2030'

set by State Government and act as leaders in waste management.



2 Introduction

The City of Cockburn, like many other metropolitan local governments in Western Australia, is facing challenges in the management of solid waste resulting from:

- Population rise leading to increased waste generation;
- Limitations of existing resource recovery facilities;
- Decreasing availability of landfill space;
- The growing significance of sustainable practices and climate change; and
- Lack of consistency and community understanding regarding waste management approaches.

The City's population in 2020 is 120,417 and is projected to increase to 170,000 by 2041. While efforts to minimise the use of resources are gaining momentum, waste generation per capita in Australia is increasing by an average of 1% each year (DEE, 2017²). This coincides with a landfill levy of \$70 per tonne in Western Australia and finite remaining landfill capacity in the metropolitan area. The City is responsible for ensuring that waste is suitably managed in the long term to ensure effective and economic resource recovery and minimisation of resource loss.

This Strategy has been prepared to provide a clear direction and coordinated approach to effectively manage the long term sustainability of waste practices in the City. While waste management is an issue of national, state and local significance, the City prides itself on providing the best services to its ratepayers by ensuring that appropriate funds are directed to waste management and education, in line with the overarching City of Cockburn Strategic Community Plan 2020-2030. The City recognises its responsibility to support state and national government solutions to ensure optimum results for the community.



² Department of the Environment and Energy, Australian National Waste Report 2016

3 Existing Waste Services

The City’s current waste services are outlined in Figure 2 below:

SERVICES	DETAILS
 <p>Red top 240L or 140L Bin – General Waste (MSW) Collection</p>	<p>Weekly Energy from waste converts MSW to energy</p> 
 <p>Yellow top 240L Bin – Recycling Collection</p>	<p>Weekly Recyclables processed in a Materials Recovery Facility (MRF)</p> 
 <p>Lime green top 240L Bin – Garden Waste Collection</p>	<p>Fortnightly Garden Waste processed into mulch at Henderson Waste Recovery Park. Eligible properties only.</p> 
 <p>Junk Kerbside Collection</p>	<p>Two per year</p> 
 <p>Green Waste Kerbside Collection</p>	<p>Two per year</p> 
 <p>Trailer passes for HWRP</p>	<p>Six per year</p> 

Figure 2: City of Cockburn waste services offered in 2020



4 Achievements to Date

Since the launch of the City's first Waste Management and Education Strategy in 2013, the City has delivered a suite of successful waste management programs and projects, including:

- Purchased plant to expand Henderson Waste Recovery Park operations and to reduce reliance on contractors;
- Designed and constructed a waste education display trailer, in partnership with the Australian Association of Environmental Education;
- Established a waste education area at Henderson Waste Recovery Park, which includes seating in a grassed area under the 'Bike Tree' project – an upcycled sculpture with an LED sign powered by renewable energy;
- Developed and implemented a schools waste education program in alignment with WA Government's Waste Wise Schools Program;
- Supported and developed a strong partnership with the national Garage Sale Trail, Responsible Cafes, Grow It Local and Take 3 for the Sea programs;
- Installed innovative accelerated evaporation leachate reduction equipment at HWRP;
- Developed and reviewed waste collection and disposal risk management plans in accordance with the City's Enterprise Risk Management Policy;
- Constructed a new household hazardous waste store at HWRP;
- Established an e-waste contract under the Product Stewardship Legislation;
- Prepared and implemented Landfill Closure, Leachate, Asbestos and Landfill Gas Management Plans;
- Developed a long-term financial model for landfill closure including site remediation;
- Introduced a policy to require Waste Management Plans for multi-unit developments.
- Instigated the recovery of e-waste, steel and mattresses from bulk verge collections;
- Designed and commenced rollout of public place recycling enclosures following a successful trial;
- Appointed a full time Waste Education Coordinator;
- Implemented new weighbridge software to enable scanning of trailer passes;
- Successfully completed an 'In Your Kitchen' waste trial, which formed the basis of the education program associated with the garden waste bin rollout;
- Implemented a three bin system at over 30,000 properties;
- Delivered a face to face waste education program to improve waste diversion via door knocking and auditing;
- Secured Waste Authority grant funding for garden waste bins and community

9

- education;
- Purchased and commissioned a green waste decontamination plant at HWRP;
 - Purchased polystyrene and cardboard compaction presses at HWRP;
 - Outsourced the processing of the City's comingled recyclables;
 - Completed the future development strategy for HWRP;
 - Signed a 20 year contract for the City's energy from waste future for general waste and residual waste streams;
 - Development of Wastewise Events Policy to reduce single use plastics at events across the City;
 - Implemented Clean Ocean Cockburn project aimed at reducing littering including installation of WA's first Seabin, beach bin trial on Coogee Beach and Clean Ocean Cuppas program with coastal cafes;
 - Further developed 'Site Redevelopment Concepts' around Development WA's Latitude 32 / Western Australian Planning Commission strategic planning initiatives; and
 - Introduced household hazardous waste recycling hubs to each of the City's public libraries for collection of batteries, mobile phones, light globes and printer cartridges.
 - Capping of Cell 6
 - Adopted the City of Cockburn Waste Local Law 2020



5 Strategic Alignment

The City of Cockburn Strategic Community Plan 2020-2030 articulates an overarching vision for where the City wishes to be by 2030. It includes five strategic outcomes for Cockburn, each accompanied by an associated strategic objective. This Waste Strategy is specifically aligned to four of these strategic outcomes (see Table 1).

Table 1: City of Cockburn Strategic Community Plan 2020-30 objectives relating to Waste Strategy

Outcome	Strategic Objective
Local Economy	1.5 Support and promote the benefits of buying locally.
Environmental Responsibility	2.1 Sustainably manage water, energy and other resources and promote the use of environmentally responsible technologies. 2.5 Minimise the City's waste to landfill through reducing, reusing, re-purposing, re-gifting and recycling of waste. 2.6 Reduce adverse outcomes arising from climate change through planning, adaptation, mitigation, infrastructure and ecological management.
Community, Lifestyle and Security	5.2 Deliver value for money through sustainable financial management, planning and asset management. 5.5 Provide high quality accessible customer service and experiences for all our community.
Listening and Leading	3.6 Provide community, sport, recreational, and cultural facilities and infrastructure to meet our community needs.

The City's Long Term Financial Plan 2020-2021 to 2029-2030 details what is proposed over the next ten years as a means of ensuring the City's long-term financial sustainability. The Corporate Business Plan provides the operational link between the Strategic Community Plan and Long Term Financial Plan. From these planning processes, annual budgets are developed for specific projects to achieve the Strategic Community Plan objectives.

The Waste Strategy has been fully costed and is reflected in the Long Term Financial Plan 2020-2021 to 2029-2030, Workforce Plan 2016-17 to 2021-22 and Annual

Budget. Labour costs and staffing resources have been considered and capital and operational costs have been detailed. The Strategy will be resourced through reserve funding, grant contributions and ongoing municipal contributions.

This Strategy is also aligned with the Waste Avoidance and Resource Recovery Strategy 2030 through the City of Cockburn's Department Water and Environmental Regulation's (DWER) Waste Plan (Appendix 1).

6 Consultation

Elected Member and internal staff consultation was conducted over 9 Waste Forums since March 2016. Extensive industry consultation occurred in 2017 and 2018 to determine the future strategy for the redevelopment of the Henderson Waste Recovery Park

Customer surveys continue to record high satisfaction rates with both the Waste Collection Service (kerbside collection and bulk verge service) and the Henderson Waste Recovery Park.

The Community Scorecard Survey 2020 rated the kerbside collection at 94% and the bulk verge service at 93%. This result has remained constant for many years.

The results from the Customer Satisfaction Survey for Henderson Waste Recovery Park have the commercial customers rating the service as 100% and the domestic customers as 98%. This means that 98% of the respondents rate the service 7 or more out of 10. The survey also revealed that both the commercial and domestic customers rated the service highly with 76.5% of respondents scoring the Site at 9 or 10 out of 10.

Feedback from the independent consultant's customer surveys has been considered during the development of this Strategy and also for continuous improvement purposes.



7 Waste Strategy Objectives

The City will achieve its vision for waste management and education through the delivery of the following objectives. Individual actions have been identified to meet these objectives in Appendix 1: Cockburn Waste Management Plan (Implementation Plan).

Objective 1- **Avoid**: Generate less waste

There is growing awareness that the production of waste through inferior quality products, aggressive advertising, designed obsolescence and excessive packaging leads to cycles of consumerism and increased waste generation rates.

The City will address this issue through support and implementation of extended producer responsibility, product stewardship programs and education programs to reduce both its own waste production and that of the wider community.

Waste Reduction and Education Programs

Key actions associated with this objective will include the introduction of a smaller 140L general waste bin across the City to encourage a reduction in the volume of waste being sent to EfW or landfill. This also acts as a powerful symbol regarding the importance of reducing general waste, given the non-renewable resources and embodied energy that are lost once a product is placed in this bin. An ongoing educational bin tagging program will assist the community in identifying which items should be disposed of in a more efficient manner. A waste communications campaign will work towards increasing recognition of the resource value of waste, in order to inspire the community to reduce their waste production.

The City will conduct a community consultation to investigate options for the bulk verge waste collection system. Research has shown that moving to a pre-booked bulk waste collection can reduce waste tonnages and increase resource recovery.

Objective 2 – **Recover**: Recover more value and resources from waste

The City is responsible for processing the community's waste in the most environmentally and financially responsible manner. Key resource recovery actions are outlined below:

Redevelopment of Henderson Waste Recovery Park

The City will continue to develop a business case to construct and operate a Cockburn Resource Recovery Precinct at the Henderson Waste Recovery Park site. The Future Development Strategy for Henderson Waste Recovery Park from January 2016 incorporates a Community Drop-off Facility, Weighbridge, Reuse Shop, Administration Building and Education Centre built on the southern side of the site, off Dalison Avenue.

A layout plan of the Cockburn Resource Recovery Precinct is shown in Figure 3 below:

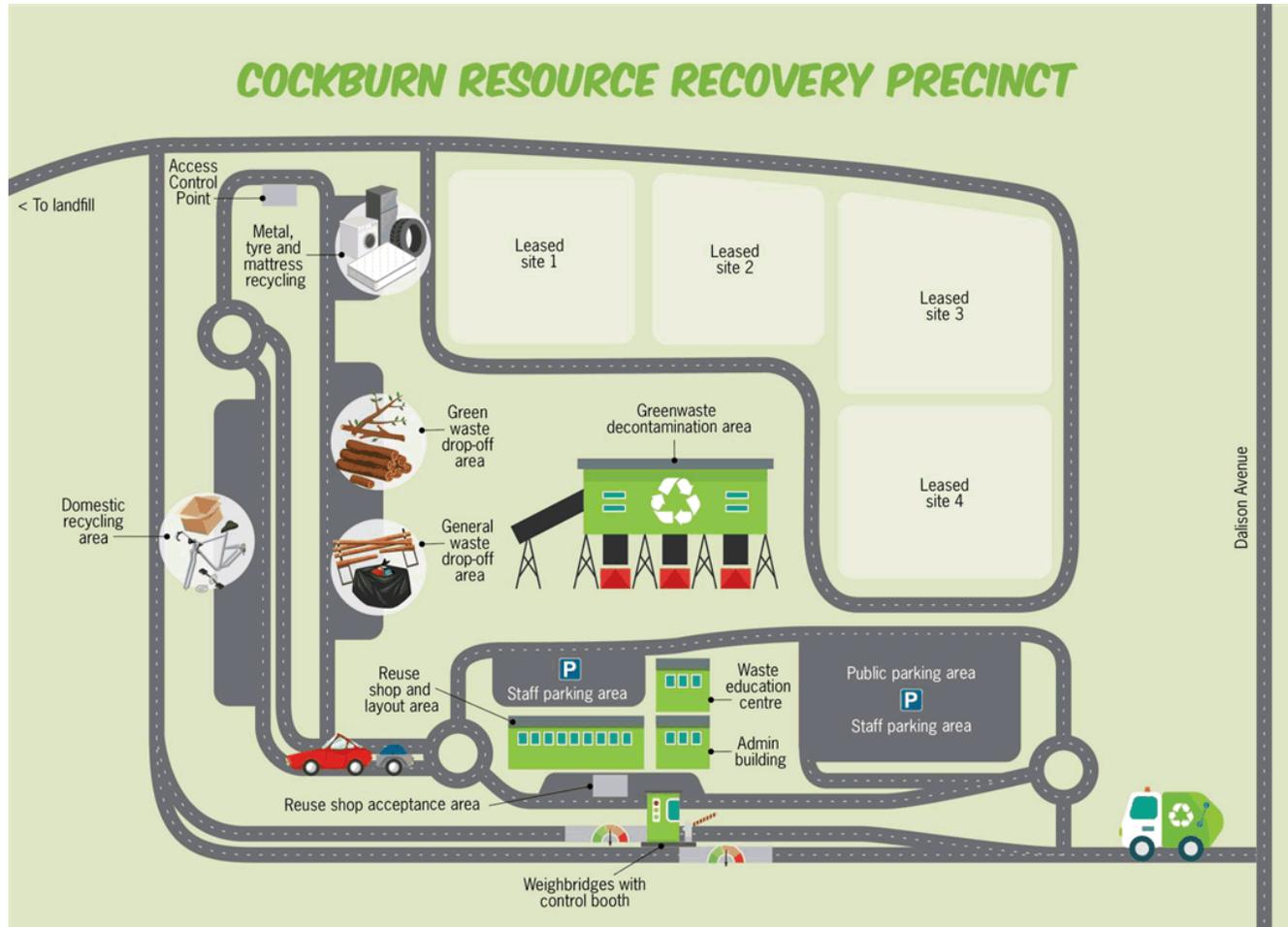


Figure 3: Future layout of the Cockburn Resource Recovery Precinct

The Future Development Strategy includes the development of leased sites at the Cockburn Waste Precinct to enable diversion of waste streams away from landfill into reprocessing and reuse.

The concept recommends the development of leased areas for complementary waste contractors to further process recovered inert, steel, green waste, timber, paper and e-waste.

If the concepts identified in the Future Development Strategy are implemented in their entirety, the resource recovery rate for the Cockburn Resource Recovery Precinct will increase from 8% to 70%.

The resource recovery cycle for the City’s future waste services is outlined in Figure 4 below:

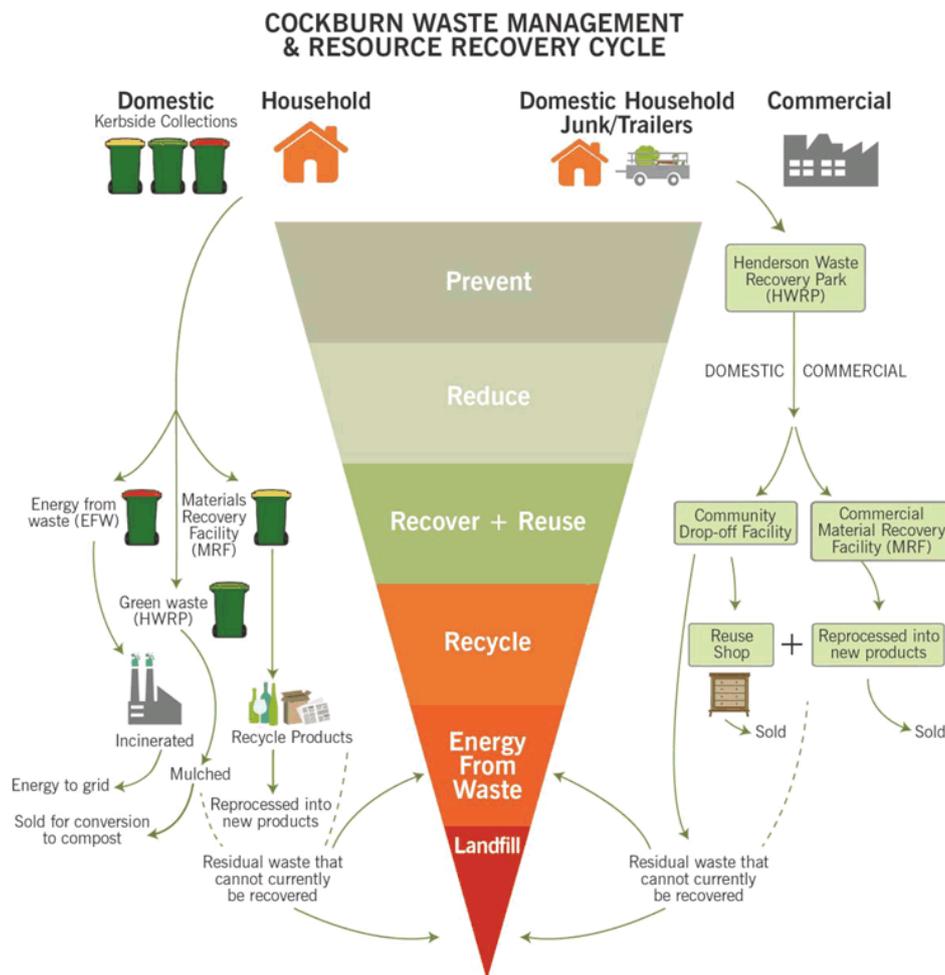


Figure 4: City of Cockburn resource recovery cycle

Waste Education

The role of leaders in waste management is to prevent the creation of waste and highlight the negative environmental consequences of consumerism. In order to do this effectively, the City recognises the importance of providing education services to

the community as an integral component of its waste management program. Critically, the importance of individual responsibility must be emphasised, as sustainable waste management begins with each member of our community. The City will continue to ensure our community is provided with both the relevant information to make informed decisions and the resources to contribute to sustainable waste management outcomes.

Key actions relating to this outcome over the life of this Strategy will include the development of a Waste Education Centre at the new Cockburn Resource Recovery Precinct, along with the development of educational materials and resources across the wider site.

A Waste Communication Plan will be developed to expand the City’s waste education offerings across schools, community events and City facilities. Importantly, this will seek to educate people through the consistent approach recently adopted by the WA State Government via their “Waste Sorted” and “Own Your Impact” campaigns.

Energy from Waste

As a consequence of the substantial increase in the landfill levy, sending residual non-recyclable waste to an energy from waste (EfW) facility has become a more economical option than sending it to landfill for disposal.

Two EfW plants, which will accept pre-sorted commercial, industrial, construction, demolition and source separated (by resident) municipal solid waste, are currently proposed to be built in the industrial areas south of Fremantle.

The City has awarded a Waste Supply Agreement to New Energy who will be constructing an EfW plant at East Rockingham in a consortium with Hitachi Zosen Inova. The plant is expected to be completed in 2022. The EfW plant will require commissioning tonnages of general waste in the lead up to the plant reaching its operational capacity.

Figure 5 below outlines how an EfW plant converts non-recyclable waste into energy to be fed into the electricity grid, along with bottom and fly ash:



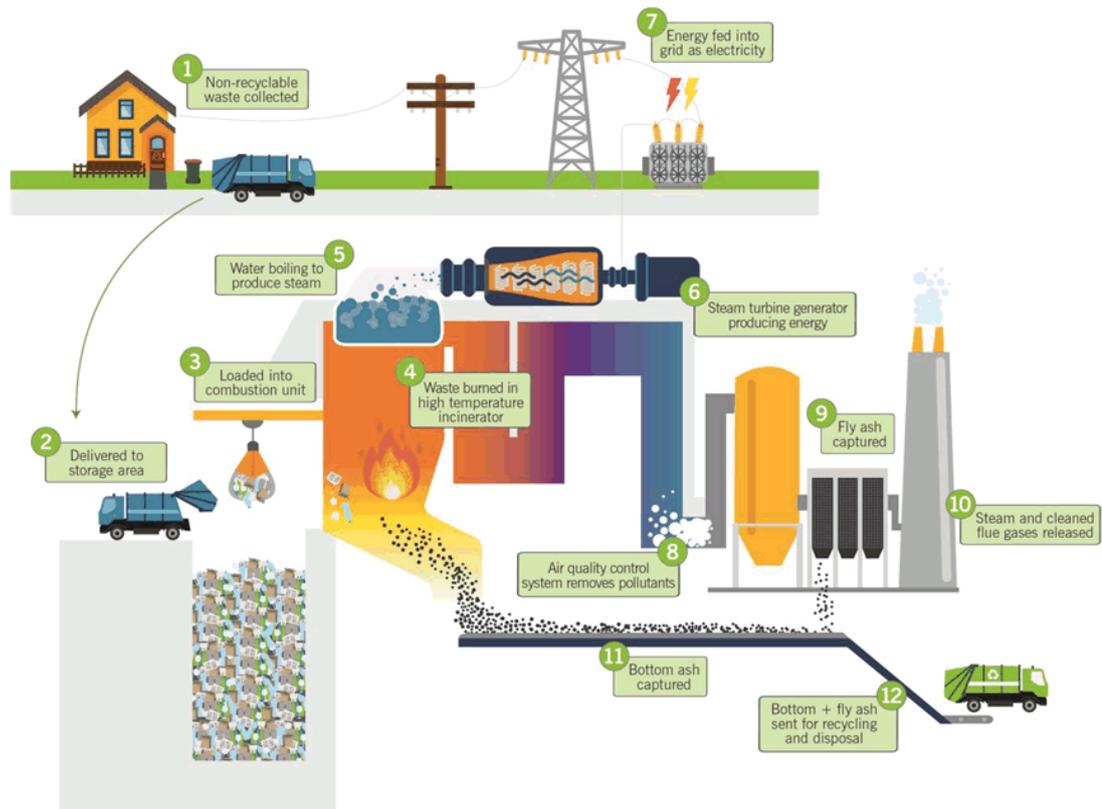


Figure 5: Energy from Waste plant operations

Commercial Food Waste Collection Service

The City is planning to develop a commercial food waste collection service to ensure that organic material is recovered for its highest possible reuse.

Options for the recovery of domestic food waste will also be considered, including the potential to convert the City's Garden Organics (GO) bins to Food Organics and Garden Organics (FOGO), should processing of this material become operationally and financially viable.

The City will continue to invest in education and subsidies around the processing of food waste in the home through composting, worm farming etc.

Fee Structure Monitoring

The City will continue to monitor its fees and charges to ensure that they reflect the true value of waste, in order to encourage reduction, recovery and reuse over disposal.

Smart Cities

The City will prepare for becoming a Smart City by using digital technologies in all our initiatives to improve performance, efficiency and the customer's experience, in alignment with the Digital Strategy 2019-2029.

Objective 3 – Protect: Protect the environment by managing waste responsibly

The City of Cockburn is committed to excellence in the protection of the natural environment. Key actions to achieve this objective are outlined below:

Climate Change Impact

The majority of the City’s current greenhouse gas emissions are generated from solid waste to landfill at the Henderson Waste Recovery Park. Figure 6 below shows that 59% of the City’s corporate emissions are produced from waste to landfill, with 30% from electricity consumption and 11% from fuel combustion for facilities and fleet.

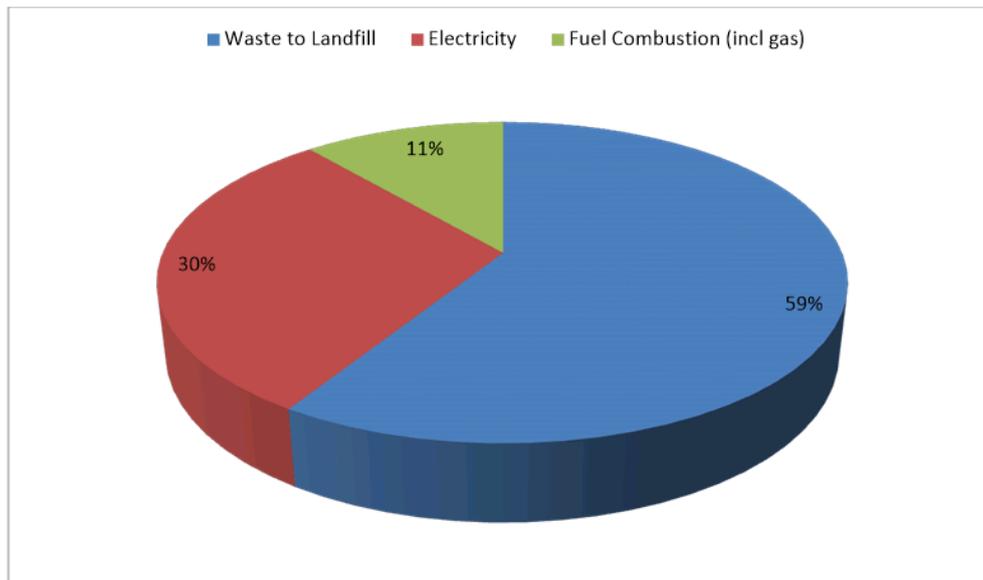


Figure 6: City of Cockburn 2016-17 emissions, by source

The Climate Change Strategy 2020 – 2030 outlines ten waste related actions for waste management in Section Four. One of these is the Waste Management Vision for 100 per cent of non-hazardous waste to be diverted from landfill by 2030. The City aims to reduce these emissions by covering and capping both northern and southern landfills and continuing to extract methane gas for combustion and conversion into grid electricity.

Increasing renewable energy generation across the site, including solar photovoltaics, wind turbines and hydrogen, will continue to be investigated and implemented where feasible. The funding for this project is identified in the Long Term Financial Plan 2020-2021 to 2029-2030, however this may be brought forward subject to the Hydrogen Power Study.

Pollution Management

The Henderson Waste Recovery Park is subject to stringent environmental management requirements from the State Government. Pests and vermin are also managed on an ongoing basis.

Key actions to mitigate pollution at HWRP include the relining of leachate ponds and the installation of a leachate evaporation plant to ensure that no groundwater



pollution occurs. A groundwater monitoring program will continue after the closure of landfill cells at the site to ensure long-term pollution control.

Mobile litter fencing will be maintained to ensure that waste is not able to leave the HWRP site.

The City will continue to work on preventing littering and illegal dumping. The City's mapping system will be updated to allow detailed tracking of dumping offences in order to develop targeted solutions.

The suite of waste management services provided to the community by the City will be continually reviewed to mitigate the risk of harmful environmental effects of illegal dumping and litter. This will include community consultation on a pre-booked verge collection service.

8 Resourcing the Plan

Market competition has seen a reduction in the waste tonnes received and a corresponding reduction in income. The resourcing requirement for this Strategy has taken this downturn into consideration ensuring financial sustainability.

Significant reserve funds will be required in the next decades, to cap the three uncapped landfill cells and ensure post closure management. The Long Term Financial Plan 2020-2021 to 2029-2030 has identified these costs from the Landfill Rehabilitation Model. The construction of the Cockburn Recovery Precinct will also require additional reserve funding.

Appendix 2 contains the operational and capital expenditure required until 2028 to implement the Waste Strategy and Implementation Plan.

9 Performance Measures and Targets

Progress against this strategy will be reviewed in the City's Annual Report and annual State of Sustainability Report. This Strategy is also aligned with the Waste Avoidance and Resource Recovery Strategy 2030 through the City of Cockburn's Department Water and Environmental Regulation's (DWER) Waste Plan (Appendix 1).

The City of Cockburn has developed targets for waste avoidance and resource recovery. These targets will be realised through ongoing leadership, financial commitment and effective implementation actions, as outlined in Appendix 1 and 2.

Waste Avoidance

The State Government's Waste Avoidance and Resource Recovery Strategy 2030 sets targets for the reduction in waste generation per capita by 2025 and 2030, based on a 2014/15 baseline (see Table 2 below):

Table 2: WA State Government Community Waste Avoidance Targets³

Objective	AVOID
	Western Australians generate less waste
2025 Target	Reduction in MSW generation per capita by 5%
2030 Target	Reduction in MSW generation per capita by 10%

Waste generation figures include waste from:

- Kerbside bins (general waste, recycling and garden organics);
- Bulk verge collections;
- Residential drop off to Henderson Waste Recovery Park;
- Public place bins; and
- Events bins.

The City of Cockburn implemented Western Australia’s largest program of bin auditing and waste education from 2016. Between 2014-15 and 2018-19, this resulted in the City’s per capita waste generation reducing by 10%. Having already met the State Government’s waste avoidance targets for 2030, the City aims to go even further, reaching a 12% reduction by 2024-25 and a 15% reduction by 2029-30 (Table 3).

Table 3: City of Cockburn Waste Avoidance Targets

	Actual Waste Generation		Avoidance Targets	
	2014-15 (baseline)	2018-19	12% reduction by 2024-25	15% reduction by 2029-30
Waste generation per capita per year (kg)	585	527	515	497

eResource Recovery

The City’s overall material recovery targets for 2025 and 2030 are in line with the State Government’s targets as outlined in the ‘Waste Avoidance and Resource Recovery Strategy 2030’ (Table 4):

³ Waste Authority ‘Waste Avoidance and Resource Recovery Strategy 2030’ p25



Table 4: Western Australia⁴ and City of Cockburn community material recovery targets

	Actual Material Recovery		Material Recovery Targets	
	2017-18	2018-19	2024-25	2029-30
Percentage of material recovered	49%	52%	67%	70%



⁴ Waste Authority 'Waste Avoidance and Resource Recovery Strategy 2030' p29



10 Risks

Strategic risks relating to waste management have been identified in the City's Engineering and Works Operational Risk Management Register 2020 as follows:

- Failure to adequately provide for Post Closure Management of HWRP;
- Failure to protect the environment adjacent to landfill;
- Failure of HWRP to compete with other metropolitan landfills;
- Inability to collect general household waste and operate the HWRP;
- Failure to engage with community to correctly use bins;
- Failure to attract and retain experience/trained waste employees;
- Inability to influence or manage legislative changes;
- Failure to provide functioning waste plant and equipment;
- Failure to provide collection services from multi-unit developments or under-width thoroughfares;
- Failure to maintain financial sustainability of all Waste Services Units;
- Failure to capture and safely transfer methane.

The City has considered these risks in the development of this Strategy and associated Implementation Plan and aims to mitigate these risks as far as is reasonably practical.



Appendix 1 City of Cockburn Waste Plan (Implementation Plan)

Table 5 outlines the actions which the City of Cockburn will take over the next five years to contribute to the achievement of relevant Waste Strategy targets and objectives. This implementation plan is based on the approved City of Cockburn Waste Plan (Part 2- Implementation Plan), September 2020.

Table 5: Implementation plan (based on the City of Cockburn Waste Plan, approved by DWER on 11 September 2020)

Waste Management Tool	Action	Is the action new or existing?	Detailed actions/sub-actions	Milestones	Target	Time frame for delivery (completion date)	Implementation Cost	Aligns to Waste Strategy Objective/s			Responsibility for implementation
								Avoid	Recover	Protect	
Behaviour change programs and initiatives	-Implement waste education campaign including school waste education programs, waste education workshops and events, community tours to HWRP, -Council staff waste education programs and Council recycling facilities	Existing	Social media campaigns; Print media campaigns; Website Billboards; Resource Recovery Calendars; Deliver HWRP tours for school groups; Deliver incursions to schools; Support other school waste education activities such as school fairs, educating parents and carers etc; Develop events and workshops to deliver through the Sustainable Living Events booklet, issued every 6 months; Deliver regular community tours to HWRP, through Sustainable Living Events program, bespoke tours for community groups etc; Audit council facility bins; Provide education and behaviour change programs to staff and facility users.	1. Implement social and print media campaign focussed on waste hierarchy by 30/06/2025 2. Review website monthly to ensure A-Z of waste is up to date with Consistent Communications updates 3. Incorporate WasteSorted toolkit resources onto all applicable materials 4. Prepare and distribute resource recovery calendar to residents annually by 1 July 5. 20 HWRP tours in 2021/22	12% domestic per-capita waste reduction by 2025 (on 2014-15 baseline) 67% overall domestic material + energy recovery by 2025 (on 2014-15 baseline) Deliver waste education to all Cockburn schools by 2024/25 Ensure at least 20% of Sustainable Living Events are waste-related. Increase number of	2024/25	Y - OP	X			Waste Education Coordinator



				6. 20 incursions in 2021/22 7. Develop and publish events program by 1 July and 1 Jan each year 8. Henderson tours to be incorporated into Sustainable Living Events Program in July and January annually. 9. All facilities with Cockburn staff working on site to be audited by July 2021.	HWRP tours year on year. 100% of council facilities to have access to internal and external recycling bins (including recreational facilities) by July 2022.						
Fully fund a permanent Waste Education Officer	New	Add Waste Education Officer position to Workforce Plan and secure budget.	Workforce plan approval by March 2021.	Waste Education Officer to be in role by end 2021/22	2021/22	Y - OP	X				Waste Manager
Encourage and promote waste initiatives via the Sustainability Grants Program	Existing	Continue to support waste-related grant proposals.	Review and assess Sustainability Grant Proposals in March annually.	20% of all grants issued to address waste-related issues.	Ongoing	N/A	X				Waste Education Coordinator
Review the feasibility of creating waste virtual tours	New	Investigate the possibility of producing virtual tours of CRRP to be delivered from the Waste Education Centre or online.	Decision to be made on feasibility of creating a virtual tour prior to development of interpretive signage.	Feasibility study to be completed by end 2022/23.	2022/23	N/A	X				Waste Education Coordinator
Review the feasibility of adopting a WALGA endorsed Waste App to reduce printing	New	Engage with community on preferences for waste information by including a question in community survey; Review community feedback, costs and benefits; Prepare report to executive with recommendation.	Report to council for decision on utilising externally developed Waste App by end 2021/22.	If approved, app to be rolled out before start of 2022/23.	2022/23	N/A	X				Waste Education Coordinator



	Identify new businesses and residents through the 'New Bin Request System' for distribution of waste education information	New	Investigate opportunity to provide waste separation and disposal information to residents when new bins are delivered.	Liase with Waste Collection Team to ensure that waste education materials are provided to all new household by July 2021.	System for providing information to new residents to be operational by July 2021.	2020/21	N/A		X		Waste Education Coordinator
	Continue to implement a preventative Illegal Dumping program	Existing	-Development of new system for capturing illegal dumping data through ESRI system; -Roll out tablets to illegal dumping crew to receive jobs and capture data; -Continue attending Roundtable on Illegal Dumping meetings; Continue engaging with internal illegal dumping working group.	New illegal dumping data capture system to be developed by end 2020/21. 2021/22 to form new baseline for ongoing measurement.	10% reduction in illegal dumping by 2023/24 based on 2021/22 baseline.	New data system to be completed by end 2020/21	N/A			X	Waste Collection Services
Policies and Procurement	Ensure all City tender documents allow for the consideration of reuse of recycled products e.g. road base.	New	Develop working group to consider how best to encourage inclusion of recycled products into tenders and RFQ's.	Working group members to be identified and approached by January 2022.	Working group to be established before end 2021/22.	Ongoing	N/A		X		Waste Education Coordinator
	Trial the use of an electric waste truck.	New	Purchase and commission an electric waste truck; Review performance, costs and benefits and report to Executive.	Electric vehicle to be in operation by 1 July 2020.	Report to Executive by end 2020/21.	2020/21	Y - CW			X	Waste Collection Services
	Undertake a feasibility study for the use of hydrogen powered waste trucks.	New	Consider outcome of feasibility study from grant funded consultant.	Study to be delivered by June 2020.	Study to be considered by Council and a decision made by end 2020/21.	2020/21	Y - OP			X	Manager Assets and Infrastructure



Waste services	Develop business case for the introduction of financial incentives to reduce domestic general waste bins to 140L in those on the 2 bin system.	New	Research costs and benefits of reducing the size of the 240L general waste bin to 140L. Prepare report to council.	1. Develop business case and report to Council on costs and benefits of reducing size of general waste bins to 140L for properties on 2 bin system. 2. If approved by Council, coordinate rollout of 140L general waste bin.	Report delivered to Council by end 2023/24.	2023/24	Y - OP	X				Waste Manager
	Consult community for an on-demand verge collection service.	New	Deliver community consultation on the option to switch to an on-demand verge collection system.	Develop consultation plan by 1 July 2020 in association with Community Engagement Team.	Consultation to be completed by end 2021/22.	2021/22	Y - OP	X				Waste Manager
	Undertake a FOGO feasibility assessment in the 2022/23 financial year.	New	Feasibility assessment to include an assessment of the technology available for processing FOGO and the viability of this service. The feasibility assessment will inform the City on its next steps in regards to a FOGO service, ensure time is available to implement any change before the 2025 Waste Strategy deadline, if this is recommended.	Feasibility study to be commissioned by 1 January 2023.	Feasibility study to be completed by 30 June 2023.	2022/23	Y - OP		X			Waste Manager
	Conduct commercial food waste trial.	New	Roll out commercial food waste trial to agreed participants by end 2019/20; Review results and submit report to Council.	Grant was extended by 6 months to account for commercial food waste business closures due to COVID-19. 1. Training of businesses to commence June 2020. 2. Bins to be provided and trial commenced by end July 2020.	Commercial food waste trial to be completed by 30 November 2020.	30-Nov-20	Y - OP		X			Waste Manager



Data	Conduct a waste audit to determine concentrations of organics of C & D and C & I at HWRP.	New	Appoint consultant; Conduct site survey; Report delivery.	Consultant to be appointed by 1 October 2024.	Report delivered by end 2024/25.	2024-25	Y - OP			X	Waste Disposal Services
	Investigate deployment of technology to assist in the reduction of illegal dumping.	New	Investigate options such as CCTV for sites regularly used for illegal dumping.	Feasibility study to commence start 2021/22.	Feasibility study to be completed by end 2021/22.	2021/22	N/A			X	Business Systems
Waste Infrastructure	Plan and open the Cockburn Resource Recovery Precinct at the Henderson Waste Recovery Park site.	New	Detailed design to be completed; Construction.	1. Detailed design to be completed by December 2020. 2. Construct a covered Transfer Station, community drop off facility, Reuse Shop and waste education centre 3. Design and manufacture interpretive signage and education resources 4. Develop leased land.	New site to be completed by 2022.	2021/22	Y - CW				
	Final cover and capping of Northern and Southern Landfills.	New	Utilise available airspace Final capping of Northern Landfill – 170,500m2; Final capping of Southern Landfill – 94,600m2.	Develop strategies to attract waste tonnes to fully utilise available airspace.	Final cover and capping to commence from 2022, when landfill cells are fully utilised.	2022/23 onwards	Y - CW			X	Waste Disposal Services
	Invest in onsite renewable energy generation.	Existing	Review consultant's report on Cockburn Energy Precinct.	Consider options post capping of cell 6.	Decision to be made on renewable energy options for capped cell 6 by end 2021/22.	2021/22 onwards	Y - CW			X	Waste Disposal Services
	Relining of leachate ponds A and B	New	Review pond liner performance and renew as required.	Pond liners to be replaced after 23 years.	Replace leachate pond liners in 2035.	2035	Y - CW			X	Waste Disposal Services
	Post closure management of Cells 1-7.	Existing	Review cover and capping layers weekly for 30 years to ensure cover and capping layers are stabilised.	As cells are covered and capped, post closure management reviews to commence.	All cell covering and capping to be stable for 30-years post closure (closure dates variable depending on cell).	2020/21 onwards	Y - CW			X	Waste Disposal Services



Appendix 2: Waste Services Financial Plan

Table 6: 10 Year Financial Plan for Waste Services.

PROJECT	CW/OP	2020/21	2021/22	2022/23	2023/28	Project Cost
OBJECTIVE 1 : Avoid - Reduce the Generation of Waste						
Waste marketing and communication	OP	\$80,000	\$80,000	\$80,000	\$400,000	\$640,000
Fully Fund a Permanent Waste Education Officer	OP		\$100,000	\$100,000	\$500,000	\$700,000
Reduce domestic MSW & Recycling bins to 140lt	OP		\$50,000			\$50,000
Introduce 140L bins	CW			\$200,000	\$200,000	\$400,000
3-Bin (FOGO Feasibility Study)	OP			\$50,000		\$50,000
Resident Worm Farming and Composting Subsidy Scheme	OP	\$15,000	\$15,000	\$15,000	\$75,000	\$120,000
Schools waste education	OP	\$20,000	\$20,000	\$20,000	\$100,000	\$160,000
Upgrade waste education display trailer	CW	\$2,000	\$2,000	\$2,000	\$10,000	\$16,000
Community waste education seminars, workshops and events	OP	\$35,000	\$35,000	\$35,000	\$175,000	\$280,000
Coordinate & expand community and school program at HWRP	OP	\$7,000	\$7,000	\$7,000	\$35,000	\$56,000
Rollout recycling and education to the City's out-centres	OP	\$10,000	\$10,000	\$10,000	\$50,000	\$80,000
Design & install interpretive signage & education resources	CW			\$50,000		\$50,000
OBJECTIVE 2 : Recover – Recover More Value and Resources from Waste						
Scope on the Green/Junk waste recovery	OP	\$75,000	\$80,000	\$90,000	\$450,000	\$695,000
Implement Public Place Recycling	CW	\$50,000	\$60,000	\$60,000	\$300,000	\$470,000
Continue waste audits beyond 3rd bin rollout	OP	\$315,000	\$250,000	\$200,000	\$150,000	\$915,000
Separate and shred green waste and timber packaging	OP	\$150,000	\$150,000	\$150,000	\$750,000	\$1,200,000
Maintain Product Stewardships E-Waste & Paint	OP	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000
Support and maintain a HHW Program	CW	\$30,000	\$30,000	\$30,000	\$150,000	\$240,000
Design & doc - Community Recycling Centre and Waste Ed Centre	CW	\$306,000				\$306,000
Support upgrades to weighbridge software	OP	\$15,000	\$15,000	\$15,000	\$75,000	\$120,000
Commercial food waste project	OP	\$18,000				
OBJECTIVE 3 : Protect – Protect the Environment by Managing Waste Responsibly						
Budget for fleet growth	CW		\$800,000		\$1,730,000	\$2,530,000
Continued attendance at National & International Conferences	OP	\$10,000	\$10,000	\$10,000	\$50,000	\$80,000
Employ FT operational staff to match program delivery	OP		\$200,000		\$500,000	\$700,000



Post closure management Cells 1-7	CW					\$0
Develop leased land at HWRP for Cockburn Waste Precinct	CW					
Construct a Community Recycling & Waste ED Centre off Dalison Ave.	CW	\$3,000,000	\$13,000,000			\$16,000,000
Operate the Community drop off facility	CW					\$0
Gradual pollution event - excess on \$5mil insurance cover	CW	\$10,000	\$10,000	\$10,000	\$50,000	\$80,000
Waste Audit - Organics, C&D and C&I	OP					\$0
Final cover to both landfill areas	CW					\$0
Final Capping of Northern Landfill-170,500m2 x @\$76/m2	CW					\$0
Final Capping of Southern Landfill-94,600m2 x @ \$76/m2	CW					\$0
Install passive gas extraction systems to both landfills	CW					\$0
Invest on onsite renewable energy generation	CW					\$0
Options of Wind Power Generation HWRP	OP				\$10,000	\$10,000
Purchase carbon credits when threshold is tripped	OP					\$0
Manage and reduce Leachate volumes	OP	\$150,000	\$150,000	\$50,000	\$250,000	\$600,000
Install Leachate evaporation plant	CW					\$0
Ongoing groundwater monitoring program	OP	\$34,000	\$36,000	\$38,000	\$200,000	\$308,000
Relining of Leachate Ponds A and B	CW			\$175,000	\$202,000	\$377,000
Maintain adequate mobile litter fencing	CW	\$40,000				\$40,000
CW total	CW	\$3,438,000	\$13,902,000	\$527,000	\$2,642,000	\$20,509,000
OP Total	OP	\$939,000	\$1,213,000	\$875,000	\$3,775,000	\$6,784,000
Total	Total	\$4,377,000	\$15,115,000	\$1,402,000	\$6,417,000	\$27,293,000

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 This information is available in alternative formats upon request.

 Paper from responsible sources.

cockburn.wa.gov.au



16.4 (2020/MINUTE NO 0234) SAFE ACTIVE STREET PROGRAM EXPANDED SCOPE GRANT FUNDING OFFER**Author(s)** J Kiurski**Attachments** 1. Department of Transport - Safe Active Street - Letter of Offer [↓](#)**RECOMMENDATION**

That Council:

- (1) note the report;
- (2) approve the expanded change of scope for the Coleville Crescent Safe Active Street project; and
- (3) accept the grant funding to support planning of the project in the 2020/21 financial year budget.

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr T Widenbar

That the recommendation be adopted.

CARRIED UNANIMOUSLY 9/0**Background**

A request was received from Department of Transport (DoT) offering to continue to work with the City of Cockburn to progress development of the Safe Active Street (SAS) Program.

The Coleville Crescent Safe Active Street Project (CCSASP) was submitted as a grant application in 2018. The City was advised in February 2019 that it was successful, and City Officers have been working with DoT since that time.

The proposed safe active street along Coleville Crescent is included in the Bike and Walk Cockburn Plan and DoT would like to expand the project scope to include an entire route that connects key destinations in the City, and improves connectivity throughout Spearwood and Hamilton Hill.

DoT has committed to the development of the Feasibility and Concept Design (including consultation) and will provide \$40,000 funding, to be matched by the City, within the 2020/21 financial year.

Submission

By way of letter to the City dated 9 September 2020 (refer Attachment 1), DoT requested that Council accept a grant of \$40,000 to be matched by the City on an equal basis.



This funding is subject to the City being the project lead on the feasibility, project concept development and consultation elements of the project. A peer review process will be undertaken on the submitted concept design and will be funded and procured by DoT.

Report

In May 2019, the City completed a review of the City of Cockburn Bicycle and Walking Network Plan (BWNP), which was developed in 2010 to provide a clear strategic direction for the development of cycling and walking in the City of Cockburn.

The BWNP addresses new priorities and incorporates best practice for the design and implementation of bicycle infrastructure, as well as a pedestrian network across the City to accommodate the demand for people of all ages where they want to walk and ride.

The Network Plan will contribute to the development of a safe, connected and attractive cycling network, available for all, and providing not only a viable alternative transport mode, but also recreational, tourism and health opportunities for residents and visitors.

The BWNP also assists in applying for external funding opportunities such as State Government grants, the Lottery West Trails Grant Program, and the Road Safety Commission Community Grants Program.

The CCSASP was submitted as a grant application for 50/50 funding in 2018. Since 2019 DoT and the City of Cockburn had several meetings to discuss the design, before proceeding to a grant agreement. The project was placed on hold by DoT in May 2019 due to staff changes and internal discussions regarding SASs.

DoT have been evaluating other demonstration SAS designs in Perth and would like to work with the City on a larger project, extending the length of the CCSASP and linking to existing destinations and connect paths.

Less costly treatments can be used to extend the scope of the project, calm the streets making them more bike and walk friendly, and connecting Coleville Crescent along Kent Street to Manning Park.

It is proposed that the delivery of the Feasibility and Concept Design for the project will occur within the 2020-2021 financial year, and includes the expanded study area. Any funding for additional stages will be dependent on Council and DoT support for the Concept Design, as well as the ultimate form of the infrastructure proposed, and resources available through the SAS Program.



The project scope includes:

- CEO endorsement of the project to progress to feasibility/concept and consultation,
- Development of a Project Plan, Preliminary Project Concept, and feasibility for the whole corridor,
- Communications and Consultation Plan,
- Community consultation on the route choice and treatment options;
- High level cost estimates,
- Consultation report and recommendations for project.

Indicative project steps and associated funding contribution and milestones will be addressed in further detail in the Grant Agreement Contract, which will follow once this Letter of Offer has been approved by Council.

The concept layout of the extended pathway is shown on the image below:



Strategic Plans/Policy Implications

Community, Lifestyle and Security

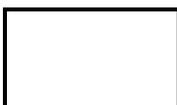
A vibrant healthy, safe, inclusive and connected community.

- Provide a diverse range of accessible, inclusive and targeted community services, recreation programs, events and cultural activities that enrich our community.
- Provide community, sport, recreational, and cultural facilities and infrastructure to meet our community needs.

City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

- Continue to complete the coverage of accessible cycle ways, footpaths, parking and end of trip facilities, and trails networks across the City.
- Plan, develop and advocate for safe, sustainable, integrated local transport networks, public transport and regional transport networks.



Budget/Financial Implications

DoT has committed to the development of Feasibility and Concept Design (including consultation) and will provide up to a maximum of \$40,000 funding to be matched by the City. This funding is subject to the City being the project lead on feasibility, project concept development, and consultation elements of the project.

The City's contribution of \$40,000 would be funded in the 2020/21 Capital Works Program by using the account for DoT Bike Boulevard Demonstration Projects CW4857.

Legal Implications

There are no legal implications. This agreement is a standard DoT funding agreement with local governments.

Community Consultation

Public consultation with the adjacent or impacted property owners, and broader community consultation, will be carried out as part of the feasibility study once approved by Council.

DoT's scope of project includes the three levels of consultation that need to be completed prior the project implementation:

- Preparation of Communications and Consultation Plan,
- Community consultation on the route choice and treatment options,
- Preparation of a Consultation Report and recommendations for the project.

Risk Management Implications

By not accepting the DoT offer of \$40,000, the City would need to fully fund the planning and construction of the project. The proposed SAS project will improve vulnerable road users' safety and encourage more people to cycle more often in the City.

Advice to Proponent/Submitter

DoT has been advised this matter is to be considered at the 12 November 2020 Ordinary Council Meeting.

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

Nil





Government of **Western Australia**
Department of **Transport**

Urban Mobility

Our Ref: zA13972411

Enquiries: Therese Logue (6551 6685)

A/Chief Executive Officer
Mr Daniel Arndt
City of Cockburn
9 Coleville Crescent
Spearwood WA 6163

Dear Mr Arndt,

Safe Active Street – Letter of Offer - Feasibility and Concept Planning

Further to the identification of a proposed safe active street along Coleville Crescent in the *'Bike and Walk Cockburn Plan'*, the Department of Transport (DoT) would like to continue working with the City of Cockburn (the City) to progress this project as part of our Safe Active Street (SAS) Program.

As agreed in previous correspondence, the project scope has been expanded to include consideration of an entire route that connects key destinations in the City and aligns with the network endorsed by Council as part of the Long Term Cycle Network (LTCN) for Perth and Peel.

DoT has committed to the development of Feasibility and Concept Design (including consultation) and will provide up to a maximum of \$40,000 funding to be matched by the City. This funding is also subject to the City being the project lead on the feasibility, preliminary project concept development and consultation elements of the project.

A peer review process will be undertaken on the submitted concept design and will be funded and procured by DoT.

It is proposed that the delivery of the Feasibility and Concept Design for the project occurs within the 2020- 2021 financial year and includes the agreed expanded study area with any funding for additional stages dependent on Council and DoT support for the concept design, as well as the ultimate form of the infrastructure proposed and resources available through the SAS Program.

The project scope includes:

- CEO endorsement of project to progress to feasibility/concept and consultation;
- Development of a project plan, preliminary project concept and feasibility for the whole corridor;
- Communications & Consultation Plan;
- Community consultation on the route choice and treatment options;
- High level cost estimates; and
- Consultation report and recommendations for project.

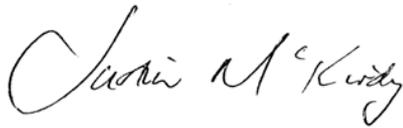
Department of Transport
140 William Street Perth Western Australia 6000
www.transport.wa.gov.au ABN 27 285 643 255

Indicative project steps and associated funding contribution and milestones will be addressed in further detail in the Grant Agreement Contract, which will follow once this Letter of Offer has been accepted by Council.

We look forward to working with the City on safe and innovative infrastructure that leads the way in activating streets, providing significant safety benefits for the community and making the City of Cockburn a more vibrant place to live.

If you would like to discuss this proposal further, please feel free to contact Therese Logue on 6551 6685 or by email at therese.logue@transport.wa.gov.au

Yours sincerely



Justin McKirdy
Executive Director
Urban Mobility
Department of Transport

09/ 09/2020



16.5 (2020/MINUTE NO 0235) INTEGRATED TRANSPORT STRATEGY 2020-2030**Author(s)** J Kiurski**Attachments** 1. Integrated Transport Strategy 2020-2030 [↓](#)**RECOMMENDATION**

That Council adopt the Integrated Transport Strategy 2020-2030, as attached to the Agenda.

COUNCIL DECISION

MOVED Cr P Corke SECONDED Cr K Allen

That Council adopt the Integrated Transport Strategy 2020-2030 as attached to the Agenda, subject to:

1. acknowledging the ecological importance and significant Aboriginal heritage of Manning Ridge;
2. protection of the recreational and community infrastructure along the ridgeline;
3. protection of the environmental values, including protection of significant trees within the ridge;
4. consideration of the European heritage elements and the potential for unidentified sites of significance; and
5. ensuring that these factors are given priority in any planning process, and that all reasonable options, alternative solutions and outcomes are explored before:
 - a. determining whether the Cockburn Coast Drive is required;
 - b. committing to support construction of the Cockburn Coast Drive, and
 - c. determining the alignment, design and functionality of the Cockburn Coast Drive.

CARRIED UNANIMOUSLY 9/0**Reason for Decision**

Manning Ridge has been a road reserve for many years but requirements have changed, values and understanding have advanced, and it is very difficult to comprehend why it is still being considered as a suitable location for a brand new road.

The Aboriginal significance of the ridge is only just beginning to be fully researched but an area at the northern end of the road reserve is currently being considered for heritage listing by the Department of Planning, Lands and Heritage. It is a very important and sacred site that has only recently been recognised as such.

The ecological values of the ridge are also not in question, nor is the importance of this area to the local community. The ridge is a part of the Beeliar Regional Park and it is one of the last remaining green jewels in Cockburn's crown. It is a place for non-invasive recreation.



Then there is the question of whether this road is warranted. Any proposal would need to take into account both that Rockingham Road is soon to be reduced to two lanes with no RAV access, and the impending development of the Outer Harbour. If the purpose of the proposed Cockburn Coast Drive is to serve local traffic, then the alternative of upgrading Cockburn Road should be given serious consideration.

This is a time when governments are supposed to be moving away from a reliance on private vehicles and moving freight to rail where possible.

Background

The City's Strategic Community Plan 2020–2030 includes strategic objectives about planning and developing a safe and integrated transport network that will reduce traffic congestion, increase multi modal transport, and improve public transport.

In 2019, the City revised existing traffic related plans, such as the Integrated Traffic Plan, the Bicycle and Walking Network Plan, the Travelsmart Plan, the Parking Plan, and the Road Safety Strategy, to develop an overarching strategy that would incorporate the objectives from all the above documents.

The Integrated Transport Strategy (ITS) has been developed with consideration of the objectives from the Strategic Community Plan 2020 -2030 and the Local Planning Strategy 2019-2031, as well as various other City plans and strategies.

To define how travel and access can be improved by considering all types of travel movement, consulting engineers Arup were engaged to consolidate relevant elements already documented in various City operational and action plans, and the community priorities that were noted within the Strategic Community Plan.

Arup completed their review in May 2020 and submitted a Draft Strategy. The Strategy has since been revised and is now presented to Council for formal adoption (refer Attachment 1).

Submission

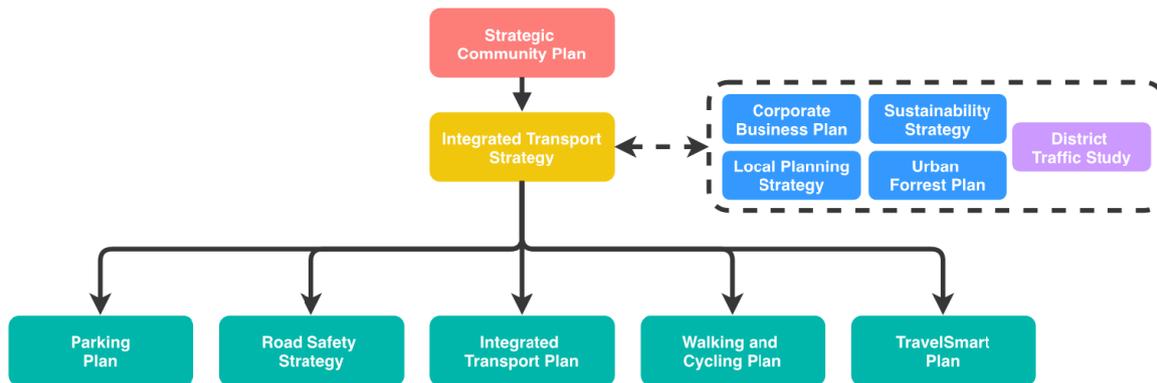
N/A

Report

The role of the ITS is to provide vision and high-level direction to the City of Cockburn transport network, which will inform policy, advocacy and infrastructure decisions.

The ITS provides a framework for the Transport Plans as shown in the hierarchy below. These plans provide detailed actions and infrastructure priorities for different components of the transport network. They are refreshed with higher frequency than the ITS, with a major revision at least once every five years, or sooner depending on developments in transport.





Through the vision of facilitating safe, efficient, connected and sustainable movement around the City (ie: managing traffic congestion, advocating for improved public transport and supporting alternative means of travel), six objectives have been developed to guide future transport and land-use planning:

- 1. Improve regional connectivity whilst protecting local needs**
 - a. Ensuring east-west road links are developed to provide regional connectivity;
 - b. Preserve and enhance existing north-south corridors;
 - c. Consideration and planning of HV/freight links (including high/wide load corridors).
- 2. Implement green infrastructure into road planning and design**
 - a. Preserve and enhance vegetation along roads and other transport infrastructure;
 - b. Minimise impacts on natural environmental areas.
- 3. Enable a transition to sustainable mode choices**
 - a. Plan and develop improved walking and cycling infrastructure;
 - b. Work with the community and state agencies to enable mode shift.
- 4. Improve public transport access and service levels across the City**
 - a. Pursue a future rapid public transit corridor from Cockburn to Fremantle;
 - b. Advocate for improved public transport service and coverage.
- 5. Plan transport networks to support where people live and work**
 - a. Interface transport networks with Activity Centre plans and strategies;
 - b. Develop a movement and place framework and apply to strategic centres and corridors.



- 6. Continue to enable the best precinct outcomes for Cockburn Central and Aubin Grove Train Stations**
- a. Implement the changes recommended in the Station Access Strategies;
 - b. Continue to support density and transit-oriented development outcomes in station surrounds.

Each objective outlined further in this report has been identified as primarily including one or more of *Advocacy, Engagement, Policy or Infrastructure* actions associated with achieving the objective. These are outlined in the table below.

 Advocacy	Advocate to key stakeholders, including State Agencies and other levels of government on the City's position regarding future transport needs
 Engagement	Engage with the community to determine issues, educate and encourage behavioural change
 Policy	Produce or update the City's policy framework to better guide the transport related decision-making
 Infrastructure	Plan and build transport network infrastructure

Objective 1 - Improve regional connectivity whilst protecting local needs

Robust and carefully considered road networks which provide access to opportunities for residents, as well as supporting the diversity of commercial and industrial land uses, will continue to be a priority area for the City. Regional connectivity needs to be balanced with local needs, as well as the preservation of areas of social, heritage and environmental value.

The City's District Traffic Study (DTS), which was updated in 2018, demonstrates that without any modification of the road network, the volume of traffic using the City's roads in 2031 is expected to exceed the capacity on many major arterial roads during the peak hours. The issues are widespread, affecting north-south and east-west roads. It highlights the fact that without infrastructure investment or mode shift, the road network will exceed its capacity in the near future.



Figure 1 (below) shows the City’s east-west corridors that need to be upgraded (or extended), preserved and enhanced, or retained as is to provide regional connectivity.

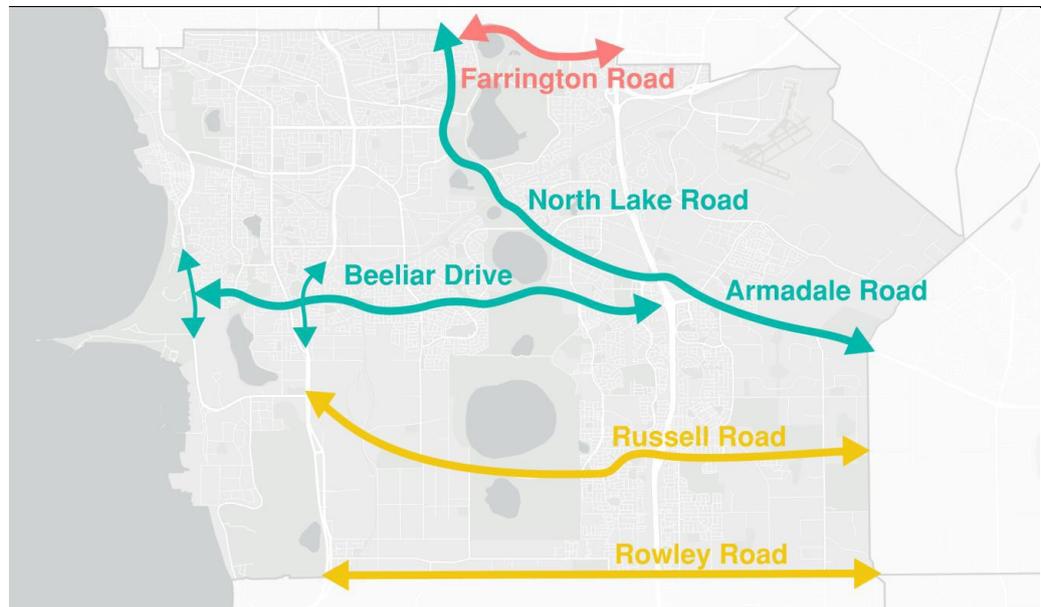


Figure 1 - Notable east-west road links within the City of Cockburn

LEGEND:

	Upgrade and extend
	Preserved and enhanced
	Retained as is

Beeliar Drive has been identified as a preferred main east-west distributor for the City, and this will require road **upgrades** along the identified corridor, particularly in the section between Stock Road and Cockburn Road.

Armadale Road and North Lake Road are currently being **upgraded** to provide a regional link without severing or impacting the Cockburn Central precinct.

Russell Road and Rowley Road as corridors that provide important east-west connectivity across the City and access to existing and future industry and employment need to be **preserved and enhanced**.

Farrington Road should remain as an important east-west link, however due to the surrounding constraints in its vicinity, specifically the need to protect important environmental assets given the road’s location within the Beeliar chain of wetlands, this corridor needs to be **retained as is**.



Figure 2 below shows the City's north-south corridors that need to be upgraded (or extended), preserved and enhanced, or retained as is to provide regional connectivity.

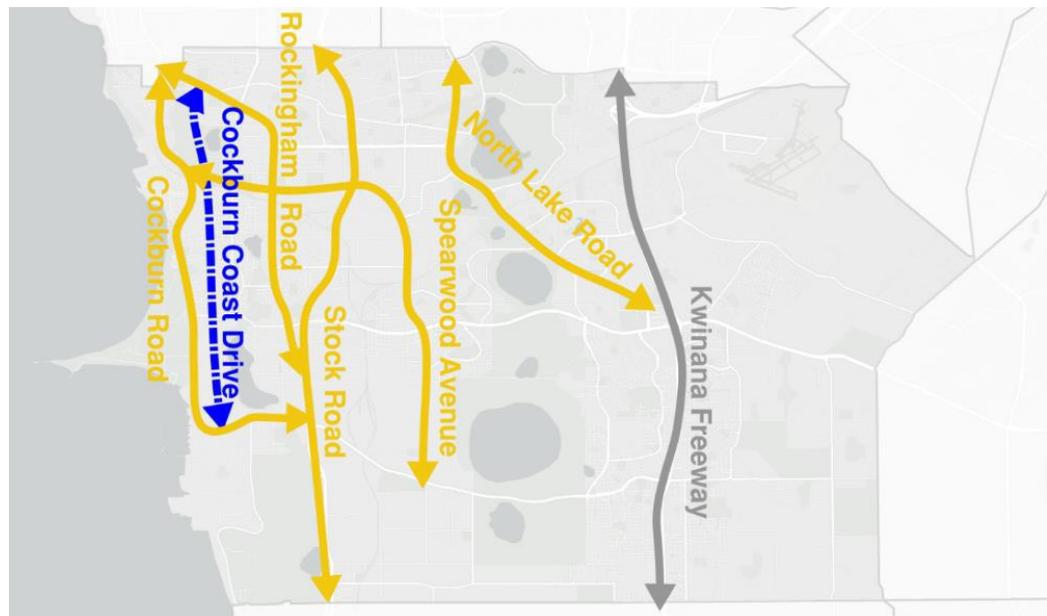
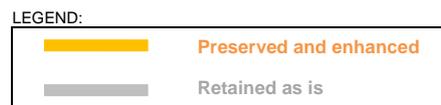


Figure 2 - Notable north-south road links within the City of Cockburn



Cockburn Road, Rockingham Road, Stock Road, Spearwood Avenue and North Lake Road all work to provide north-south connectivity across the City. The objective for these corridors is to **preserve and enhance** their determined functionality within the transport network, including:

- Stock Road will continue to provide a freight link as part of the Fremantle to Rockingham Controlled Access Highway.
- Rockingham Road is planned to transition towards a more urban road function. The first stage of this is the *Rockingham Road Revitalisation* project.
- North Lake Road and Spearwood Avenue will provide the regional connectivity for non-freight vehicles between Kwinana Freeway and the Fremantle area.

The Kwinana Freeway is an important transport link for the City of Cockburn and the City will continue in collaborating and interfacing with Main Roads WA in matters regarding management and modification of the Kwinana Freeway and the associated on/off ramps.

Actions associated with Objective 1 are Advocacy, Policy and Infrastructure.

Objective 2 - Implement green infrastructure into road planning and design

Through the objectives of the Strategic Community Plan, Sustainability Strategy, Natural Area Management Strategy and Urban Forrest Plan, the City has prioritised the retention and increase of natural assets within its boundaries. The planning and delivery of transport infrastructure needs to consider these natural assets as a priority and opportunity.

Preserve and enhance vegetation along roads and other transport infrastructure will be achieved by:

- Retention and preservation of mature trees, especially those that are endemic,
- Planting of new trees within the corridor, especially along active transport routes such as footpaths and cycle paths.

The City of Cockburn is home to a large variety of natural environmental areas, largely incorporated into the Beeliar, Jandakot and Woodman Point Regional Parks. To ensure the impacts on natural environmental areas are minimised, the future upgrade of corridors has to be balanced and the road network planned with environmental constraints in mind.

Actions associated with the Objective 2 are Advocacy, Policy and Infrastructure.

Objective 3 - Enable a transition to sustainable mode choices

The ITS provides a framework to guide the promotion, management and development of an integrated multi-mode movement network to improve access and accessibility, and encourage and facilitate sustainable and active travel.

Transitioning to more sustainable modes like cycling, walking and public transport creates a more resilient and futureproof transport network, and minimises the negative externalities of excessive private vehicle reliance.

Plan and develop improved walking and cycling infrastructure and work with the community and state agencies to enable mode shift are key considerations in development of the City's active transport networks.

The City will continue to engage with DoT and surrounding local government authorities (LGAs) on wider regional cycle network planning objectives and routes.

Also, the City will seek Western Australia Bicycle Network (WABN) funding to expand and enhance the cycle network, to provide a safe and complete network for residents and visitors.

Actions associated with Objective 3 are Engagement and Infrastructure.



Objective 4 - Improve public transport access and service levels across the City

By developing the ITS, Council will ensure that adequate opportunities are provided for the development and use of alternative modes of transport other than the private car, to favour public transport, walking and cycling, for both safety and sustainability.

Access to high quality public transport services are a key component to enabling a mode shift away from extensive private vehicle use. Public transport is necessary to provide mobility to a large portion of the population who are unable to drive, do not have access to a vehicle, or choose not to drive.

With the addition of Aubin Grove Station and the ongoing Thornlie-Cockburn Link project, the City's heavy rail network has seen significant improvement. Furthermore, the City has a long-standing aim for a rapid transit corridor to be developed between Cockburn Central and Fremantle. The City sees this objective as a medium-long term ambition, and will advocate to and work with state government agencies towards this objective.

The City will continue to plan and advocate for improvements or alterations to the public transport network, in order to increase public transport access to opportunities for its current and future community. A

Action associated with the Objective 4 is Advocacy.

Objective 5 - Plan transport networks to support where people live and work

It is key that future transport infrastructure projects, as well as the relevant transport plans that sit under the ITS, fully consider and are integrated with the relevant activity centre. These centres require special consideration from a transport perspective to ensure the network supports and enhances their functionality as places where people congregate, socialise, shop, access services and engage in other opportunities.

The ITS recognises a need to develop a place framework and applies it to strategic centres and corridors. The movement and place framework recognises that streets are not simply transport links and in many cases provide significant place-making opportunities for the areas that they serve.

The City will investigate developing a fit for purpose movement and place framework to apply to their relevant centres and use this as a tool to plan the implementation and upgrade of roads in these areas.

Actions associated with Objective 5 are Engagement, Policy and Infrastructure.



Objective 6 - Continue to enable the best precinct outcomes for Cockburn Central and Aubin Grove Train Stations

Areas surrounding train stations represent a significant opportunity for development and place-making. Cockburn Central and Aubin Grove Train Stations provide the City with significant challenges and opportunities in precinct planning and development.

The Public Transport Authority, as part of the Rail Growth Plan is producing Station Access Strategies for all stations across their network. These strategies will determine both how passengers currently access the station, as well as setting targets and identifying infrastructure and measures for how passengers should access the stations in the future.

The City will work with the PTA and other stakeholders to implement the recommended infrastructure, policy and public transport service changes from these strategies, to enable the transition to the more sustainable station access proposed mode shares.

Both Cockburn Central and Aubin Grove Rail stations have the capacity to provide significant land value uplift and infill opportunities in the surrounding precincts, and the City shall continue to support the densification and land-use objectives in these areas.

Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Plan for and facilitate opportunities for local business (including home business and sole traders), local activity centres and industry to thrive.
- Advocate and attract investment, economic growth and local employment.

Environmental Responsibility

A leader in environmental management that enhances and sustainably manages our local natural areas and resources.

- Sustainably manage our environment by protecting and enhancing our unique natural coastal, bushland, wetlands areas and native wildlife.
- Improve our urban forest and streetscapes across the City.

Community, Lifestyle and Security

A vibrant healthy, safe, inclusive and connected community.

- Provide community, sport, recreational, and cultural facilities and infrastructure to meet our community needs.



City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

- Plan to provide residents with great places to live, activated social connections and high quality open spaces.
- Plan, develop and advocate for safe, sustainable, integrated local transport networks, public transport and regional transport networks.

Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Ensure good governance through transparent and accountable, planning, processes, reporting, policy and decision making.
- Actively advocate and seek regional collaboration focussed on growing the wellbeing and self-sufficiency of the community to better meet their social, environmental and economic needs.

Budget/Financial Implications

The table below shows the capital expenditure implications of the Integrated Transport Strategy 2020-2030 as contained in the current Long Term Financial Plan 2020-21 to 2029-30.

ITS Projects 20/21 to 29/30	2020/21	2021/22	2022/23	2023/24	2024/25 to 2025/30
Special Rd Projects – Build	\$0.00m	\$13.42m	\$15.45m	\$17.10m	\$35.56m
Special Rd Projects – Land	\$0.00m	\$0.00m	\$0.00m	\$27.60m	\$27.25m
Sub-total – Special Road Projects	\$0.00m	\$13.42m	\$15.45m	\$44.70m	\$62.81m
General Rd - Capital Expenditure	\$8.43m	\$9.31m	\$9.51m	\$9.75m	\$66.16m
Total Capital Expenditure	\$8.43m	\$22.73m	\$24.96m	\$54.50m	\$128.97m

Legal Implications

N/A

Community Consultation

Development of this ITS included consideration of community consultation from a wide range of recent community consultation processes, primarily through both online and **direct** engagement with stakeholders.

The most recent consultation was completed in March-April 2019, through the MARKYT® Community Scorecard, which evaluates community priorities and measures Council's performance against key indicators in the Strategic Community Plan.



Scorecards invitations were sent to 4,000 randomly selected households (2,000 by mail and 2,000 by email) with just over 500 responses completed.

This outcome highlights that traffic management issues are a key priority for the City to demonstrate to their community that these issues are being planned, managed and addressed.

Risk Management Implications

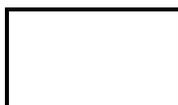
Should Council not adopt the recommendation in this report, the ITS would not be updated and hence be redundant, which would impact decision making on transport planning and projects and budget delivery into the future.

Advice to Proponents/Submitters

N/A

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

Nil





City of Cockburn Integrated Transport Strategy 2020-2030



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Executive Summary

The City of Cockburn Integrated Transport Strategy (ITS) provides the vision and high-

including the *Parking Plan*, *Walking and Cycling Network Plan*, *Road Safety Strategy* and *TravelSmart Plan*. The ITS has been developed with consideration of the objectives from the *Strategic Community Plan* and *Local Planning Strategy*, as well as various other City plans and strategies.

Facilitating safe, efficient, connected and sustainable movement around the City, managing traffic congestion, advocating for improved public transport and supporting alternative means of travel. each with up to three components have been developed to guide future transport and land-use planning:

- **Objective 1: Improve regional connectivity whilst protecting local needs**
 - 1A: Ensuring east-west road links are developed to provide regional connectivity
 - 1B: Preserve and enhance existing north-south corridors
 - 1C: Consideration and planning of HV/freight links (including high wide load corridors)
- **Objective 2: Implement green infrastructure into road planning and design**
 - 2A: Preserve and enhance vegetation along roads and other transport infrastructure
 - 2B: Minimise impacts on natural environmental areas
- **Objective 3: Enable a transition to sustainable mode choices**
 - 3A: Plan and develop improved walking and cycling infrastructure
 - 3B Work with the community and state agencies to enable mode shift
- **Objective 4: Improve public transport access and service levels across the City**
 - 4A: Pursue a future rapid public transit corridor from Cockburn to Fremantle
 - 4B: Advocate for improved public transport service and coverage
- **Objective 5: Plan transport networks to support where people live and work**
 - 5A: Interface transport network with Activity Centre plans and strategies
 - 5B: Develop a movement and place framework and apply to strategic centres and corridors

- **Objective 6: Continue to enable the best precinct outcomes for Cockburn Central and Aubin Grove Train Stations**
 - 6A: Implement the changes recommended in the Station Access Strategies
 - 6B: Continue to support density and transit-oriented development outcomes in station surrounds

Each objective has been categorised as involving one or more of the following actions:

- **Advocacy** needs
- **Engagement** with the community to determine issues, educate and encourage behavioural change
- Produce or update City development or other **Policy** relating to transport
- Plan and build transport network **Infrastructure**

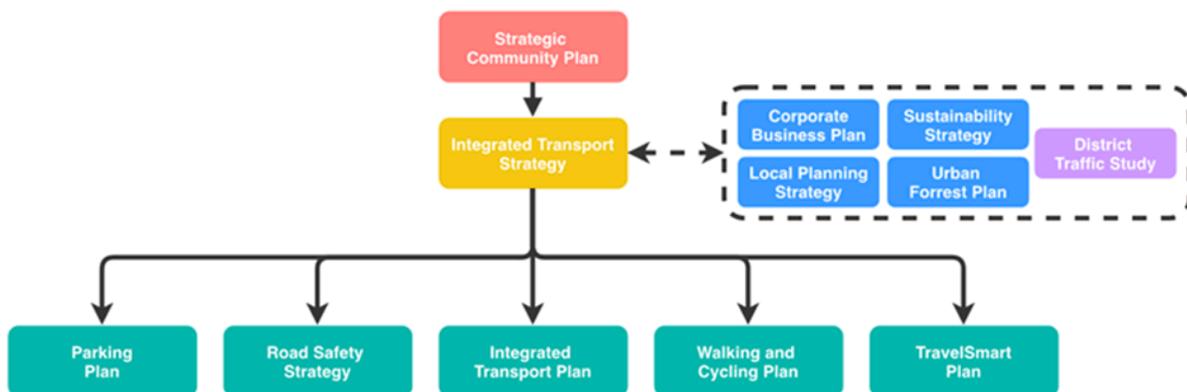
Introduction

The role of the Integrated Transport Strategy (ITS) is to provide the vision and high-level direction for the City of Cockburn transport network, which will inform policy, advocacy and infrastructure decisions. The ITS covers the entirety of the City of Cockburn as well as considering the interfaces with the surrounding seven local governments – The City of Fremantle, The City of Melville, The City of Canning, The City of Gosnells, The City of Armadale, The Shire of Serpentine-Jarrahdale and the City of Kwinana. The purpose is to look at transport holistically across modes and trip purposes to define objectives for a network that enhances outcomes for the community. A key component of the strategy is to consider the interdependencies between transport and land use.

The ITS sits under the Strategic Community Plan, as the overarching document providing strategic direction for the City. The Local Planning Strategy, Corporate Business Plan, Urban Forrest Plan and Sustainability Strategy have strong links with the ITS and are intended to provide consistent advice and direction in decision-making. Additionally, the District Traffic Study is a key input into the development of this strategy.

The intention for the ITS is for it to be a long-term document, which will not require significant changes for approximately ten years. The ITS outlines the seven key objectives provide high level strategic direction for decision-making and should be considered in the planning and delivery of all transport infrastructure as well as policy decisions.

The ITS provides a framework for the transport plans as shown in the hierarchy below. These plans provide detailed actions and infrastructure priorities for different components of the transport network. They are refreshed with higher frequency than the ITS, with a significant update at least once every three to five years.



Vision

Facilitating safe, efficient, connected and sustainable movement around the City, managing traffic congestion, advocating for improved public transport and supporting alternative means of travel.

Links to the Strategic Community Plan 2020 – 2030

ITS Objective	Strategic Community Plan
Objective 1: Improve regional connectivity whilst protecting local needs	4.1 Plan, develop and advocate for safe, sustainable, integrated local transport networks, public transport and regional transport networks.
Objective 2: Implement green infrastructure into road planning and design	2.1 Sustainably manage our environment by protecting and enhancing our unique natural coast, bushland, wetlands and native wildlife.
Objective 3: Enable a transition to sustainable mode choices	4.7 Continue to complete the coverage of accessible cycleway, footpaths, parking and end of trip facilities, and trail networks across the City
Objective 4: Improve public transport access and service levels across the City	5.4 Advocate and plan for reduced traffic congestion by implement of public transport and transport network.
Objective 5: Plan transport networks to support where people live and work	4.0 A growing City that is easy to move around and provides great places to live.
Objective 6: Continue to enable the best precinct outcomes for Cockburn Central and Aubin Grove Train Stations	4.3 Develop Cockburn Central as our City centre and strengthen local area localities through planning and activation

Objectives / Plan

Each objective outlined in the section below has been identified as primarily including one or more of *Advocacy*, *Engagement*, *Policy* or *Infrastructure* actions associated with achieving the objective. These are outlined in the table below.

 Advocacy	Advocate to key stakeholders, including State Agencies and other levels of government needs
 Engagement	Engage with the community to determine issues, educate and encourage behavioural change
 Policy	Produce or update the City transport related decision-making to better guide the
 Infrastructure	Plan and build transport network infrastructure

Each of the six objectives is covered under a heading below, with the component parts of the objective broken down into lettered subheadings beneath, detailing how these objectives will be achieved.



1 Objective 1: Improve regional connectivity whilst protecting local needs



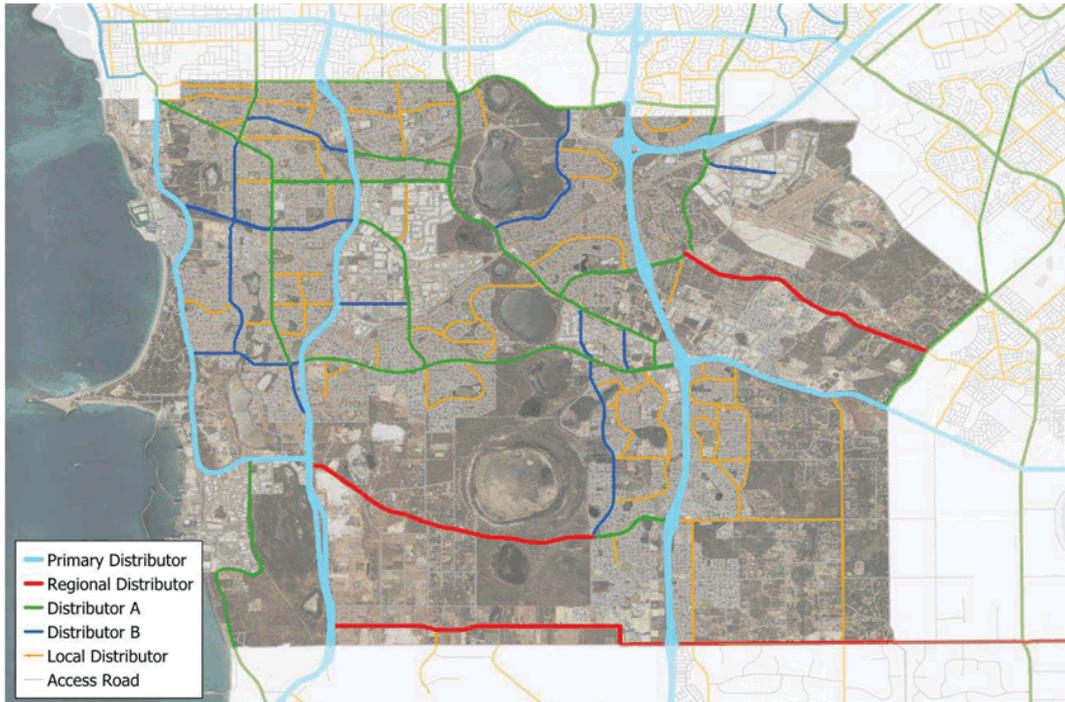
Advocacy



Policy



Infrastructure

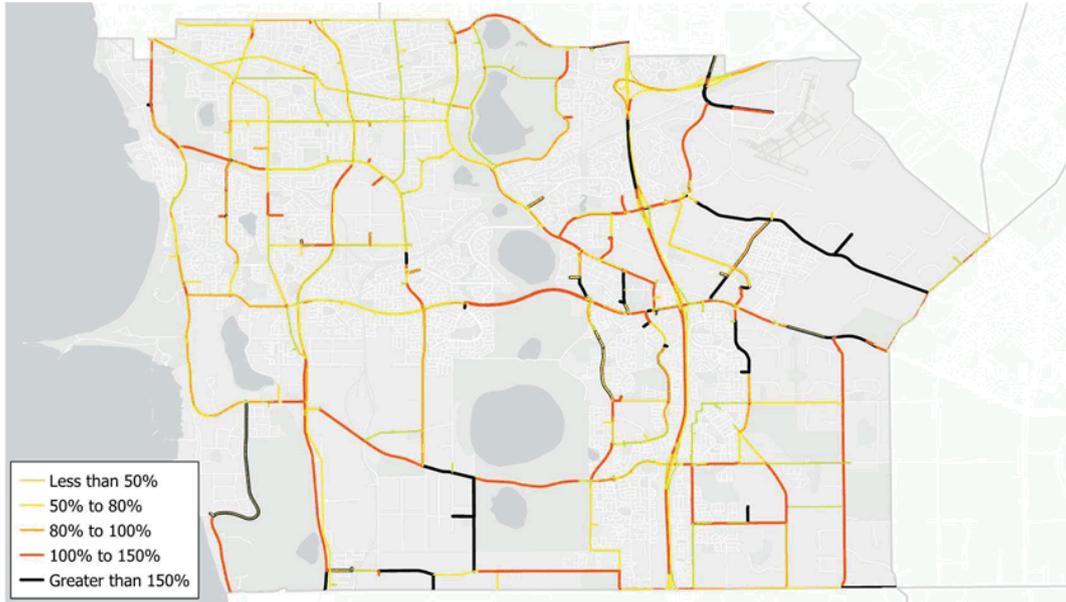


Existing City of Cockburn Main Roads road hierarchy

The City of Cockburn is reliant on having a robust and carefully considered road network, in order to provide access to opportunities for residents as well as supporting the diversity of commercial and industrial land uses. Regional connectivity needs to be balanced with local needs, as well as the preservation of areas of social, heritage and environmental value.

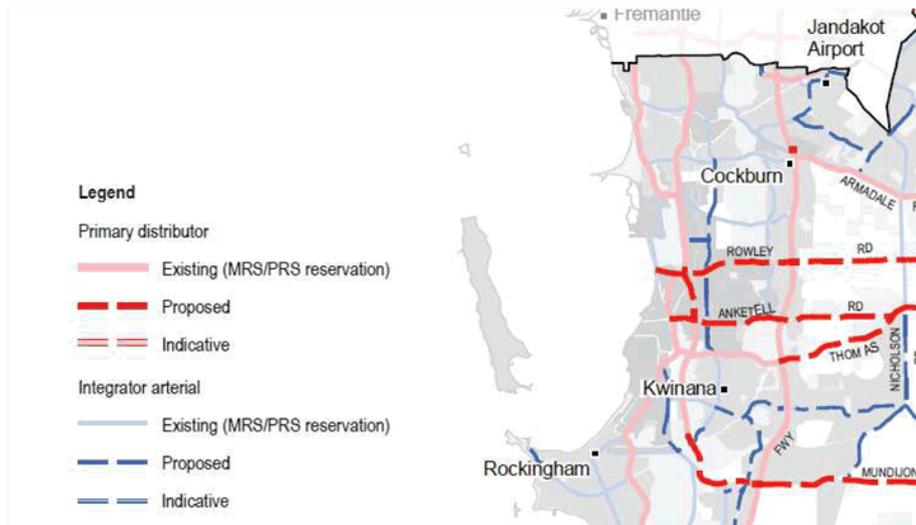
District Traffic Study demonstrates that without any modification of the road network the in 2031 is expected to exceed the capacity on many major arterial roads during the peak hours. This is measured as a ratio of volume to capacity (V/C). The issues are widespread, affecting north-south and east-west roads. It highlights that without infrastructure changes or mode shift, the road network will greatly exceed its capacity in the near future.





V/C ratio for major roads, AM peak, 2031 (Do Nothing) – City of Cockburn District Traffic Study

The results from the *District Traffic Study* highlight a need to ensure the future mobility needs of the City are carefully considered particularly for the east-west arterial roads highlighting a need to carefully consider and manage these corridors.



Road plan from 'Perth and Peel @ 3.5 Million – The Transport Network'

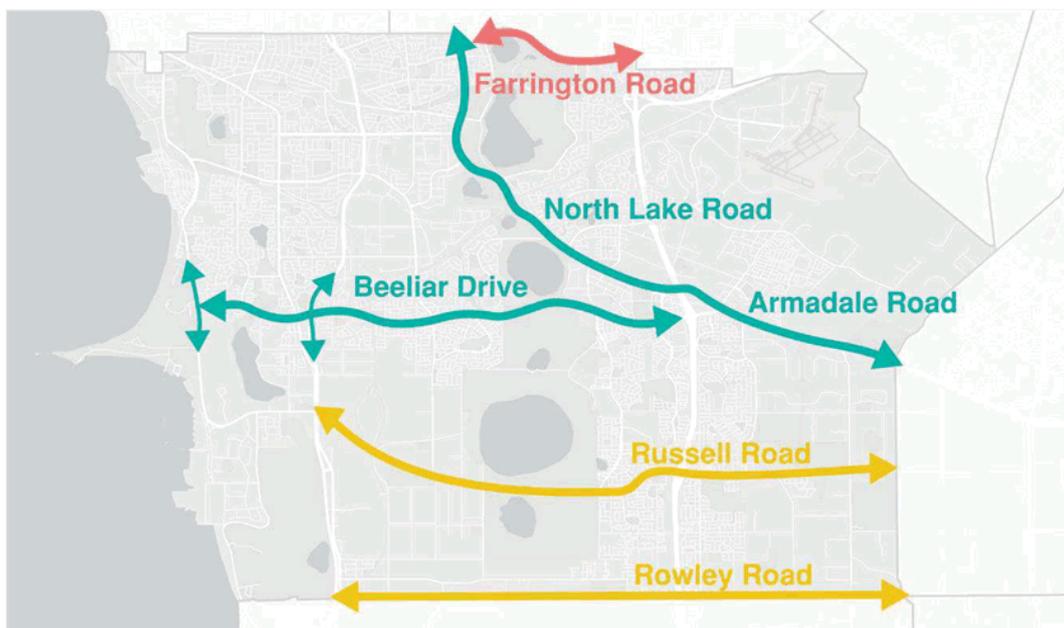
Perth and Peel @ 3.5 Million – The Transport Network plan outlines numerous proposed modifications to the road network within the City of Cockburn, including:



- Extension of Berrigan Drive to the east of the Jandakot Drive intersection
- Upgrades to both Jandakot Drive and Warton Road
- Extension of Spearwood Avenue

The City will need to work with the State Government to determine suitable outcomes for the planning and management of both local and state roads. This may include negotiations and advocacy surrounding the plans outlined in *Perth and Peel @ 3.5 Million* to suit the

1A Ensuring strategic east-west road links are developed to provide regional connectivity



Notable east-west road links within the City of Cockburn

Upgrade and extend

Beelihar Drive has been identified as a preferred main east-west distributor for the City, but it falls short of linking important north-south routes. It is envisaged that this will require road upgrades along the identified corridor, particularly in the section between Stock Road and Cockburn Road, which is currently named Mayor Road and comprises only a single lane in each direction. *Armadale Road* and *North Lake Road* are currently being upgraded to provide a regional link without severing or impacting the Cockburn Central precinct.

Preserved and enhanced

Russell Road and *Rowley Road* both provide an important function in terms of providing east-west connectivity across the City and access to existing and future industry and employment. These roads need to be preserved and enhanced to provide improved road safety and active transport amenity, whilst minimising impacts on the surrounding environment and land-use . These roads also provide

an important function for the movement of freight, and as such will likely require some road widening and intersection upgrades to better serve this functionality. It should be noted

Perth and Peel @ 3.5 Million – The Transport Networks

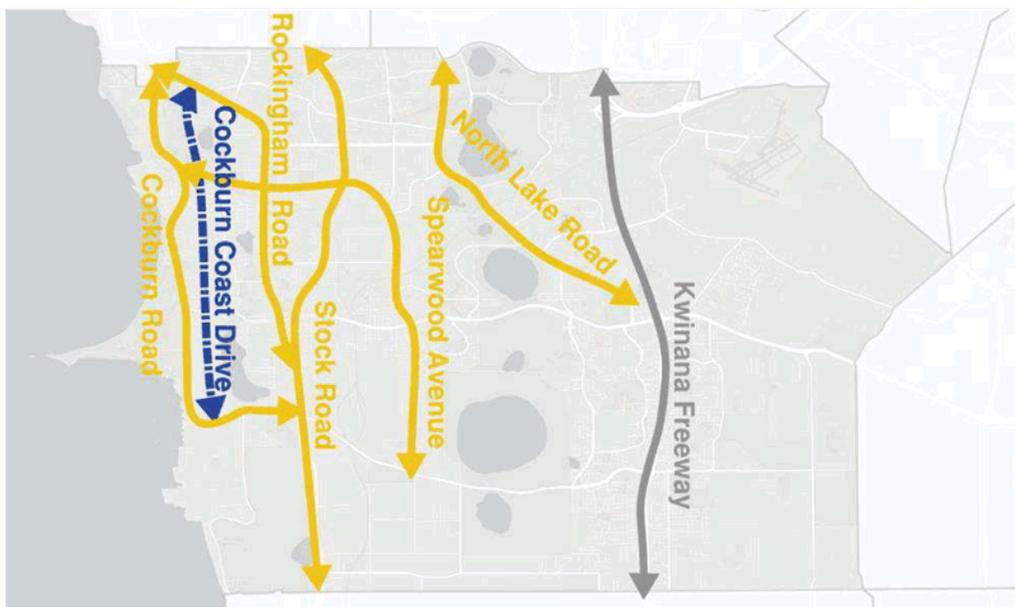
framework identifies *Rowley Road* as a future Primary Distributor and State Road, as part of the Fremantle to Rockingham Controlled Access Highway and acknowledging its connectivity to a future freight and employment centre at Latitude 32.

Retained as is

Farrington Road should remain as an important east-west link, however due to the surrounding constraints in its vicinity specifically the need to protect important environmental assets it is

expected that any upgrades will have to be within the existing road reserve. Projects such as the Murdoch Drive connection are aimed to support this. As such it is expected that *Farrington Road* will remain as-is in terms of road hierarchy and function.

1B Preserve and enhance existing north-south corridors



Notable north-south road links within the City of Cockburn



Preserved and enhanced

Cockburn Road, Rockingham Road, Stock Road, Spearwood Avenue and North Lake Road all work to provide north-south connectivity across the City. The objective for these corridors is to preserve and enhance their determined functionality within the transport network, including:

- Stock Road will continue to provide a freight link as part of the Fremantle to Rockingham Controlled Access Highway.
- Rockingham Road is planned to transition towards a more urban road function, the first stage of this is the *Rockingham Road Revitalisation* project.
- North Lake Road and Spearwood Avenue will provide the regional connectivity for non-freight vehicles between Kwinana Freeway and the Fremantle area, with the removal of the freight rail level crossing.

Effectively interface

Kwinana Freeway is a highly important transport link for the City of Cockburn and surrounding locales. Collaborating and interfacing with Main Roads WA effectively in matters regarding management and modification of *Kwinana Freeway* and its ramps is of critical importance. Effective functioning of Freeway enables other north-south routes in Cockburn to fulfil other regional and local access functions.

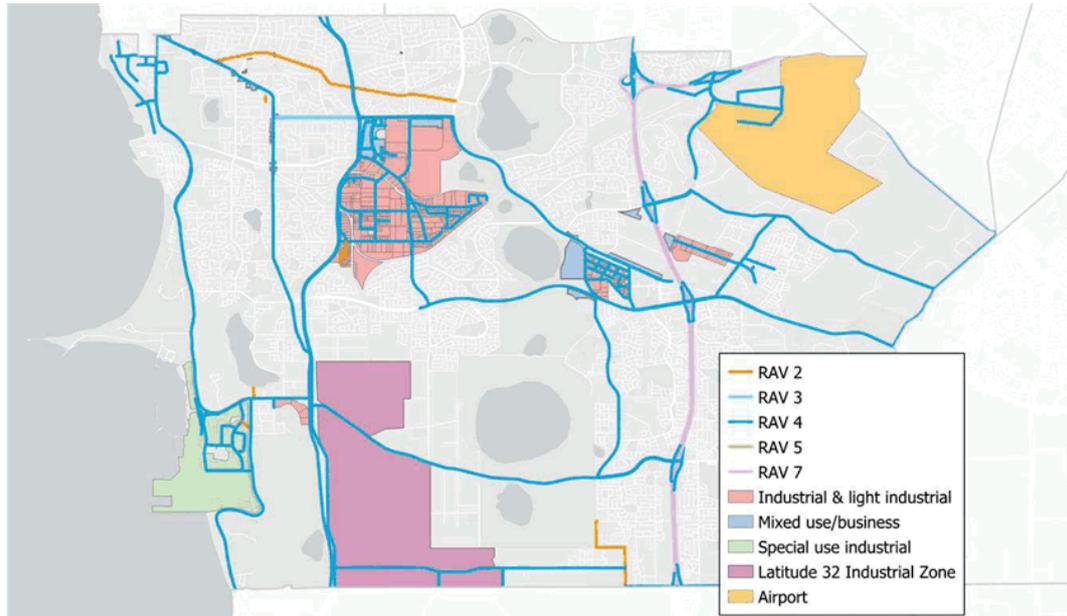
Collaborate and plan

Cockburn Coast Drive has been identified as a future road corridor in the *Cockburn Coast District Structure Plan*. The City of Cockburn will work collaboratively with the City of Fremantle and Main Roads WA to determine its alignment, design and functionality.



Location of Cockburn Coast Drive Primary Regional Road reserve

1C Consideration and planning of HV/freight links (including high wide load corridors)



Notable east-west road links within the City of Cockburn

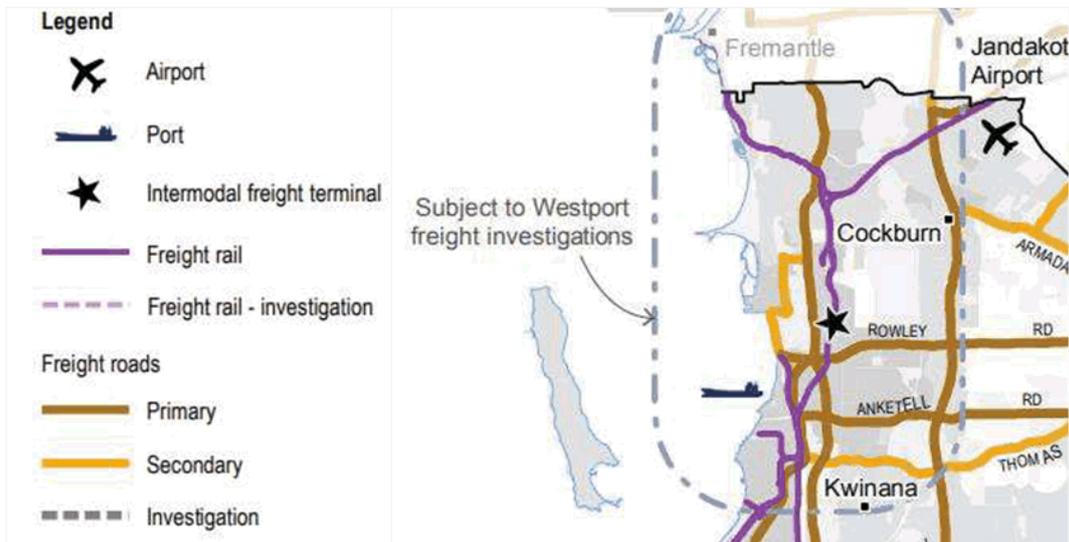
The current Restricted Access Vehicle (RAV) network within the City provides a good degree of connectivity to major arterial roads for the existing industrial land uses in Bibra Lake, Henderson, Cockburn Central and Jandakot, as well as the Latitude 32 Industrial Zone. A majority of this network permits vehicles up to 27.5 metres long, and 87.5 tonnes in mass.

For both future land use, as well as trends and needs in the freight industry in terms of vehicle sizes. By engaging with the local freight industry as well as industry bodies the City can investigate what type of vehicles should be catered for. Planning and designing a freight network suitable for future needs will help to enable economic growth and commercial activity, as well as contributing to a safer road network with the separation of heavy vehicles and regular traffic.

Of particular relevance is the different possible options that the State Government (through the Westport taskforce) is contemplating for a future, long term container port to service Perth. The five shortlisted options under investigation all propose development of a port of varying sizes and configurations in Kwinana and primarily accessed off Anketell Road with Rowley Road also providing an important supplementary link. Depending on the outcome



of this study, consideration need to be made of the road freight link requirements and how they might interface and affect the existing road network and land uses.



Freight plan from 'Perth and Peel @ 3.5 Million – The Transport Network'

The potential need for and provision of High Wide Load (HWL) corridors within the City of Cockburn also needs to be further investigated. Currently an existing HWL corridor runs along Cockburn Road to the southern end of the Australian Marine Complex part of these investigations should include whether this should be extended or the HWL access to the AMC should be provisioned on another road. The investigation should look at current and future land uses and whether HWL routes will be beneficial or even essential to service certain land uses.



2 Objective 2: Implement green infrastructure into road planning and design



Advocacy



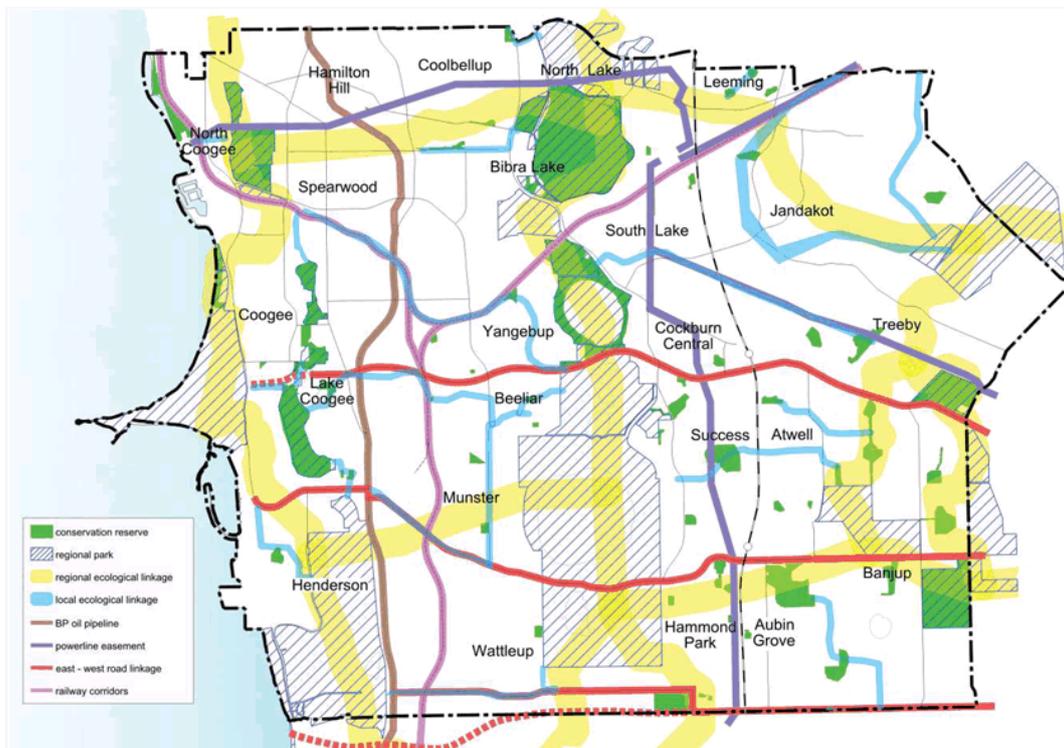
Policy



Infrastructure

The City of Cockburn through its *Strategic Community Plan*, *Sustainability Strategy*, *Natural Area Management Strategy* and *Urban Forrest Plan* has prioritised the retention and increase of natural assets within its boundaries. These natural assets retain and

local residents. From a transport perspective, they represent an opportunity to enhance active transport within the city, by providing increased amenity for cyclists and pedestrians.



Natural Area Management Strategy – suggested and existing ecological corridors

The planning and delivery of transport infrastructure needs to consider these natural assets as a priority and opportunity. Projects need to consider the relevant objectives from these Strategies and Plans in the early stages of concept planning in order to ensure these considerations are at the forefront of the project development. Measures such as vegetation and landscaping enhancement of roads that cross through the ecological



corridors, utilising the ecological corridors for active transport routes, and Water Sensitive Urban Design opportunities should be at the forefront of project development.

2A Preserve and enhance vegetation along roads and other transport infrastructure



Example of street tree line, streets within the City of Cockburn

Under the *Urban Forrest Plan*, and *Strategic Community Plan*, the City aspires to have a thriving urban canopy across its public spaces. A large portion of the land under the care and control of the City is in the form of road reserve which in 2018 had 12% vegetation cover.

Roads and other transportation corridors represent a prime opportunity for greening, which will have the effect of improving pedestrian and cyclist amenity, and well as enhancing residential streets to improve liveability and reduce the urban heat island effect. As such the following should be considered priorities in the development or refurbishment of transport corridors:

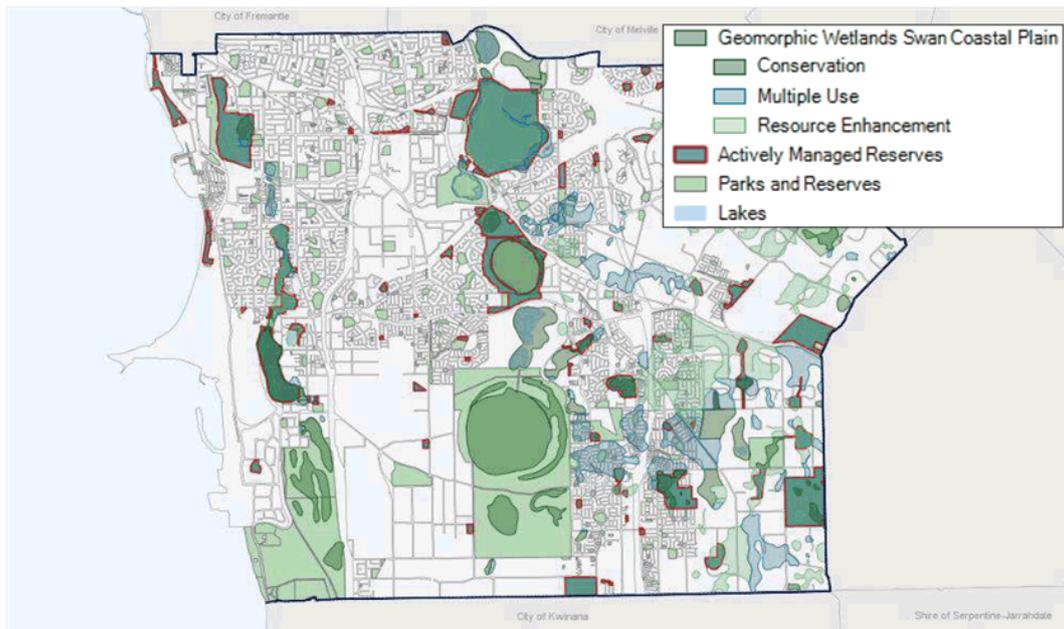
- Retention and preservation of mature trees, especially those that are endemic
- Planting of new trees within the corridor, especially along active transport routes such as footpaths and cycle paths. The species of trees to be planted should be carefully considered to ensure suitability for the infrastructure for example trees which drop a high volume of debris should not be considered for cycle routes.

The City collects large amounts of data on the existing trees within its management through surveys and inspections, which is stored spatially on its GIS system. This data should be used in the planning stages of transport infrastructure project, to assist with design decisions and landscaping outcomes.

The City will look to develop green infrastructure guidelines, in order to provide direction on how transport infrastructure can better integrate and enhance natural assets. These guidelines will go beyond trees and other vegetation and look to embed environmentally sound and sustainable outcomes for these projects. This may include guidance around the

use of recycled materials in road building, the design and provision of Water Sensitive Urban Design drainage assets, and opportunities for energy efficient solutions for electrical installations.

2B Minimise impacts on natural environmental areas



Map of environmental areas and reserves within the City of Cockburn

The City of Cockburn is fortunate to be home to a large variety of natural environmental areas, largely incorporated into the Beeliar, Jandakot and Woodman Point regional parks. The City manages 92 reserves containing over 700 hectares of bushland. Many of the reserves.

Sustainability Strategy and Natural Areas Management Strategy, it is critical that these reserves are preserved as best as possible. This will naturally limit the ability to widen and upgrade some of these major arterials and will necessitate the requirement of a balanced and considered approach to carefully consider and plan the road network with these constraints in mind along with the aim to transition to a more sustainable mode share as outlined in objective 3.



3 Objective 3: Enable a transition to sustainable mode choices



Engagement

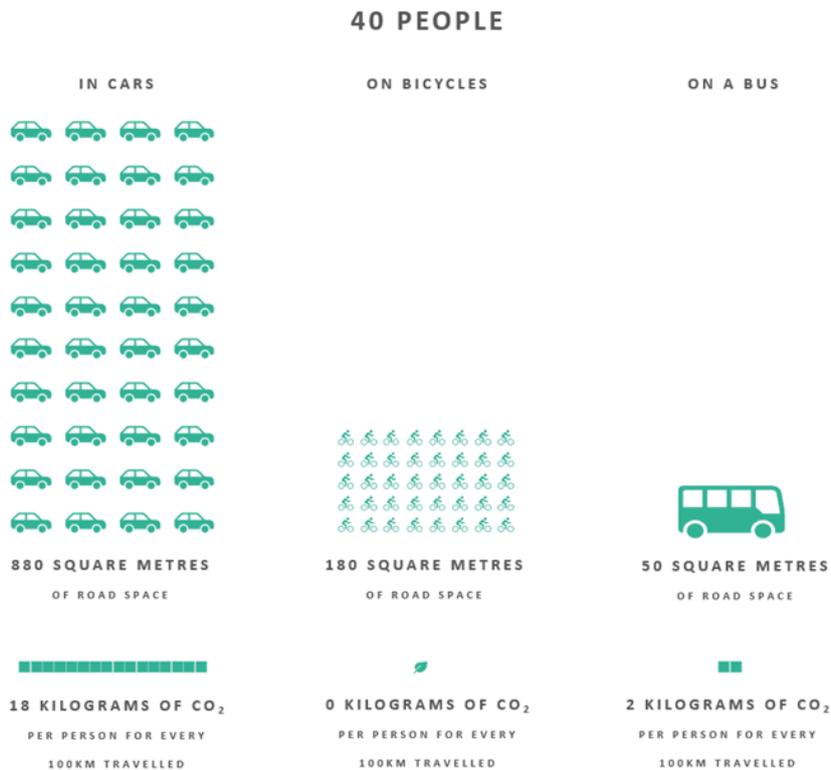


Infrastructure

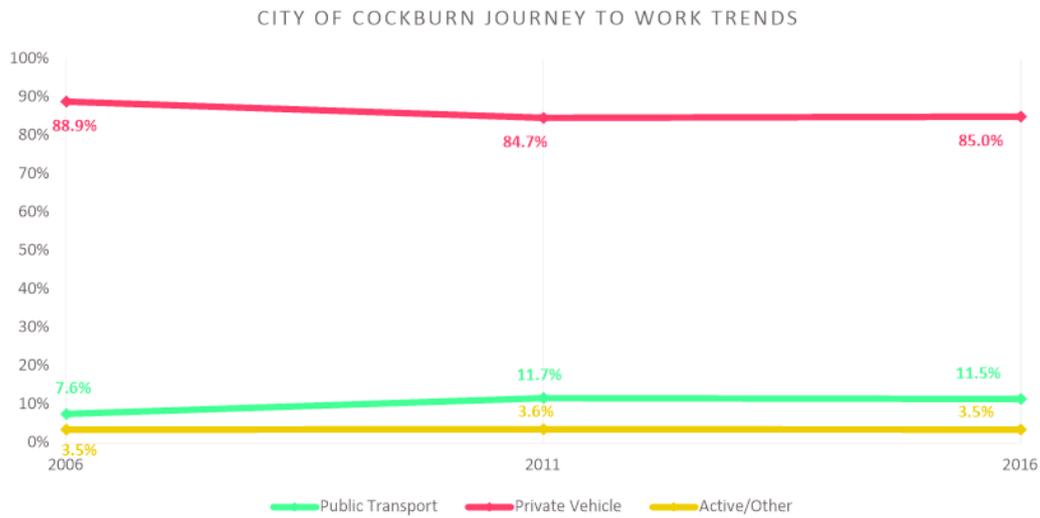
As demonstrated in the District Traffic Study, even with road upgrades and carefully considered network planning, the road network has a finite capacity. Endlessly widening roads and intersections not only has depreciating gains but can also work to encourage further reliance on private vehicles as a primary transport mode. Additionally, significant

implications for town placemaking efforts around town centres.

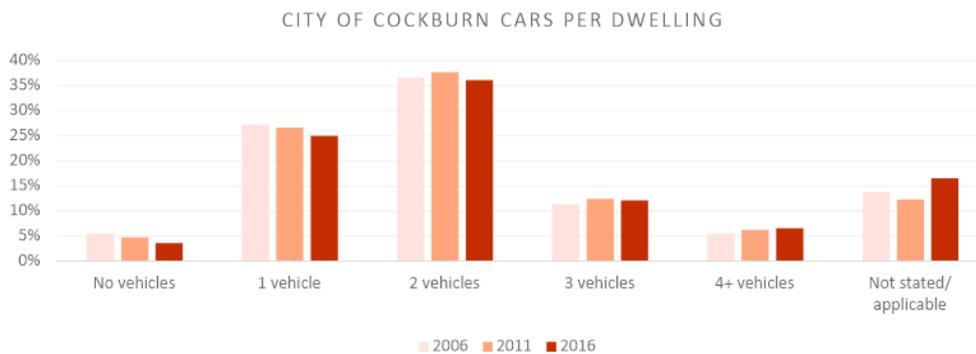
From both a road space and emissions perspective, private vehicles are by far the least efficient mode choice, as demonstrated in the infographic below. Transitioning to more sustainable modes like cycling, walking and public transport creates a more resilient and futureproof transport network and minimises the negative externalities of excessive private vehicle reliance.



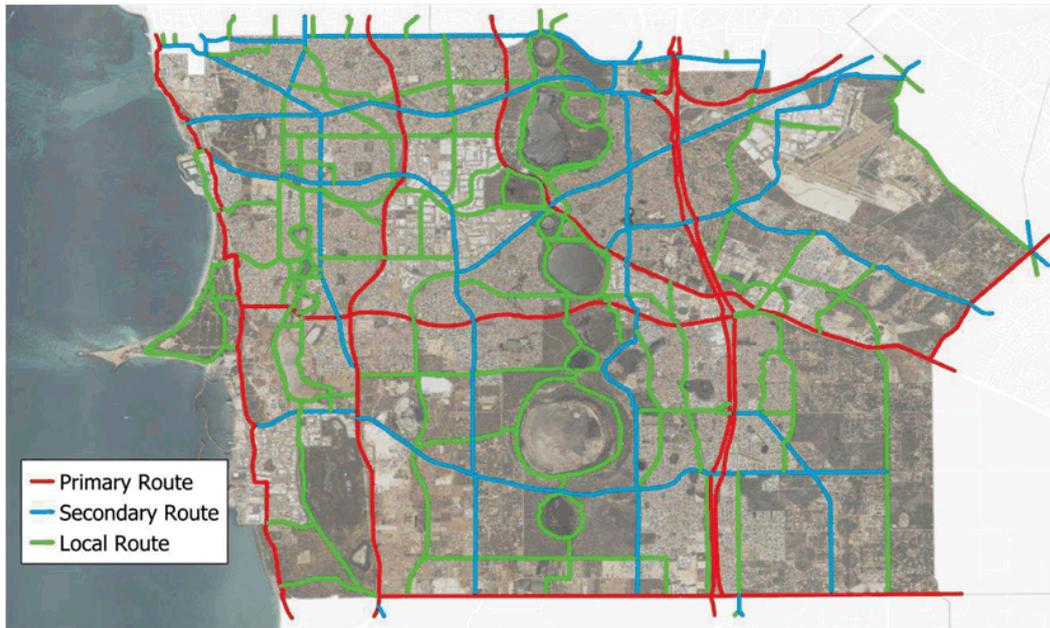
From the 2006, 2011 and 2016 census results, the Journey to Work trends within the City have shown a small trend away from private vehicle use, with a proportionate increase in public transport use. These results do not capture the effects of the opening of Aubin Grove station in April 2017, which could reasonably be expected to result in an increase in use of public transport.



Car ownership across the census years shows a general increase in cars per dwelling, largely in line with the trend with the Perth metropolitan region as a whole. Although this trend is counter to the increases in public transport usage, it represents a challenge in mode shift to active or public transport, as it suggests most residents have ready access to private vehicles



3A Plan and develop improved walking and cycling infrastructure



Bicycle routes from the Long Term Cycle Network 2020 plan

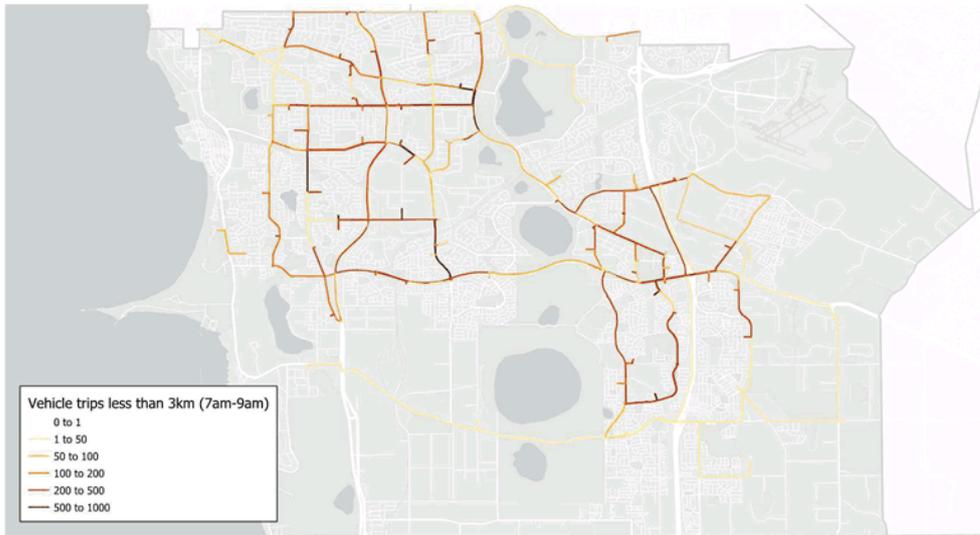
One of the relevant outcomes from the community survey in March-April 2019 was strong sentiment to improve walking and cycling infrastructure as well as streetscaping (see *Summary of Community Consultation*). This improved active transport network. Initiatives should not only focus on extending the network, but also closing the gaps. Providing walking/cycling access to local centres, key employment nodes, transport hubs, community facilities and schools particularly those that experience traffic congestion on adjacent routes, both now and forecast for the future. This approach would be supported by the *Movement and Place* planning outlined in Objective 5B.

A key consideration in development of the active transport networks are the users the infrastructure needs to respond to a broad array of ages and ability/mobility. These networks need to recognise the barrier that high volume and speed roads pose for cyclists and pedestrians and implement measures to mitigate these barriers. Many roads on the network are not of an urban standard at present and unsuitable and uncomfortable cycling environment for users as such a particular focus on quiet urban streets and off-road or separated cycle routes will be necessary to deliver a cycle network that is accessible to all.

The City will engage on a regular basis with the *Department of Transport* and surrounding LGAs on wider, regional, cycle network planning objectives and routes. The City will seek

Western Australia Bicycle Network (WABN) funding to expand and enhance the cycle network to provide a safe and complete network for residents and visitors.

3B Work with the community and state agencies to enable mode shift



Private vehicle trips less than 3km in length during AM peak (7am-9am) from District Traffic Study 2018

In order to influence travel behaviours, the City will expand its delivery of the *Your Move* Program, to include all travel options and wider community projects, as well as becoming an active participant in the program itself. Schools and workplaces with demonstrated involvement and commitment to the program will be supported by the City to make improvements to their travel choices and transport options.

The program will continue to work closely with State Government, including Department of Transport, Public Transport Authority and Main Roads WA. The program will support ongoing, and future, major infrastructure projects, in order to develop, agree and deliver coordinated travel advice for the community of Cockburn during these periods.

Our community will be actively engaged in these initiatives and others, building upon the existing program of community events, promotions and marketing activities. As well as schools, working with major employers (including the freight and manufacturing industries), developers, key trip destinations (such as shopping centres), State Government and our adjacent Cou

For our community to understand how their travel choices impact on the transport network

work with and develop a monitoring program. Monitoring will assist us in understanding our collective progress and inform adjustments that may need to be made to our action plan.



4 Objective 4: Improve public transport access and service levels across the City



Advocacy

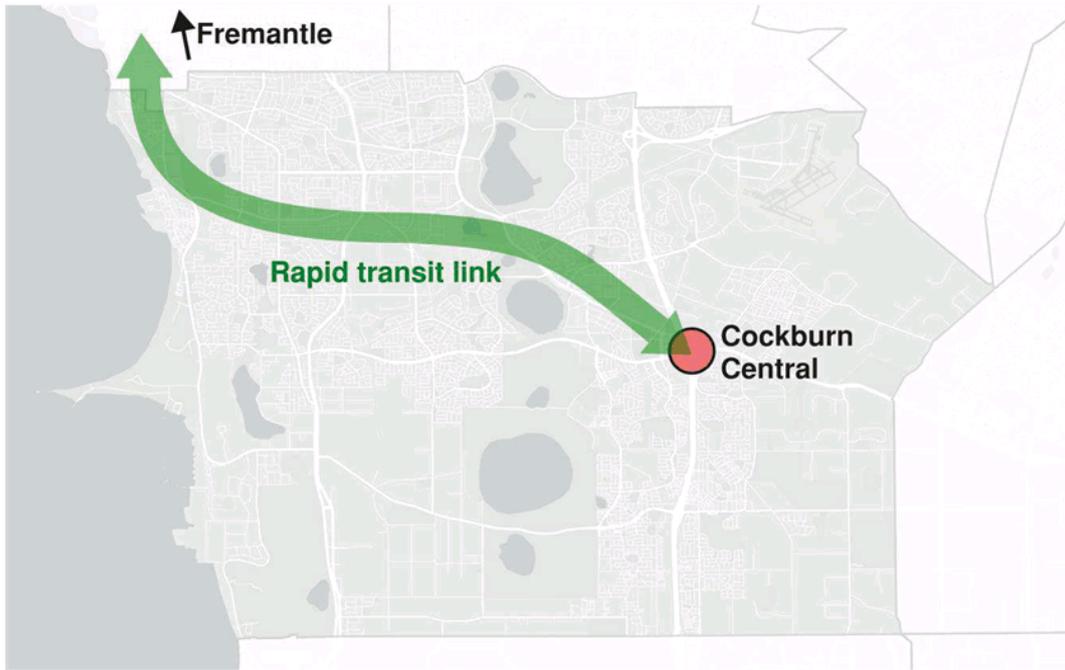


Thornlie-Cockburn Link project overview (METRONET)

Access to high quality public transport services are a key component to enabling a mode shift away from extensive private vehicle use. On top of this, public transport is necessary to provide mobility to a large portion of the population who are unable to drive, do not have access to a vehicle or choose not to drive. This is of particular importance with a local and national aging population.

With the addition of Aubin Grove Station and the ongoing Thornlie-Cockburn Link project, network has seen significant improvement. However, the public transport network as a whole provides variable levels of mobility and access across the ve public transport access for all of its residents the City will pursue improvements to both the existing bus and rail networks, as well as introduction of a third public transport mode to provide rapid transit access.

4A Pursue a future rapid public transit corridor from Cockburn to Fremantle



Potential Cockburn Central-Fremantle rapid transit link route

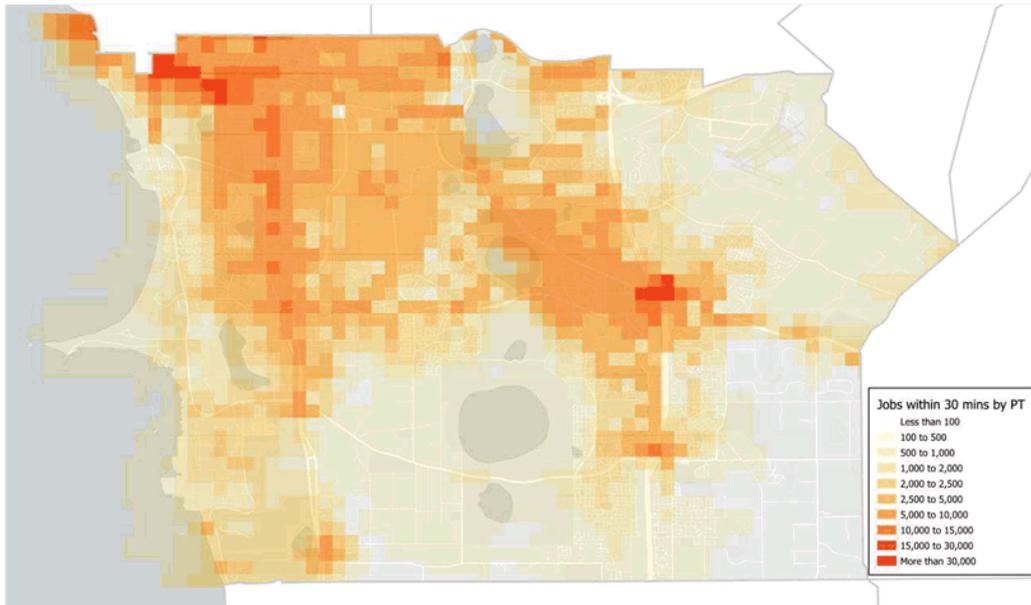
The City of Cockburn has a long-standing aim for a rapid transit corridor to be developed between Cockburn Central and Fremantle. This objective aligns with the greater regional ambition for a South West Metro Rapid Transit Network advocated by the *South West Group* of councils. It also aligns with the Proposed high-priority transit corridor *Perth and Peel @ 3.5 Million – The Transport Network*.

The City sees this objective as a medium-long term ambition, and will advocate to and work with state government agencies towards this objective. The preferred mode and exact route of this corridor are to be determined the City sees light rail, bus rapid transit and trackless trams as viable options to be investigated noting that any new mode should be able to integrate with other, secondary transit systems being contemplated across metropolitan Perth.

The introduction of this rapid transit corridor would not only work to improve public transport accessibility across the City, help to deliver an orbital transit route for Perth (along with the Thornlie-Cockburn Link), -use and infill targets along the route by enabling land use intensification.



4B Advocate for improved public transport service and coverage



Public transport accessibility – number of jobs reachable within 30 minutes travel by public transport in the morning

Public transport accessibility mapping shows a highly variable level of access to jobs across the City. Areas surrounding Cockburn Central and Aubin Grove as well as in close proximity to Fremantle have relatively high access to jobs, however significant portions of the network are subject to either infrequent, distant or a complete lack of public transport service.

The City will look at public transport accessibility across its residential areas in terms of access to employment, recreational, shopping, services and education opportunities. By undertaking this assessment, the City will identify areas of significant gaps in existing and proposed residential land-use, with a particular focus on locales with planned land-use intensification.

The City will use this as a means to plan and advocate for improvements or alterations to the public transport network, in order to increase public transport access to opportunities for its current and future community.



5 Objective 5: Plan transport networks to support where people live and work



Engagement



Policy



Infrastructure



The activity and neighbourhood centres represent the key areas of commercial and social activity within the City of Cockburn. State Planning Policy 4.2 Activity Centres for Perth and Peel names four activity centres in the City of Cockburn (or Cockburn Central), Spearwood, Cockburn Coast and Jandakot. The City additionally contains many more neighbourhood and major employment hubs including the Australian Marine Complex and Bibra Lake Business park that are also considered high priorities for fostering growth and providing connectivity.

It is recognised that the connectivity between some of these centres is currently lacking. These centres require special consideration from a transport perspective to ensure the network supports and enhances their functionality as places where people congregate, socialise, shop, access services and engage in other opportunities.



5A Interface transport network with Activity Centre plans and strategies



Excerpt from Cockburn Central Activity Centre Structure Plan

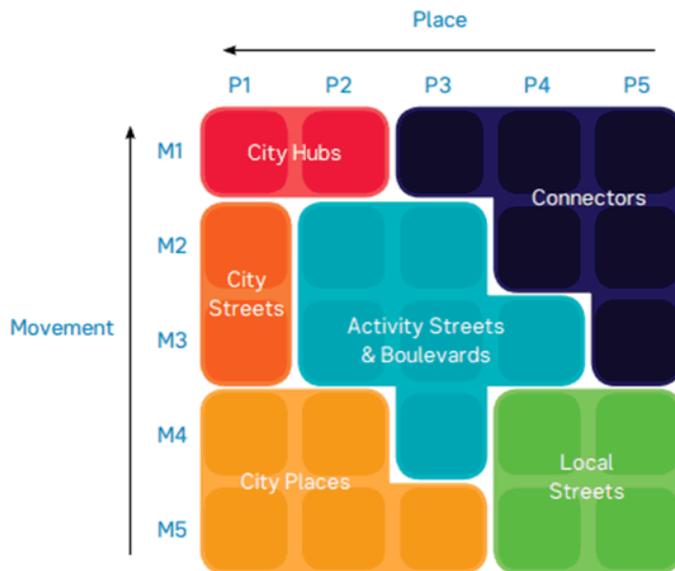
It is key that future transport infrastructure projects, as well as the relevant transport plans that sit under the ITS fully consider and are integrated with the relevant activity centre plans and strategies. Likewise, it is important for the activity and neighbourhood centre planning documentation to consider the objectives from the ITS and transport plans. By ensuring consistency and continuity across the transport and planning process and documentation, the integrated land-use and transport outcomes necessary for the centres to fulfil their potential can be achieved.

Of particular importance is the planning and integration of pedestrian and cycling infrastructure. An environment that is both safe and provides high pedestrian amenity is an important element of success for most of these centres. This pedestrian network planning process should be linked with the Movement and Place/Complete Streets studies outlined in Objective 5B below.

Work is also an important aspect of supporting these centres. More active travel to and from the centres reduces the requirement to provide parking, which is land intensive and has negative impacts on placemaking objectives.

Both Cockburn Central and Aubin Grove stations are covered by *Station Access Strategies* prepared for the PTA, which set mode targets for those accessing the station as well as infrastructure modifications to enable these mode targets. The City will work with and engage collaboratively with the PTA on these targets and infrastructure changes; this is discussed in greater detail in Objective 6A.

5B Develop a movement and place framework and apply to strategic centres and corridors



Example Movement and Place framework from 'Movement and Place in Victoria'

are frameworks that recognise that streets are not simply transport links, but in many cases provide significant placemaking opportunities for the areas that they serve. To this end, these frameworks recognise that streets have both a movement hierarchy which forms the basis for a tradeonal road hierarchy and a place hierarchy. By undertaking movement and place assessment and planning study road networks surround the activity and neighbourhood centres, the City will be able to better determine how to plan and upgrade these assets.

Streets that are determined to be the main arterials or connectors between areas will generally have a lower place function, as the movement of private vehicles, freight and public transport take priority over placemaking. Streets that are planned to have no or low vehicular movement can be designed as low-volume and low-speed places where pedestrians are prioritised this may include opportunities to implement shared zones or pedestrian plazas.

The City will investigate developing a fit for purpose movement and place framework to apply to their relevant centres and use this as a tool to plan the implementation and upgrade of roads in these areas.

6 Objective 6: Continue to enable the best precinct outcomes for Cockburn Central and Aubin Grove Train Stations

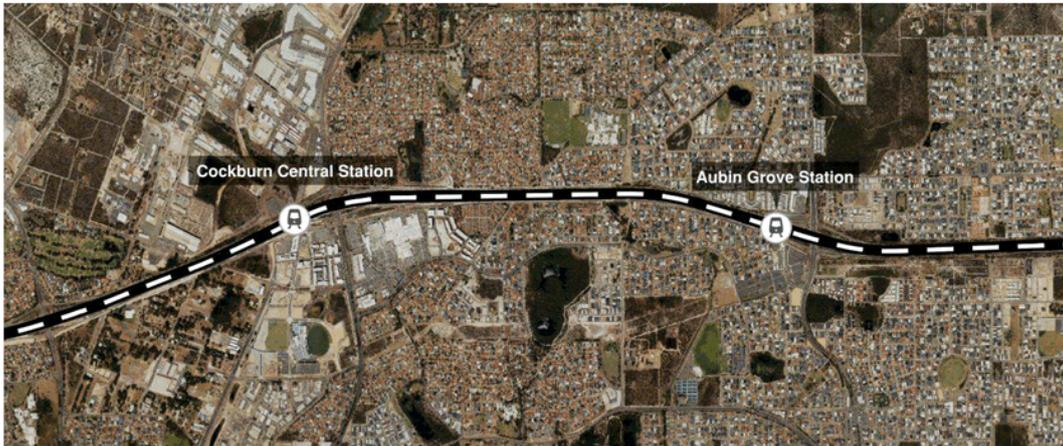
	 Advocacy	 Policy	 Infrastructure			
Station precinct typology	 City core	 City	 Town	 Neighbourhood	 Specialised centre	 Transit node
Activity centres alignment (SPP 4.2)	Capital city	Strategic metropolitan	Secondary/district	Neighbourhood/local	Specialised centre	-
Place function/scale	regional		sub regional	local	specialised/regional	local
Indicative intended major land uses	commercial residential cultural & civic retail	commercial retail residential community	residential retail commercial community	residential retail	services community education residential	large format retail light industrial residential
Indicative future development intensity	high	high/medium	medium/high	medium/low	high/medium	med/low
Current Perth examples	Perth city	Joondalup Fremantle	Subiaco Claremont	Wellard Swanbourne	Perth Stadium Murdoch Airport	Stirling Edgewater Bull Creek
	Cockburn Central				Aubin Grove	

Excerpt from METRONET Station Precincts Design Guide

Areas surrounding train stations represent a significant opportunity for development and placemaking. This is recognised by the METRONET agency, which aims to facilitate transit-oriented developments in the precincts surrounding the stations on the rail network.

Cockburn Central and Aubin Grove stations provide the City with significant challenges and opportunities in precinct planning and development. With both being located in the median of Kwinana Freeway, this represents a barrier to development and access to the stations, as well as a tendency to cater largely for private vehicle transfers through the

6A Implement the changes recommended in the Station Access Strategies



Cockburn Central and Aubin Grove station locations

The Public Transport Authority, as part of the Rail Growth Plan is producing Station Access Strategies for all stations across their network. These strategies will determine both how passengers currently access the station, as well as setting targets and identifying infrastructure and measures for how passengers should access the stations in the future. The strategies are based off the forecast that patronage on existing metropolitan rail lines will approximately double by 2031.

As of July 2019, the first versions Cockburn Central and Aubin Grove stations have been produced, in collaboration and consultation with the City of Cockburn. Both strategies have a focus on improving pedestrian, bicycle and bus connectivity to the stations in line with a transition to more sustainable mode shares outlined in Objective 3.

The City will work with the PTA and other stakeholders to implement the recommended infrastructure, policy and public transport service changes from these strategies, to enable the transition to the more sustainable station access proposed mode shares. With the expected growth in patronage over the next decade, this will be critical for ensuring that the transport network is able to cope with these increased demands.

The City will actively engage with the PTA on the future updates of these Station Access Strategies and use this to drive desired land-use and precinct outcomes for these areas. In particular, discussions on the level of available parking at the stations should be a focus of these future updates.



6B Continue to support density and transit-oriented development outcomes in station surrounds



LPS3 land use surrounding Cockburn Central and Aubin Grove Stations

Rail stations have the capacity to provide significant land value uplift and infill opportunities in the surrounding precincts. Cockburn Central and Aubin Grove stations represent access to high quality public transport for the surrounding areas. This access is to be leveraged to enable higher density land-use and transit-oriented development (TOD) outcomes which in turn generates increased commercial and social opportunities. This is of relevance to the Cockburn Central Activity Centre, which as outlined in the Cockburn Central Activity Centre Strategy has been developed as a TOD.

Development of land-use planning schemes, structure plans and local development plans in the areas surrounding the stations have been carried out with these opportunities in mind. Further updates to these documents and policies will continue to drive these outcomes. The City shall continue to support the densification and land-use objectives in these areas. By continuing to ensure a consistent land-use and transport planning approach and objectives to these areas, the presence of the stations can be leveraged to improve development outcomes.



Summary of Community Consultation

The development of this ITS included consideration of community consultation from a wide range of recent community consultation processes, primarily through both online and through engagement with stakeholders.

The most recent consultation was completed in March-April 2019, through the MARKYT® Community Scorecard which evaluates community priorities and performance against key indicators in the Strategic Community Plan. Scorecard invitations were sent to 4,000 randomly selected households (2,000 by mail and 2,000 by email) with just over 500 responses completed.

score is 74 out of 100, 9 index points above the industry average for participating councils across Western Australia. The most popular categories that the community deemed necessary to prioritise were Traffic Management (30), Streetscape (32), Footpaths and Cycleways (31), Local Area Development (28) and Safety and Security (24).

Importantly, the MARKYT® Benchmark Matrix™ (shown in Figure 1) illustrates how the community rates performance on individual measures, compared to how other councils are being rated by their communities. There are two dimensions. The vertical axis maps community perceptions of performance for individual measures relative to the average score for all measures. The horizontal axis maps performance relative to the MARKYT® Industry Standards. This outcome highlights that traffic management issues are a key priority for City of Cockburn to demonstrate to their community that is being planned, managed and addressed.

The main issues raised includes congestion along Kwinana Freeway, Beeliar Drive, Stock Road and Armadale Road as well as poor traffic movement at Cockburn Central. Furthermore, local roads having to cater for heavier traffic was cited as a growing issue due to traffic seeking to bypass congestion and due to the perceived lack of alternative to Roe 8. The community further identified issues relating to footpaths and cycleways within the City of Cockburn. This largely pertains to the absence and/or damage of footpaths on multiple major roads and the lack of cycleways which leads to a dangerous interaction between cars and cyclists on local roads.



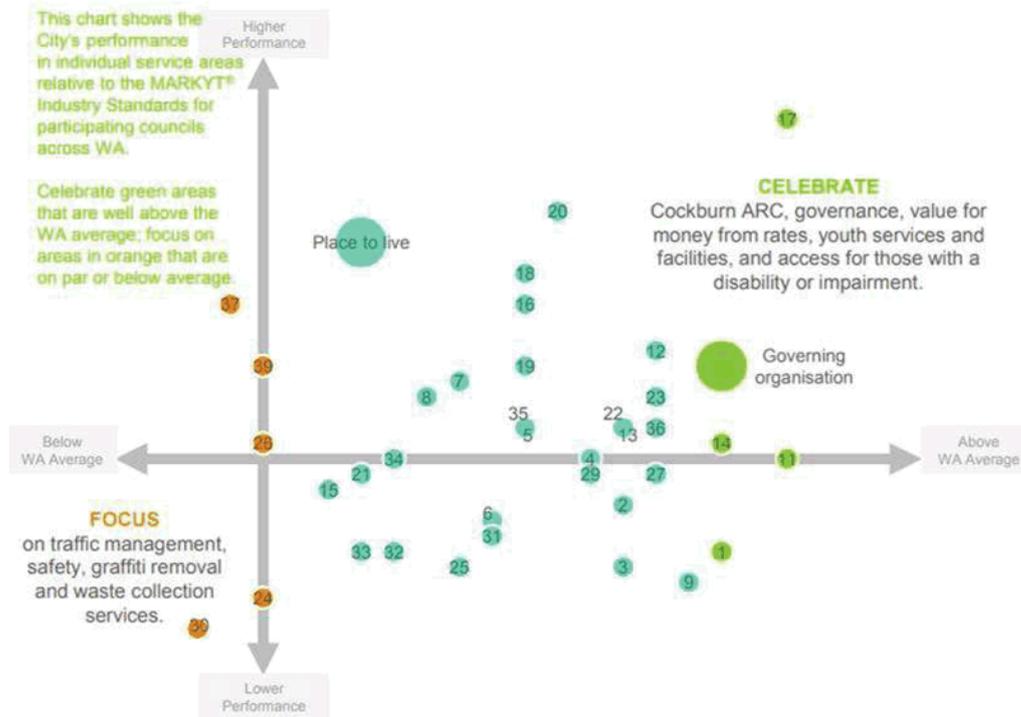


Figure 1: MARKYT Analysis for the City of Cockburn Overall Performance (Source: MARKYT, 2019)

These consultation findings were supported through a review of other recent, relevant consultation processes and outcomes, these included:

- Parking Plan (2018) consultation found that excess parking demands (particularly associated with events, shopping centres and particularly around Cockburn Central, recreational areas and associated with some schools) were creating overspill parking in adjacent areas, creating safety issues such as verge/footpath and cross over parking obstructing sightlines. Other feedback was related to time restricted parking, requests for additional all day parking particularly around the Cockburn Gateway Shopping Centre, provision of truck parking in Bibra Lake and the need for additional ACROD bays.
- Strategic Community Plan (2016) focusing on the feedback related to the strategic

congestion, improve traffic management, become more cyclist friendly, improve the walking, cycling and public transport network and the availability of information such as maps, improving parking at the Cockburn Central Train Station, partnering with Main Roads WA for integrated planning. Traffic was seen as an area of priority

specifically congestion hotspots, public transport, speeding and parking. A pedestrian overpass at Cockburn Central was mentioned many times.

- Bicycle and Walking Network Plan (2016) feedback emphasized the need to address gaps in the network to link with key destinations or the wider active transport network, to provide safe, connected and continuous routes (particularly at crossings and intersections) and well-maintained infrastructure
- Age-Friendly Strategy (2016) highlighted that transport was a key consideration for the community. Feedback included requests for more shading and seating was required for bus stops, more ACROD and pick up/drop off bays at shopping centres, increased frequency of bus services and shuttle services, and ensuring consideration of accessible communication methods for transport information (i.e. font size)

Targeted engagement was also undertaken with Department of Transport, Main Roads WA, Public Transport Authority and Transperth. Briefing sessions were held with City of Cockburn councillors and senior management through the development of the ITS.

Resourcing the Plan

Annual budgets from the Corporate Business Plan include:

Project/Activity	2020/21	2021/22	2022/23	2023/24	Related Objectives
Road Projects 2017 – 2026 (includes new, resurfacing and traffic management)	\$9.7m	\$10.0m	\$14.5m	\$14.9m	1, 2, 5
New and refurbished Footpaths	\$1.37m	\$1.24m	\$1.16m	\$1.19m	3, 5
Bicycle Network 2017 – 2026	\$0.85m	\$0.20m	\$0.20m	\$0.25m	3



Measuring Achievement / Performance Measures

This ITS has not included specific mode share targets however this is something that the City may choose to develop particularly as it helps to understand the impacts of the ITS.

It is important that the targets set are realistic and that the impacts of the targets are understood and can be met by the particular mode (either based on existing or planned capacity). For instance, a 5% shift to public transport may not be possible within the limits of the capacity of the current system.

It is intended that this ITS be a live document that is actively implemented, with minor revisions every three to five years and progress reviewed annually. A complete refresh of the ITS would only be expected every ten years.

Key measurements for the City in understanding its performance may include:

- Progress of the City against the objectives and sub-objectives included in the ITS, as well as actions within the supporting Plans (such as the number of metres of new walking and cycling infrastructure delivered each year)
- Cycling Participation Survey results - increasing levels of use by residents
- Increasing walking, cycling and public transport use, including access to Cockburn Central, Aubin Grove and, in future, Ranford Road Station
- Number of schools and workplaces involved in the Your Move initiative and increasing the levels of engagement in the program
- Monitoring journey times and delays for select corridors (bus and general traffic)
- Monitoring traffic peak spreading/distribution through the review of traffic data for select corridors
- Measures of access to public transport as defined by access to opportunities within set time frames across the city (public transport accessibility mapping)

Reference and Demographic Information

The development of the ITS has included, but not limited to, a review of the following documentation:

- City of Cockburn Strategic Community Plan 2020-2030
- City of Cockburn District Traffic Study 2018
- City of Cockburn Parking Plan 2018-2028
- City of Cockburn Bicycle and Walking Network Plan 2016-2021
- City of Cockburn Parking Plan 2018-2028
- City of Cockburn TravelSmart Plan 2014-2017
- City of Cockburn Road Safety Strategy 2014-2020

- City of Cockburn Sustainability Strategy 2017-2022
- City of Cockburn Local Commercial & Activities Centres Strategy 2012
- City of Cockburn Town Planning Scheme No. 3
- Cockburn Central Activity Centre Structure Plan
- Cockburn Coast Integrated Transport Plan
- Perth and Peel@3.5million The Transport Network - March 2018
- City of Cockburn National Cycling Participation Survey 2019
- Australian Bureau of Statistics Census Results (2006, 2011, 2016)



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16.6 (2020/MINUTE NO 0236) COOGEE BEACH FORESHORE MANAGEMENT PLAN 2020-2070**Author** J McKay**Attachments** 1. Coogee Beach Foreshore Management Plan 2020-2070 [↓](#)**RECOMMENDATION**

That Council adopt the Coogee Beach Foreshore Management Plan 2020-2070, as attached to the Agenda.

COUNCIL DECISION

MOVED Cr M Separovich SECONDED Cr C Stone

That the recommendation be adopted.

CARRIED UNANIMOUSLY 9/0

Background

The Coogee Beach Foreshore is a popular coastal precinct that has significant social, environmental and economic value. The area sits within the Woodman Point Regional Park and existing management plans and master plan documents apply to the Coogee Beach area, including:

- Coogee Beach (Environmental) Management Plan (2009 - City of Cockburn)
- Woodman Point Regional Park Management Plan (2010 – DBCA)
- Coogee Beach Master Plan (City of Cockburn)

The City's 2016 Coastal Adaptation Plan identifies increasing coastal erosion risks for the Coogee Beach area, and recommends a long term strategy of managed retreat of assets, that interim measures be used to prolong the useful life of assets and that a Foreshore Management Plan be prepared to help manage the continued recreational, tourism and commercial use of the foreshore going forward.

Pursuant to this aim, the City commissioned GHD Pty Ltd in early 2020 to prepare a Foreshore Management Plan for Coogee Beach spanning to 2070 that builds upon existing plans and caters for predicted future coastal changes and risks.

Submission

N/A



Report

The Coogee Beach Foreshore Management Plan (FMP) covers the area shown in Figure 1 below, and has the following objectives:

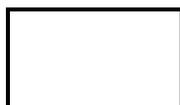
- Draw upon and tie together existing plans for the area,
- Consider the existing coastal area to identify areas and assets at risk of coastal hazards and associated predicted shoreline movements,
- Identify and fill gaps in existing management plans for the foreshore area,
- Consider the values and requirements of stakeholders, particularly the community, to help guide management actions,
- Set out foreshore management recommendations in alignment with State Coastal Planning Policy, including:
 - Planning and indicative timing for relocation of assets due to future erosion,
 - Interim protection measures to prolong the life of assets and use of areas,
 - Guidance for ongoing management of the beach, dunes and built assets,
 - Establishing trigger points for future actions and an associated monitoring and review regime.



Figure 1

The FMP covers a 50 year planning horizon, with a detailed approach taken to actions within the immediate (10 years) period and only a high level flexible approach adopted for actions beyond this immediate timeframe.

A flexible adaptation pathway approach has been employed using a trigger point framework for responding to coastal risk. This framework reflects the uncertainty of sea level rise when erosion hazards will be realised and aims to plan for and keep available as many adaptation options going forward. In this way, high level strategies are recommended for longer term issue, acknowledging that final decisions



will however be made on the basis of environmental, economic and community values closer to the time.

It is important to note that the FMP is not a master planning document, and planning for capital works and redevelopment of the foreshore should be undertaken separately but consistent with the measures within this FMP.

Engagement was undertaken with the local community and targeted organisational stakeholders in two phases being:

- 1) a vision and value assessment at the beginning of the process, and
- 2) a recent advertising and comment period on the completed draft FMP. All management actions in the draft FMP received good levels of support from survey respondents.

Refer to the Community Consultation section below for further details.

Key risks and management issues identified and addressed by the FMP include:

- Poor connectivity along foreshore paths and limited accessible beach access,
- Dune access tracks requiring excessive maintenance and having potential to limit dune health,
- Loss of land due to increasing erosion which is expected to become critical mid-late century due to sea level rise,
- Assets potentially vulnerable to erosion such as the Coogee Beach Integrated Community Facility (Surf Club premises), areas of the Coogee Beach Holiday Park, Perlinte View Road, and properties, and other minor structures,
- Need for maintaining a healthy dune habitat to mitigate the impacts of erosion and windblown sand,
- Managing existing and new lease agreements in the foreshore,
- Planning for new developments without increasing future management risks and costs,
- Parking pressures and access to the foreshore during peak periods.

Following initial community consultation, the below guiding principles were established for the FMP:

- Retain the natural character of the foreshore including preserving a sandy beach and health vegetated dunes,
- Maintain and adapt the level of public amenity provided by infrastructure within the foreshore area, albeit more efficiently on a smaller footprint of land,
- Uphold the present balance of natural and developed areas, and strategically rebalance to maintain similar proportions if and when foreshore land is lost to future shoreline movements.



The types of actions recommended in the Foreshore Management Plan include:

- Strategies, controls and actions to be incorporated in to ongoing management
- Minor capital works to address certain existing management issues
- Reactive interim measures to manage increasing coastal risks and prolong the use of assets and areas for as long as practical
- Planning and design for future potential works to protect against or control coastal erosion risks
- Future adaptation, relocation or removal of assets in response to erosion risks
- General strategic
- and long term principles or controls
- Ongoing monitoring and review to ensure adequate implementation and evolution of foreshore management.

Refer to the Action Table within the Executive Summary of the FMP for a summary of specific recommended actions.

Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Facilitate a thriving tourism and ecotourism industry.

Environmental Responsibility

A leader in environmental management that enhances and sustainably manages our local natural areas and resources.

- Sustainably manage our environment by protecting and enhancing our unique natural coastal, bushland, wetlands areas and native wildlife.
- Reduce adverse outcomes arising from climate change through planning; adaptation, mitigation, infrastructure and ecological management.

Community, Lifestyle and Security

A vibrant healthy, safe, inclusive and connected community.

- Provide community, sport, recreational, and cultural facilities and infrastructure to meet our community needs.

City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

- Plan to provide residents with great places to live, activated social connections and high quality open spaces.



Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Listen to, communicate, consult and engage with our residents, businesses and community in a timely, open and collaborative manner.
- Ensure good governance through transparent and accountable, planning, processes, reporting, policy and decision making.

Budget/Financial Implications

Actions recommended in the Foreshore Management Plan over the coming 10 year period total \$0.6M - \$1.2M over and above existing recurrent expenditure, subject to additional sand replenishment becomes required within this time period. Any expenditure will be allocated in accordance with the normal annual budget process.

Legal Implications

N/A

Community Consultation

Public consultation was undertaken in the preparation of the Foreshore Management Plan and was completed in two phases:

- Vision and values assessment completed 9 February – 4 March 2020 to understand how people use and what their vision for the foreshore to inform preparation of the FMP.
- Advertising and comment on the draft FMP undertaken 2 – 29 September 2020 to receive feedback on the document.

In both stages of engagement, consultation was sought from relevant commercial stakeholders, government agencies, community groups as well as the broader City of Cockburn community. Consultation was advertised to the community online, in print and with on-site signage, and letters were sent to nearby residents, community groups and commercial tenants.

Feedback was collected via online surveys, on-site pop-up workshops and one-on-one meetings with selected organisational stakeholders. A total 275 survey submissions were received from the community across both engagement stages.

Prior to major works being undertaken pursuant to the Foreshore Management Plan, it is suggested that a heritage consultant be engaged to identify the most appropriate knowledge holders from the Whadjuk Noongar people who can provide specific comment on stakeholder consultation matters going forward.



Risk Management Implications

If Council does not adopt the Foreshore Management Plan, the identified future risks at Coogee Beach may not be adequately managed and there is an increased likelihood of loss or damage to assets, loss of environmental habitat and diminished public amenity.

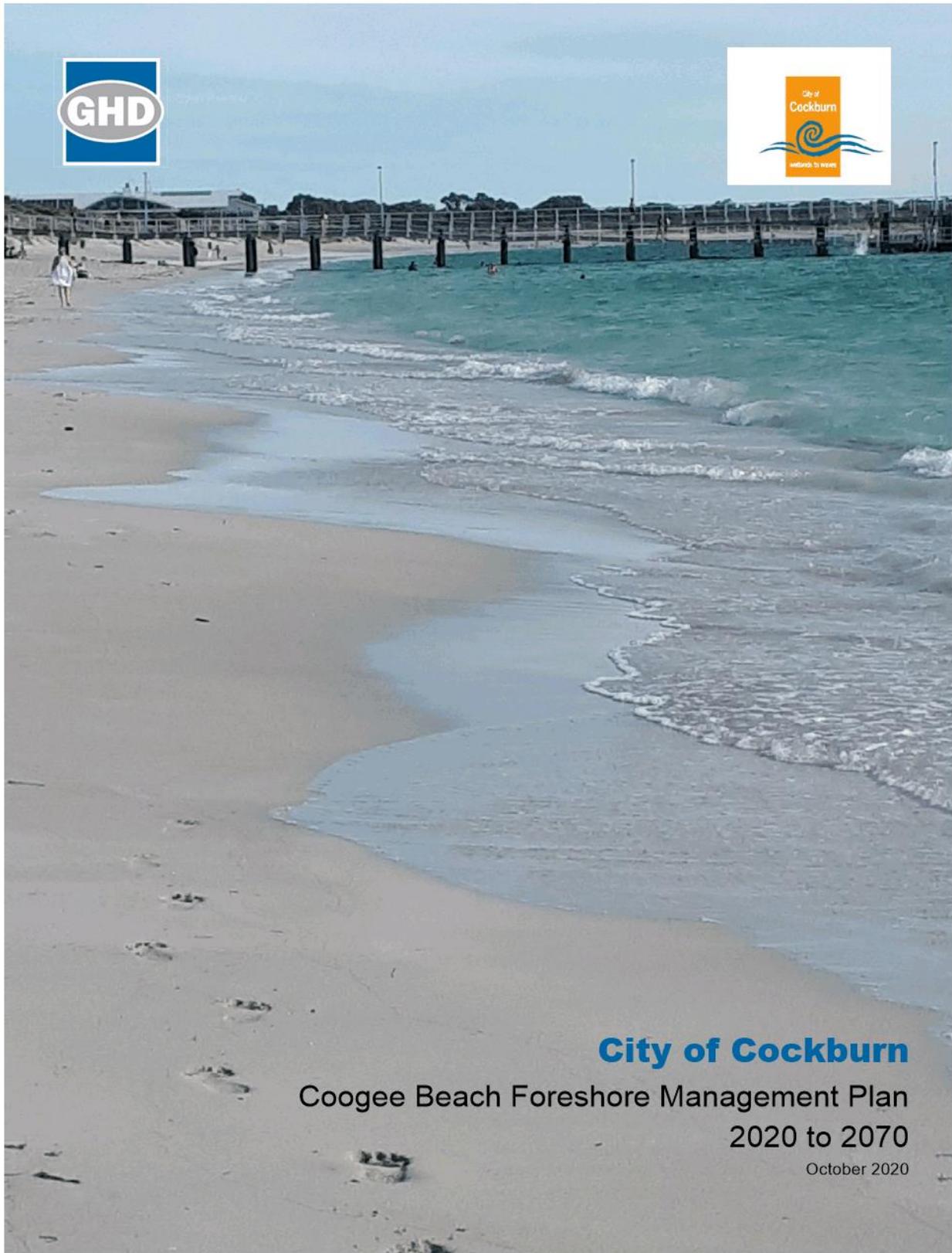
Advice to Proponents/Submitters

N/A

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

Nil





WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

Executive Summary

The Coogee Beach Foreshore area (the Foreshore) is an area of high community use that has significant and sometimes competing social, environmental and economic values. The Foreshore is predicted to experience coastal inundation and erosion in the longer term, based on current projected sea level rise estimates, placing further pressures on some assets and the natural environment

This Foreshore Management Plan has been developed consistent with State Planning Policy 2.6 to manage the continued recreational, tourism and commercial use of the Foreshore.

The Foreshore Management Plan aims to guide management of the coastal reserve over the coming 50 years to 2070, in a manner that ensures the preservation of ecological, cultural and social values of the area, whilst enabling use of the Foreshore in a sustainable manner in the short to medium term.

This Foreshore Management Plan is not a master planning document. Planning for capital works and redevelopment of the Foreshore should be undertaken separately, but should be consistent with and guided by the recommended actions and controls specified within this report.

An overview of the features and extent of the Foreshore covered by this Foreshore Management Plan is shown in Figure 1 below. The study area is bound by Perlinte View and Cockburn Road to the east and the ocean to the west. The southern extent is just south of Poore Grove and the southern carparks associated with the Coogee Surf Life Saving Club and the northern boundary is the return of the of the Coogee seawall and Socrates Parade.

Several existing management plans cover aspects the Foreshore, which this Foreshore Management Plan aims to be consistent with and build upon. Specifically, these key plans are:

- Woodman Point Regional Park Management Plan (2010 – DBCA)
- Coogee Beach (Environmental) Management Plan (2009 – City of Cockburn)
- Coastal Adaptation Plan (2016 – City of Cockburn)

Some key recommendations of the existing Coastal Adaptation Plan relevant to the Coogee Beach Foreshore include:

- A strategy of managed retreat of assets is employed in response to expected shoreline recession due to erosion, likely to become critical mid or later this century.
- Interim measures should be considered to support continued use of existing assets until they are no longer viable, and
- The preparation of a Foreshore Management Plan to provide an implementation framework for adaptation and long term retreat, and include immediate-term adaptation measures (this Foreshore Management Plan)

The recreational values of the Coogee Beach area are of key importance for the residents, locals and tourists. The major activities that are undertaken at the site are water activities, sports and social activities ranging from family picnics through to major community events. Other important features of the area include the Holiday Park, Coogee Beach Integrated Community Facility and associated businesses and the Coogee Beach Café.

Environmental values of the area include several flora communities as well as numerous fauna varieties that are unique or of significance.

Stakeholder engagement was undertaken from the 9th February to the 4th March 2020 to better understand the values associated with the Coogee Beach area. The engagement campaign involved publicly advertised general community consultation as well as direct liaison with key organisational stakeholders such as relevant community organisations, state agencies and major lessees within the Foreshore. In total 222 responses were received.

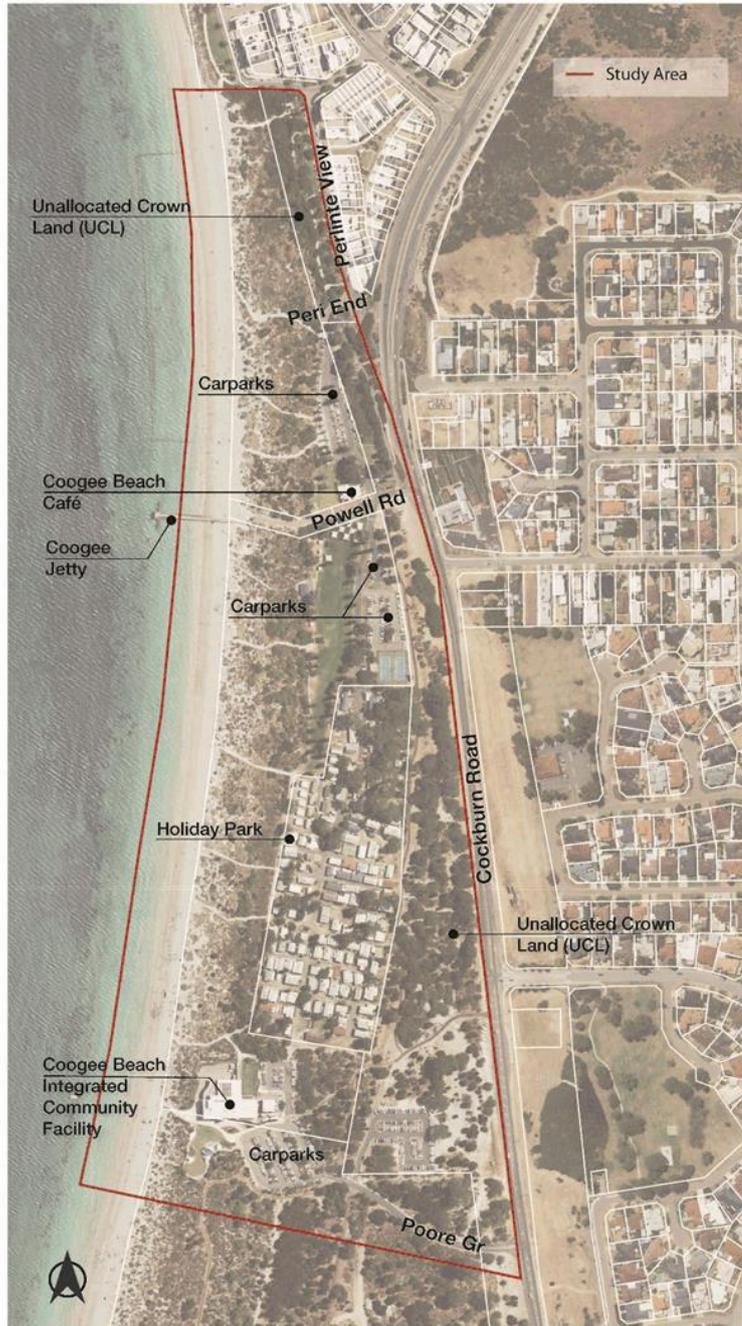


Figure 1 Foreshore Area Site Plan



Key themes identified from community engagement included a desire to maintain a sandy, amenable beach and the retention of both natural (dune vegetation and bush) and built environment (paths, carparks, playgrounds, toilets and supporting infrastructure). There was general support from stakeholders for the managed retreat of assets where required in the longer term in response to coastal hazards, so as to maintain beach and coastline similar in nature to that of the current day.

In review of existing management plans, existing studies and reports relating to the Foreshore, site visits and community consultation a number of key risks and management issues have been identified:

- Poor connectivity along Foreshore for coastal path users and management within the reserve.
- Dune access tracks requiring excessive maintenance and their potential to limit dune rehabilitation.
- Need for maintaining healthy dune habitat to assist in mitigating impacts of erosion and ensure ecosystem and environmental values are maintained.
- Potential for loss of amenity and social values associated with infrastructure (Surf Life Saving Club, toilet and shower facilities, playgrounds etc.) as a result of erosion risks.
- Potential loss of the sandy beach impacting recreation, environmental, socio-cultural and associated economic values.
- Erosion hazard impacts to existing Port Coogee development south of the existing seawall (Perlinte View residences, road and landscaping opposite residences).
- Pressures on the foreshore reserve to be able to provide both environmental and built services despite forecast loss of reserve areas from coastal erosion.
- Managing existing lease agreements within the Foreshore in the context of coastal erosion risks.
- Planning for new developments without increasing management risks and costs.
- Continuing existing monitoring and management measures.
- Addressing peak period parking pressures, particularly in the northern areas of the Foreshore.

The management strategies have been addressed using indicative long and short term timeframes as well as trigger points. The trigger points are part of providing a flexible adaptation pathway to allow for changing risk over time at a different rate than expected in the original coastal adaptation plan. Many longer term actions should be viewed as high level guidance only, and it is expected that future final decisions on these issues may vary taking in to account changes in conditions, constraints and community values that can occur with time.

The proposed strategic action plan is provided below.

It should be noted that, while management strategies aim to preserve and enhance the natural character and level of amenity presently provided by the Foreshore for as long as possible, the character and carrying capacity of the Foreshore may diminish in the longer term as the severity and impacts of coastal hazards occur. A trigger point framework for responding to coastal risk has been developed in response to the uncertainty of sea level rise and when erosion and inundation hazards will be realised GHD (2016). The trigger levels and local government level options are summarised:

- Trigger 1 – Risks are tolerable – Continue to monitor

- Trigger 2 - Increasing likelihood of intolerable risk. Accommodate + begin planning
- Trigger 3 - Intolerable. Interim protection may be viable. Protect + accommodate or retreat
- Trigger 3A - Intolerable. End of design life of interim protection. Further interim protection may be feasible. Protect + accommodate or retreat
- Trigger 4 - Intolerable. Protection is not viable. Retreat.

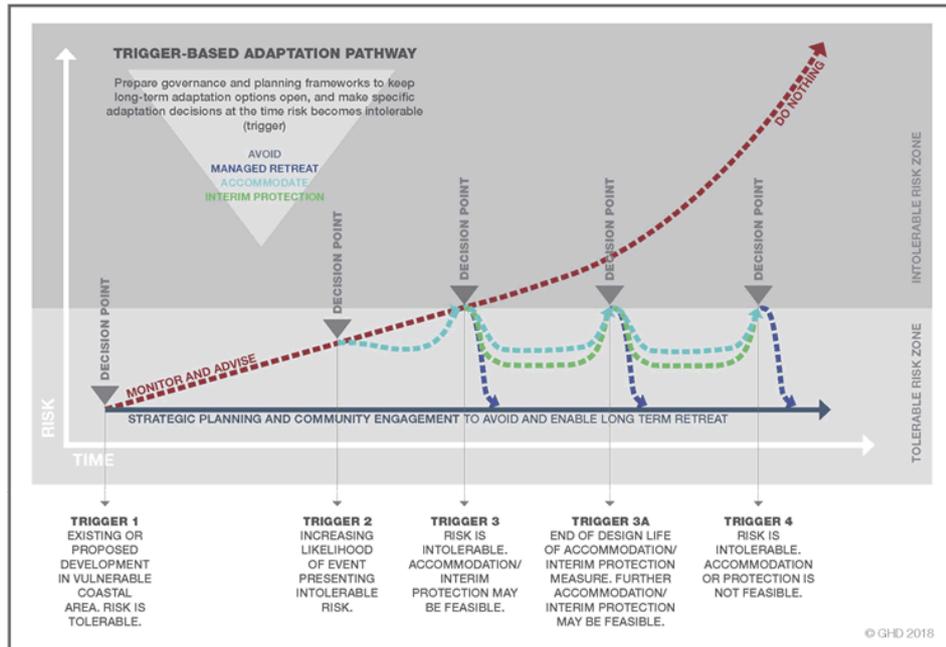


Figure 2 Trigger Based Adaption Pathway (Grace and Thompson, 2020)

As well as identifying ongoing strategic planning, there are several general management principles In order to maintain the Coogee Beach Foreshore in its current state:

- Retain the natural character of the Foreshore area going forward, including preserving a sandy beach and healthy vegetated foredune buffer to the extent possible.
- Maintain and adapt the level of public amenity provided by infrastructure within the Foreshore area, with a view to achieving this more efficiently and on a smaller footprint moving forward.
- Uphold the present balance of natural and developed areas, and strategically rebalance to maintain similar proportions (and not just accept loss of the natural foredune areas which are impacted first) if and when Foreshore land is lost in the future due to shoreline movements.

Actions are separated in to two broad time categories, as summaries below.

Immediate term: The current planning period out to approximately 2030. Immediate term actions identified in the management plan that require implementation now or over the next 10 years before the next scheduled review of this Plan.

Longer term: The 50 year planning period, being actions or events expected between 2030 and 2070 (at the time of writing). Long term actions were identified in the management plan in



response to predicted coastal hazards identified from the +0.5 m SLR erosion line anticipated to occur by 2070.

A summary of the proposed implementation plan is provided below. Further resourcing and planning requirements and cost details are listed in section 7. Refer to Appendix D for graphical representations of the major action plan measures. This report is subject to, and must be read in conjunction with, the limitations set out in section 1.4 and the assumptions and qualifications contained throughout the Report.



Summary Sheet

Coogee Beach Foreshore Management Plan

Parts of the Coogee Beach foreshore are identified as increasingly vulnerable to coastal hazards. As a result, the foreshore’s assets and natural environment may come under pressure in the future. The draft Foreshore Management Plan is a 50 year guide on how we will adapt to coastal challenges to maintain the environmental, recreational, social and commercial values of the foreshore.

The Foreshore Management Plan covers the area between Poore Grove (to the south), Cockburn Road (to the east) and Perlinte View (to the north). Actions recommended within the immediate term (10 year period) are more detailed and have greater certainty, whilst a flexible approach is taken to longer term actions so decisions can be made at the appropriate time in the future.

Aims:

- Retain the natural character of the Foreshore area including a sandy beach and healthy vegetated foredune buffer to the extent possible.
- Maintain and adapt public amenity provided by foreshore infrastructure, with a view to achieving this more efficiently to support coastal retreat.
- Uphold the present balance of natural and built environments. Strategically rebalance to maintain similar natural and built proportions if and when foreshore land is lost in the future due to shoreline movements.

Short Term Actions < 10 years

Longer Term Actions > 10 years

Actions:

- Consolidate Access Tracks**
 - Continue monitoring condition and health of dunes.
 - Maintain and install fencing to protect dunes.
 - Construct timber stairs/boardwalks to access track 3 and 4.
 - If degradation is observed beyond 2025, consider consolidation of dune tracks.
 - Construct link path to western boundary of Holiday Park to improve access and connect to existing paved path.
 - Upgrade paths to equal access paths.

- Flora / Weed Management**
 - Continue implementation of Weed Management Plan.
 - Continue implementation of Vegetation Rehabilitation Plan.
 - Maintain a sufficient dune vegetation zone width and monitor the health of dunes and the stability of the back boundary of the dune area. Consider reclaiming landscaped areas to move the dune extents eastward as necessary in future if windblown sand becomes problematic due to diminishing dune width.

- Fauna Management**
 - Continue fauna management in accordance with Environmental Management Plan.

- Managing Social Behaviour**
 - Continue Beach Bin Trial initiative on permanent basis to reduce littering and adapt locations and collection schedules as required to respond to erosion and seasonal usage.
 - Increase passive surveillance and swimmer safety by facilitating a movable observation tower in coordination with Coogee Beach Surf Life Saving Club. Adjust location as required.
 - Maintain and expand CCTV network at Coogee Beach in accordance with Community Safety & CCTV Strategy.

- Infrastructure Management - Coogee Beach Jetty**
 - Monitor stability of Coogee Jetty abutment via coastal monitoring program.
 - Design and implement an access ramp towards the shore from the exiting jetty to improve accessibility and enable closure of unviable existing wheelchair ramp.
 - Plan any upgrades or major works to the jetty with consideration to increasing future coastal risks and the remaining useful life of the structure.
 - Maintain and adapt the location and height of the jetty as may be required to match the receding shoreline and increasing water levels, via either modification of the existing jetty and abutment, or rebuilding the structure higher and further eastward at the end of its useful life.

- Infrastructure Management - Coogee Beach Integrated Community Facility**
 - Monitor the width of the dune buffer in front of the building and replenish the beach as required to prevent erosion of more than 5m from 2012 survey.
 - Complete a cost-benefit analysis of interim protection vs early retreat and if determined the preferred pathway, complete detailed design of the recommended interim protection measure.
 - Install hard protection or retreat (relocate the facility further landward) at such time that erosion risks to the facility can no longer be viably managed by sand replenishment.

- Infrastructure Management - Holiday Park Infrastructure**
 - Progressive redevelopment of Holiday Park with permanent development (ablutions, offices, major services, etc.) behind the Holiday Park Buffer Line as assets reach the end of useful life.
 - Only transportable accommodation, removable infrastructure and minor services to be established on the ocean side of the Holiday Park Buffer Line.
 - Ensure leasing arrangement reflects risks and hazards present for the property and controls in place.
 - Monitor shoreline movements and the width of the vegetated foreshore reserve in front of the Holiday Park as part of the City’s annual coastal monitoring program.
 - Implement managed retreat of Holiday Park infrastructure eastward to maintain a 40m public foreshore reserve width and rehabilitate dunes as necessary to respond to future erosion and shoreline recession.

- Infrastructure management - Perlinte View**
 - Continue monitoring the beach and dune width as part of the broader coastal monitoring program. A dune width of 60m or less from Perlinte View represents a higher risk and should trigger planning for further actions.
 - Investigate and assess funding mechanisms, sources and contribution models for erosion adaptation measures (e.g. a seawall) for Perlinte View, and consider establishing a reserve fund for this purpose.
 - Planning and feasibility studies: Conduct a detailed assessment of costs and benefits to confirm if the construction of protection structures is still the preferred strategy to manage Perlinte View erosion risks. Following this it is recommended that the refinement of protection option and identification of the preferred alignment is determined from comprehensive community engagement, coastal engineering and environmental assessments.
 - Conduct a detailed assessment of costs and benefits to confirm if the construction of protection structures is still the preferred strategy to manage Perlinte View erosion risks.



 Short Term Actions < 10 years

- Implement adaptation measures (e.g. a buried seawall to the immediate west of Perlinte View road reserve) when the appropriate trigger point is reached.

 **Infrastructure Management - Coogee Beach Café**

- Maintain or improve the current premises.
- Position any extensions or redevelopment of the café appropriately for the expected coastal erosion risks, preferably any high value improvements behind the 0.9 m SLR Hazard Line.

 **Infrastructure Management - Shark Barrier & Swimming Pontoons**

- Maintain the Shark Barrier and swimming pontoons.
- Continue monitoring shoreline movements in this area as part of the coastal monitoring program, check depths at pontoon locations prior to each year's deployment.
- Adapt and reconfigure the Barrier and swimming pontoon moorings as may be required in response to future shoreline movements, and at the time of any major renewal works to the barrier, take the opportunity to review and potentially reconfigure boundaries if required.

 **Infrastructure Management - Car Parks and Site Access**

- Monitor retreat of coastline and hazard zones, and check that at least 60m dune width remains.
- Advocate for improved public transport and pedestrian access links.
- Develop a long term masterplan to assess suitable locations for assets requiring retreat (northern and southern car parks, café, parklands and Surf Lifesaving Club) including potential locations nearby but outside the Foreshore Area.

 **Infrastructure Management - Minor Structures**

- Maintain existing minor structures until such time that they become unviable due to erosion risk.
- Decommission the unviable wheelchair ramp and associated shade structure immediately south of the Coogee Beach Jetty once the replacement ramp at the Jetty is operational.
- Design and implementation of a realignment of the existing main asphalt access link to the Jetty.
- Remove the shade shelter along access track 3 near Peri End at such time that ongoing removal of windblown sand becomes unviable. Replace it with a shade shelter elsewhere in the landscaped areas.
- Replace structures at the end of their design life with lightweight/relocatable structures, or if possible retreat (shift or replace) minor structures to alternative landward locations at such time that they become unviable in present locations due to increasing erosion risk.
- Rebuild the main toilet block at Coogee Beach Reserve at a safer setback distance when erosion risk becomes intolerable, or when the building reaches the end of its current useful life, whichever is first.

 **Coastal Protection**

- Carefully consider and assess the costs and benefits of coastal protection structures, or instigate measures for a managed retreat including how this may limit future adaptation options, before committing to any such works.

 **Lease Agreements**

- Refer to Draft Foreshore Management Plan for information on specific leases.

 Longer Term Actions > 10 years

 **Sand Replenishment**

- Continue monitoring beach, with particular attention to maintaining at least 30m dune width to the CBICF site.
- Continue triennial Port Coogee Sand Bypassing works, with target bypassing quantities as necessary to prevent shoreline recession south of Port Coogee as determined by the annual coastal monitoring program.
- Reactive sand replenishment and dune rehabilitation in front of the CBICF if or when required by coastal monitoring trigger point.
- Investigate additional sand sources for interim sand replenishment at Coogee Beach (with consideration to nourishment requirements at other Cockburn beaches) including feasibility and approvals pathways.
- Implement sand replenishment to other areas as necessary to provide interim protection to assets in response to changing erosion impacts and risks.

 **Additional Reserve Areas**

- Continue negotiations to transfer the Unallocated Crown Land adjacent to Cockburn Road to Reserve under the City's management
- Use undeveloped areas of land strategically and develop sparingly, in view of the predicted future diminishing size of the foreshore area and scarcity of land.

 **Planning for Development**

Limit new assets to sustainable setback locations

- All new development (buildings, carparks, hardscaping, services, boardwalks, etc.) within the Foreshore, including the Holiday Park, should be located at a setback distance suitable to the asset's intended useful design life.
- Minor development (e.g. footpaths, fencing etc.) or that which necessarily links to the beach and must by nature be beyond the appropriate hazard line, should be built to withstand or be easily adapted (removable or upgradeable) to the expected coastal hazard scenario.

Focusing Activity Areas

- Priority should be given to spreading new or renewed amenities southward where appropriate, and intensification of development should be avoided in the northern half of the Foreshore Area where practical.

Development Approvals

- Where a development requires planning approval, the application should demonstrate how future coastal hazard impacts will be addressed.

Master Planning

- Develop a long term coordinated plan for the Foreshore and adjacent land parcels that builds on existing master planning, and considers the measures and likely future changes to the Foreshore as presented in this FMP.

 **Monitor Beach and Dunes**

- Update Coastal Monitoring Program to include specific monitoring actions specified in section 6.11 to incorporate new trigger points and distances.
- Maintain a 60m wide dune vegetation buffer zone where possible.

 **Periodic Review**

- Review City's CHRMAP (e.g. the studies completed through the Cockburn Sound Coastal Alliance) Coastal Vulnerability & Flexible Adaptation Pathways Project) and this Foreshore Management Plan every 10 years to update risk information and hazard lines.

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Abbreviations

Abbreviation	Name	Abbreviation	Name
AHD	Australian Height Datum	DPLH	Department of Planning Lands and Heritage
AHIS	Aboriginal Heritage Inquiry System	EPBC	Environmental Protection and Biodiversity Conservation Act 1999
ARI	Annual Recurrence Interval	FCT	Floristic Community Type
BC Act	Biodiversity Conservation Act	GoWA	Government of Western Australia
BoM	Bureau of Meteorology	PMST	Protected Matters Search Tool
CBICF	Coogee Beach Integrated Community Facility (the surf club building)	SCP	Swan Coastal Plain
CHRMAP	Coastal Hazard Risk Management and Adaptation Plan	SLR	Sea Level Rise
CoC	City of Cockburn	SLSC	Surf Life Saving Club
CVFAPP	Coastal Vulnerability and Flexible Adaptation Pathways Project	TEC	Threatened Ecological Community
DBCA	Department of Biodiversity, Conservation and Attractions	The City	City of Cockburn
DLGSC	Department of Local Government, Sport and Cultural Industries	The Foreshore	Coogee Beach Foreshore Area
DoT	Department of Transport	UCL	Unallocated Crown Land

1. Introduction and Objectives

Coogee Beach is a popular beach located within the City of Cockburn (the City). The beach’s southern boundary abuts the Woodman Point Regional Park and stretches along the coast to the rock seawall of the Port Coogee development at the northern extent. For the purposes of this Foreshore Management Plan, the study area (the Foreshore) extends from the rock seawall of the Port Coogee development (Socrates Parade) in the north, down to the southern side of the Surf Life Saving Club carpark and Poore Grove – refer to Figure 3



Figure 3 The study area (Foreshore) subject to the Foreshore Management Plan.

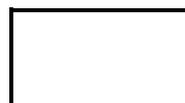
The Foreshore is a popular coastal destination with high recreational, commercial and environmental value. The foreshore reserve at Coogee Beach is narrow and includes a sandy beach, natural dune system backed by a mixture of bushlands and grassed recreational areas alongside some development (café, parking, playgrounds, tennis courts, Coogee Beach Holiday Park, and Surf Life Saving Club building).

The Foreshore in the long term is predicted to experience coastal inundation and erosion identified in the Cockburn Sound Coastal Vulnerability Study (Coastal Zone Management et al. 2013), based on current projected sea level rise estimates. Coastal hazards of erosion and inundation will place increasing pressures on some assets and the natural environment.

1.1 Purpose of This Report

The purpose of this Foreshore Management Plan is to manage the continued recreational and commercial use of the Foreshore at Coogee Beach over the coming 50 year planning horizon. The production of a Foreshore Management Plan for Coogee Beach is a key recommendation of the City’s Coastal Adaptation Plan (GHD 2016) and this Foreshore Management Plan has been developed pursuant to this document.

The Foreshore Management Plan will address the requirements listed in the State Planning Policy 2.6 (SPP 2.6). This includes taking into account coastal processes/hazards, landform and current natural environment, social and community expectations and cultural and historical significance.



This Foreshore Management Plan is not a master planning document. Planning for capital works and redevelopment of the Foreshore should be undertaken separately, but should be consistent with and guided by the recommended actions and controls specified within this report.

The Foreshore Management Plan has been developed in collaboration with the City and is consistent with the State Coastal Planning Policy, local plans and policies. Several existing management plans cover the Foreshore (refer Section 3) and this document aims to be consistent with and tie together these existing plans.

The Foreshore Management Plan provides guidance for the management of the coastal reserve out to 2070, in a manner that ensures the preservation of ecological, cultural and social values of the area, whilst enabling use of the Foreshore in a sustainable manner in the short to medium term. The Foreshore Management Plan will also specifically address:

- Consideration of the retention of key built infrastructure such as the Coogee Beach Integrated Community Facility (surf club building) and Coogee Beach Jetty out to useful asset life timeframes, via accommodation or protection measures if necessary, whilst retaining a useable foreshore reserve.
- Consideration of the expected impacts of erosion and shoreline recession on the Coogee Beach Holiday Park and Coogee Beach Café sites, and planning for interim protection or staged retreat/relocation of particular areas and structures/services therein plus devising recommendations for planning and development controls to facilitate this.
- Identification of all assets (structures, services, pavements, etc.) reasonably vulnerable to coastal risks within the study area over the planning timeframe, and the determining those that should be relocated, removed or abandoned in future with consideration to amenity, environmental protection and financial viability.
- Identification of suitable alternative locations for assets and spaces that are to be retreated

Greater detail and certainty of planning is presented for the coming 10 – 20 years when the effects of coastal change are more certain. Beyond this timeframe, when there is less certainty a higher level strategy and framework is provided further out in to the planning horizon.

1.2 Guiding Principles

1.2.1 State Coastal Planning Policy and Guidelines

State Planning Policy 2.6 (WAPC, 2013) outlines a number of objectives that are relevant to this Foreshore Management Plan:

- Ensure that development and the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria
- Ensure the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities
- Provide for public coastal foreshore reserves and access to them on the coast
- Protect, conserve and enhance coastal zone values, particularly in areas of landscape, biodiversity and ecosystem integrity, indigenous and cultural significance

Allowances for variations to the guidelines do exist for specific infrastructure such as low value public infrastructure with finite lifespan such as toilets and picnic shelters, coastally dependent

infrastructure such as dune fencing and necessary coastal community infrastructure such as surf lifesaving club facilities.

Furthermore, the SPP 2.6 guidelines provide a high level guidance and direction for all aspects of coastal planning. The relevant guidelines that impact on the Foreshore Management Plan are as follows:

- **3.4 Visual landscape** – provision of visual assessment techniques for incorporating landscape factors into planning processes
- **4.1 Coastal hazard risk management and adaptation planning process** – guidelines on how coastal risk management and adaptation plans should be set out and managed
- **4.2 Vulnerability assessment** – highlights the importance of vulnerability assessment and the part they play in determining how beaches are managed
- **4.3 Assessing risk adaptation options** – provides guidance on how to compare risk management options and determining which option is most effective for the beach
- **4.4 Adaptation** – Highlights the four key adaptation methods that need to be taken into consideration when developing a coastal management plan
- **4.5 Ongoing risk management and adaptation planning** – emphasises the importance of constantly reviewing a management plan to ensure it is up to date with current issues
- **4.6 Communicate and consult** – addresses the needs to undertake community consultation for any sort of plan to ensure community values are maintained
- **7.1 Community engagement** – similar to 4.6, this guideline emphasises the need for community engagement however this section is used to help determine what level of community consultation will be most effective
- **8.1 Ecological values** – states that the coastal foreshore reserve should be planned to maintain the ecological processes of the coastal location, including the functionality of the physical, hydrological and biological attributes of the area
- **8.3 Cultural heritage** – states that any identified culturally significant coastal heritage sites should be incorporated into the coastal foreshore reserve with practical buffers and management to ensure protection of their values
- **9.1 Coastal plan requirements** – outlines all relevant information that should be included as part of any coastal management plan

Schedule 1 of SPP 2.6 provides detailed guidance on how allowances for coastal erosion and inundation should be assessed depending on beach type and region of Western Australia. It recommends a risk based approach to assessing coastal hazards in developed areas. The aim of this section of the document is to ensure that adequate allowance is considered when planning coastal areas to allow for the absorption of the physical processes (erosion or accretion, sea level rise, tides, storm events etc.) and facilitate non-physical factors (public access and conflicts of interest) over a 100 year planning period.



1.2.2 Coastal Hazard Risk Management Hierarchy



Figure 4 Hierarchy of risk management and adaptation options (WAPC)

Clause 4.4 of SPP 2.6 highlights the hierarchy of key adaptation options as shown in Figure 4. The pyramid is used to demonstrate that as you go down the hierarchy, the more you diminish future risk management options. The four general adaptation options are:

- **Avoid** – This option means effectively avoiding the site to begin with and finding another, potentially safer site for development.
- **Planned or Managed Retreat** – This involves measures that mitigate development potential along the coastline and can involve measures such as notifications on title, prevention of further development or the removal of development and infrastructure in anticipation for the loss of coastline.
- **Accommodate** – develop the land with coastal hazards in mind, this could involve raising buildings further above ground, preparation of emergency evacuation plans or applying easements or planning zones to allow for changes as the coastline changes.
- **Protect** – This is the most costly option and involves the implementation measures that mitigate coastal hazards such as dune management, groynes, beach nourishment etc.

1.2.3 Flexible Adaptation Pathway and Trigger Point Approach

As climate change impacts and coastal hazard events unfold in the future, the adaptation options available in any specific location depend on the likelihood and consequence of the risk at that time. The decision made will be informed by values of the coast, coastal assets and community. Values will change over time – as they have in Cockburn over the last 100 years – therefore it is important that decisions are made at the time of the trigger point.

The City's existing Coastal Adaptation Plan (GHD 2016) adopts a flexible adaptation pathway approach using trigger points to manage and react to changing coastal risks. This same approach is adopted for the Foreshore Management Plan.

The flexible adaptation pathway approach combines decision-making at trigger points on specific adaptation measures (avoid, retreat, accommodate, interim protection) with an ongoing strategic planning process that plans for, and therefore maintains, all adaptation options (including avoid and retreat) for subsequent trigger points over time. In this way, by choosing to accommodate or protect in early horizons, future communities are not likely to be bound to the long-term cost of that decision beyond the design life of the infrastructure or asset.

The flexible pathway provides a roadmap to enable retreat from the most vulnerable coastal land in the long-term. The pathway also facilitates responsible interim adaptation measures that continue land uses where those measures are justified on social, economic and environmental grounds. Accommodating or defending against coastal hazards may be viable as an interim measure, with a likely ultimate long term retreat outcome.

The trigger point method is a mechanism to allow for a flexible adaption pathway to be implemented over varying timeframes. By associating the adaption measure with the current risk rather than specific timeframe it allows for the management plan to be adopted as needed. Refer to Table 1-1 for details on the Decision Triggers adopted in the City’s Coastal Adaptation Plan.

Table 1-1 Decision Triggers from Coastal Adaptation Plan (GHD 2016)

Trigger	Risk Level	Location of most seaward asset:	Government options	Landowner / asset manager options
Trigger 1	Tolerable	Landward of the 500 year ARI inundation event/acute erosion line*	Advise of increasing risk	Do nothing or Retreat
Trigger 2	Increasing likelihood of intolerable risk.	Landward of the 100 year ARI inundation event/acute erosion line* but seaward of 500 year ARI inundation line.	Accommodate	Accommodate or Retreat
Trigger 3	Intolerable. Interim protection may be viable.	Landward of the 50 year ARI inundation event/acute erosion line* but seaward of 100 year ARI inundation line.	Protect + accommodate or Retreat	Accommodate or Retreat
Trigger 3A	Intolerable. End of design life of interim protection. Further interim protection may be feasible	Landward of the 50 year ARI inundation event/acute erosion line* but seaward of 100 year ARI inundation line.	Protect + accommodate or Retreat	Accommodate or Retreat
Trigger 4	Intolerable. Protection is not viable.	Seaward of the 50 year ARI inundation event/acute erosion line*	Retreat	Retreat



Figure 5 represents the trigger point method as a graphical approach showing how increased risk over time will require decision points to decide on how to best manage the risk. This can be managed by accommodating, protecting or retreating depending on the management strategies available.

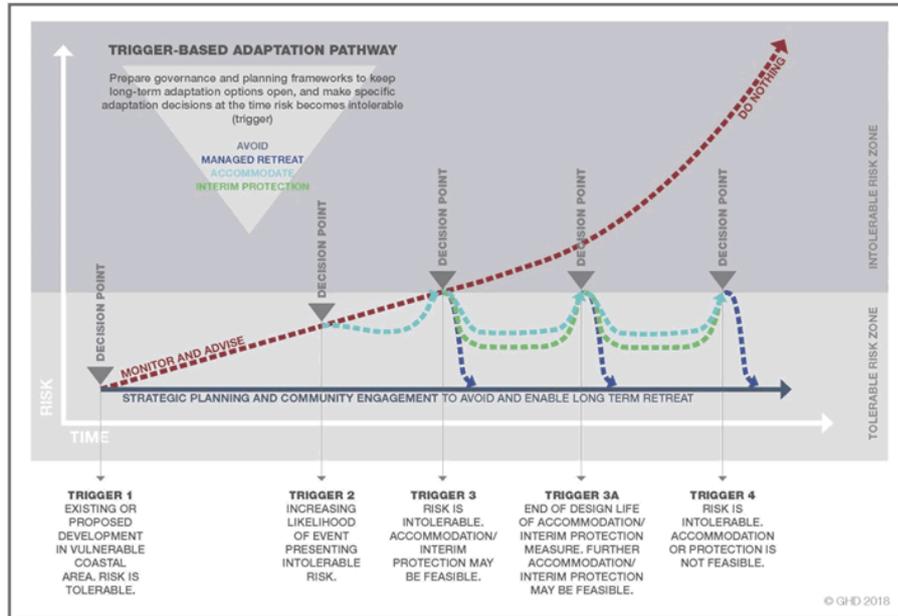


Figure 5 Flexible Adaptation Pathway (Grace and Thompson, 2020)

1.3 Foreshore Management Objectives

The City’s key objectives for management of the Foreshore over the 50 year planning horizon are listed below. This Foreshore Management Plan aims to achieve these aims, with consideration to the input from key stakeholders and the broader community received through the stakeholder engagement process outlined in Section 5 .

- Sustainable development of the Foreshore to cater for increasing population, a developing tourist precinct and usage demands whilst balancing preservation of natural areas and coastal vulnerability risks
- Maintaining a foreshore reserve and public access to the beach and adjoining reserves
- Maintain and improve public facilities within the Coogee Beach Reserve, including grassed areas, BBQ/picnic facilities, playgrounds, ablution blocks, parking, pathways etc. albeit with provision to adapt and relocate facilities as may be required in future in response to coastal processes.
- Conservation of existing natural dune systems and bushland within the Foreshore
- Maintain commercial premises and major built structures being the Coogee Beach Holiday Park, Coogee Beach Café, Coogee Beach Jetty, Car Parks and the Coogee Beach Integrated Community Facility (CBICF), including surf club, recreational and café premises within) for as long as is practical, with consideration to defending, adapting or relocating in the longer term.

- For the Coogee Beach Holiday Park specifically, retain its current footprint with a suitable foreshore reserve buffer for as long as practical, preferably to at the 50 year planning horizon, with consideration to interim protection or modification to site boundaries (partial relocation/retreat of assets) if required in response to coastal processes.
- Maintain and improve accessibility to beach and public foreshore amenities in general

1.4 Assumptions and Limitations

This report has been prepared by GHD for City of Cockburn and may only be used and relied on by City of Cockburn for the purpose agreed between GHD and the City of Cockburn.

GHD otherwise disclaims responsibility to any person other than City of Cockburn arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by City of Cockburn and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in the information.

GHD has prepared the preliminary costs set out in section 6 of this report (Management Plan) using information reasonably available to the GHD employee(s) who prepared this report; and based on assumptions and judgments made by GHD.

The cost estimates have been prepared for the purpose of high level management planning and must not be used for any other purpose.

The cost estimates are a preliminary estimate only. Actual prices, costs and other variables may be different to those used to prepare cost estimates and may change. Unless as otherwise specified in this report, no detailed quotation has been obtained for actions identified in this report. GHD does not represent, warrant or guarantee that the works can or will be undertaken at a cost which is the same or less than the estimates provided.

Where estimates of potential costs are provided with an indicated level of confidence, notwithstanding the conservatism of the level of confidence selected as the planning level, there remains a chance that the cost will be greater than the planning estimate, and any funding would not be adequate. The confidence level considered to be most appropriate for planning purposes will vary depending on the conservatism of the user and the nature of the project. The user should therefore select appropriate confidence levels to suit their particular risk profile.



2. Existing Natural and Cultural Environment

2.1 Location Description

2.1.1 Land Use

The Coogee Beach area has many different land uses and values associated with the location, including:

- Recreation
- Tourism
- Commercial

The Foreshore is part of the Woodman Point Regional Park. Contained within the study area are multiple different stakeholders, infrastructure and environmentally significant areas. Figure 6 below, identifies key features of the study area.





Figure 6 Coogee Beach Foreshore Management Plan study area



2.1.2 Land Tenure

Major land tenure within the area includes:

- Lot 171: Reserves under management of the City (including commercial leasehold premises at the Coogee Beach Integrated Community Facility (CBICF) and Coogee Beach Café buildings)
- Lot 173: Reserve under management of the City, which is let by the City leasehold land (the Holiday Park),
- Northern portion of Lot 304: Reserve under management of DBCA
- Former rail reserve parcels adjoining Cockburn Road: Unallocated Crown Land (DPLH)
- Powell Rd: Road reserve (CoC)
- Cockburn Rd: Road reserve (Main Roads)

2.1.3 Existing Facilities and Infrastructure

Table 2-1 identifies major infrastructure and facilities within the Foreshore.

Table 2-1 Major infrastructure and facilities.

	<p>Coogee Beach Integrated Community Facility (CBICF)</p> <p>The CBICF houses the Coogee Beach Surf Life Saving Club and is situated at the southern end of the study area. The club was formed in 2002 after community interest sparked a petition for the formation of a new surf life saving club for the Coogee Beach area. The club now has 1,200 members and runs programmes and courses for several different age groups. The current building was built in 2010 and also houses the Coogee Beach Fitness Club, the Surfing Lizard Café and is capable of hosting events and functions. (CBSLSC, 2020).</p> <p>The City installs a pontoon with slide at the beach adjacent to the Surf Life Saving Club during the summer months.</p> <p>The Surf Life Saving Club leases the facility from the City, with the Coogee Beach Fitness Club and Surfing Lizard Café being sub-lessees.</p>
	<p>Coogee Beach Holiday Park</p> <p>The Discovery Parks Holiday Park (formerly Coogee Beach Holiday Park) is operated by Discovery Parks and is situated in the centre of the study area. The park is popular with tourists year round due its location close to metropolitan Perth and also houses residents through leases governed by the <i>Residential Parks (Long-stay Tenants) Act 2006</i></p>



	<p>Coogee Jetty</p> <p>The Coogee Jetty was built in the early 1960's. The bituminised ramp and access track was opened in 1994 and the jetty was rebuilt in 1999. As the jetty is only maintained for recreational use, it offers the public the opportunity to explore the beach from a different perspective. (inHerit, 2020).</p> <p>The City installs a pontoon with slide adjacent to the jetty during summer months.</p>
	<p>Coogee Beach Reserve</p> <p>The Coogee Beach Reserve is situated in the same precinct as the Coogee jetty and Café. Offering BBQ's, picnic tables, shelter, playground, tennis courts and grassed areas, it is popular for recreational users.</p>
	<p>Coogee Beach Café</p> <p>The Coogee Beach Café is leased from the City located in the break out area close to the jetty. The café provides recreational users the chance to come dine and spend more time in the area. The café also services the holiday park.</p>
	<p>Shark Barrier</p> <p>The shark barrier was installed in 2014 and is an 'eco-shark barrier'. The barrier is expected to have a lifetime of at least 10 years and be recyclable at the end of the lifetime. The presence of the shark barrier has led to more swimmers and groups using the beach. In summer time the City also installs a pontoon with a slide in the enclosure. (City of Cockburn, 2020)</p>
	<p>Swimming Pontoons</p> <p>The City installs three swimming pontoons along Coogee Beach during the warmer months (November to April). Pontoons are heavily used and are typically moored at the Shark Barrier, beside the Coogee Jetty and in front of the Surf Life Saving Club.</p>



2.1.4 Climate

The City of Cockburn experiences a Mediterranean climate, with mild wet winters and hot dry summers.

During spring and summer, easterly winds are typically experienced in the morning which weaken and are usually reversed around midday by strong south westerly sea breezes.

Wind patterns in winter are more variable and during ambient conditions winds are typically not as strong as during summer. The exception to this is during the passage of cold fronts or winter storms which typically cause strong winds to blow from the north west, turning to the south west once the event has passed.

2.1.5 Metocean

A summary of metocean data is provided below for the Coogee Beach area.

Tidal Planes

Coogee Beach is in close proximity to Port Coogee and Fremantle. The tidal planes for Fremantle are listed below for use in further studies or designs required by management options.

Table 2-2 Fremantle tidal planes (mFLWM) (Department of Transport, 2016)

Place	HAT	MHHW	MLHW	MSL	MHLW	MLLW	LAT
Fremantle	1.40	1.15	1.04	0.81	0.57	0.47	0.26

Waves

Due to the open sea location, the beach experiences waves of different magnitude and direction throughout the year. The height and period of locally generated wind waves are dependent upon wind speed, duration of wind, water depth and fetch length (the length of water that the wind can act on).

Storm Tide

Due to the location of the study area, it is exposed to storm surges from weather systems. These weather systems can produce storm surges due to the variations in pressure in the atmosphere. These have been taken into account during coastal modelling undertaken for the site during the Coastal Adaptation Plan (Section 3.6.2).

The area around the Jetty and Shark Barrier are closed waters to motorised vessels, with an 8 knot limit enforced for the remainder of the immediate coastal water area.

2.2 Environmental Values

2.2.1 Landscape

The coastline is defined as a sandy coast along this particular coastal node. The low frontal dune extends along the shoreline from Port Coogee to the north out to Woodman Point in the south. Behind the dune, the coastal foreshore reserve has been maintained and offers a protective buffer for the holiday park. The reserve is well vegetated and hosts many different species of flora and fauna.

2.2.2 Geology and Geomorphology

The Coogee Beach Foreshore exists predominantly within the Quindalup dune system (DEC 2010). The Spearwood ridge appears as cliffs along the coastline between Woodman Point and

CY O'Connor beach (CZM et al, 2013). Rock platforms also underlie beaches in the area, typically present to -3 mAHD off shore, resulting in the formation of perched beaches within much of Cockburn Sound (CZM et al, 2013).

Coogee Beach forms part of a foredune plain (landform) which is relatively modern feature composed of new material, making sediments susceptible to erosion (by either wind or water processes) and therefore susceptible to modification of the greater landform.

In 2013 CZM reported from beach profile monitoring (undertaken by Cockburn Cements Ltd) that the foredune of Coogee Beach was relatively stable due to existing management measures, and South Coogee Beach had experienced foredune growth. However this was counteracted by a steepening of the submerged beach profile at South Coogee Beach and an erosion trend of the submerged portion of the beach profile at Coogee Beach. Erosion of the offshore portion of the profiles however is controlled by the presence of the rock platforms in the area, emergent at around -5 mAHD.

For further detailed analysis on the Geological Framework and its impacts to coastal processes refer to Coastal Zone Management et al (2013).

2.2.3 Vegetation and Flora

Vegetation

Regional vegetation mapped for the Coogee Beach and its surroundings by Hedde et al. (1980) based on major geomorphic units on the Swan Coastal Plain (SCP) identifies the following vegetation complex:

- Cottesloe – Central and South: a mosaic of woodland of *Eucalyptus gomphocephala* (Tuart) and open forest of *E. gomphocephala* - *Eucalyptus marginata* (Jarrah) – *Corymbia calophylla* (Marri) with closed heath on the limestone outcrops.

Since Coogee Beach is located within an area that is part of Bush Forever Site No. 341 (Woodman Point, Coogee/Munster), the recommended implementation for this area is “*The care, control and management of this site (including Reserve 42469) for conservation purposes within Woodman Point is endorsed.*” as per Bush Forever Volume 1 (GoWA, 2000).

Four dominant as well as common native species were identified to be present in the Coogee Beach surroundings. This study area is dominated by one or more of the following vegetation community types as described in accordance with Keighery (1994):

- The foredunes contained an Open Low Heath over *Spinifex longifolia* Grassland.
- The secondary dunes contained two communities:
- An Acacia Open Heath community (The Acacia cyclops and *Olearia axillaris* Open Heath over *Scaevola crassifolia* Low Shrubland over *Spinifex longifolia* Open Grassland) along the northern and southern lengths of the secondary dunes.
- The centre varies in species composition and becomes a Quandong Shrubland (*Santalum acuminatum* Shrubland over *Lepidosperma gladiatum* Sedgeland over *Rhagodia baccata* subsp. *baccata* Low Shrubland).
- Further inland at the southern end of the study area contained a Rottnest Island Pine Low Open Forrest (*Callitris preissii* and *Melaleuca huegelii* subsp. *huegelii* Low Open Forrest over *Spyridium globulosum* Open Shrubland over *Rhagodia baccata* subsp. *baccata* and *Threlkeldia diffusa* Low Shrubland over *Hardenbergia comptoniana* Very Open Vineland).

A report subsequently completed by Coffey in 2008 indicated that there are possibly five Floristic Community Types occurring within the study area:

- FCT 24 – Northern Spearwood shrublands and woodlands.
- FCT 29a – Coastal shrublands on shallow sands.
- FCT 29b – Acacia shrublands on taller dunes.
- FCT 30a – *Callitris preissii* (or *Melaleuca lanceolata*) forest and woodlands.
- S14 – *Spinifex longifolius* grassland and low shrubland.

The potential TECs and vegetation communities identified and listed above were assessed to find if any of them represented a Floristic Community Type (FCT) as identified by Gibson et al (1994) for the Coogee Beach study area. The Rottnest Island Pine Low Open Forrest community was found to have 33.2% species similarity and 7 species in common with the TEC SCP30a. However, it is not considered significant since the Low Open Forest community only consists of a few trees and the understorey is highly overrun with weeds. Threatened ecological community (TEC) SCP30a (*Callitris preissii* (or *Melaleuca lanceolata*) forests and woodlands) has been identified to occur in the area of Woodman point (GoWA, 2000). But, there is not sufficient evidence to support that TEC SCP30a also occurs within the study area of Coogee Beach. This TEC has been listed as Vulnerable under the *Biodiversity Conservation Act 2016* (BC Act) by the Minister for Environment. It is not listed under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

A desktop search of the EPBC Act Protected Matters Search Tool (PMST) indicated that the Banksia Woodlands of the Swan Coastal Plain ecological community may occur within the area (listed as Endangered under the EPBC Act). It is not considered likely that this ecological community is present in the study area given the coastal location and the species recorded by the 2007 Ecoscape study.

The PMST search also indicated that the Tuart (*Eucalyptus gomphocephala*) Woodlands and Forests of the Swan Coastal Plain ecological community is likely to occur in the area. It is also not considered likely that this ecological community is present in the study area given the coastal location and the species recorded by the 2007 Ecoscape study.

Flora

A formal flora assessment was not conducted as part of this report.

The PMST indicated flora species listed as Endangered and Vulnerable may occur within the area, however, a desktop search of the DBCA NatureMap does not indicate the presence of any rare, threatened or priority flora species. Search results are provided in Appendix A.

A site assessment conducted by Ecoscape in October 2007 on native flora species recorded 32 species in total including dominant as well as other common native flora species. None of the recorded flora species were found to be state or federally declared protected, rare or priority as listed under the BC Act or EPBC Act.

One locally significant species was observed throughout the southern side of the study area, particular in the secondary dunes and inland area, which is Rottnest Island Pine (*Callitris preissii*). The Coogee Beach population has a non-glaucous (green) form which is characteristic of natural but not cultivated populations (Keighery, Gibson & Keighery 1997). It is therefore assumed that the *Callitris preissii* in Coogee Beach is a natural population.

2.2.4 Fauna

A formal fauna assessment was not conducted as part of this report. Southern Brown Bandicoots or quenda (*Isodon obesulus fusciventer*) are common in the area as well as numerous bird and marine species.

Desktop searches of the EPBC Act Protected Matters Search Tool (PMST), DBCA NatureMap and the list of significant Birds of the Swan Coastal Plain portion of the Swan Coastal Plain (GoWA, 2000) identified fauna species that may potentially occur in the study area. Conservation significant species are presented in Table 9-1 along with search results in Appendix A. Further fauna information is available in Section 17 of the Woodman Point Management Plan (DBCA 2010) including a summary of present and past notable fauna of the Woodman Point Regional Park.

Even though no pest fauna were recorded to be in the Coogee Beach surroundings, there is potential for introduced fauna including mice, rats, cats, foxes and rabbits to inhabit the study area since they are known to be pest fauna in the Woodman Point Regional Park regions.

Anecdotally, community stakeholders mentioned feral cats during the consultation period. The City carries out extensive feral cat and fox control in the area in conjunction with DBCA, in accordance with the existing 2009 Management Plan.



Southern Brown Bandicoot – known to occur in the dunes of Coogee Beach

2.3 Cultural Heritage

2.3.1 Aboriginal Heritage

The Department of Planning, Lands & Heritage (DPLH 2020) *Aboriginal Heritage Inquiry System (AHIS)* was searched for any registered heritage values that may occur in the local area of the study site. The DPLH AHIS database has returned two heritage entries nearby the Foreshore, both of which are declared as mythological sites and have open access with no restrictions:

- Cockburn Road (ID 15840) which is a registered Aboriginal heritage site. This site lies adjacent to but entirely outside the Foreshore.
- The Indian Ocean (ID 3776) which is listed as a heritage place. This broad site borders the beach and covers the water area, but does not extend onshore (though would be expected to move westward commensurate with any shoreline recession).

2.3.2 Non-Indigenous Heritage

Most of the historic landmarks in and around Coogee Beach as a result of its local history no longer exist (Berson 1978), including:

- Tea Rooms (1934 to 1959)
- The Boatsheds (1900s to 1966)
- Market Gardens, fruit growers and flower growers
- Coogee Beach Shop (1959 to 2005).

Some of the other historic landmark locations that still remain nearby the study area (Berson 1978) include:

- The Coogee Hotel, built in 1901, transferred to the State in 1971, sold in to private ownership in 2017 and used for hospitality business purposes at present.
- The Coogee Post Office, built around 1901, transferred to the State in 1971 and sold to private ownership with the Coogee Hotel in 2017.

The Coogee Beach and Coogee Beach Jetty are listed in the City of Cockburn's Municipal Inventory due to its history as a popular tourist destination since the 1930s and as the jetty has been used for recreation since its construction in the 1960s (inHerit database search, Government of Western Australia, 11th March 2020). The Jetty was rebuilt in 1999 over the same footprint and in a similar style to the previous structure.

2.4 Recreational Values

2.4.1 Access

There are currently three vehicle access points that allow entrance to the Foreshore (two from Cockburn Road, one from Perlinte View). Powell Rd which is the main access to the area occurs just north of the terminus of Beach Road onto Cockburn Road. The road allows vehicle access to the car parks and throughout the Holiday Village. Authorised vehicles may also enter the beach from this entry point. A firebreak occurs along the western border of the Holiday Village which allows access to the southern length of dunal vegetation.

There are numerous pedestrian linkages throughout the site. A total of 13 paths traverse the dunal vegetation to access the beach.

There is significant fencing present on the site to restrict access to the dunes. Wire fencing occurs along the paths and behind the stable dunes, bordering on the grassed areas, car parks, Holiday Park and along the north-south pedestrian link.

2.4.2 Boating and Access

The waters off Coogee Beach are utilised for recreational boating, particularly for sail and paddle craft. Landing of power vessels is typically only undertaken by the Surf Life Saving Club within the Foreshore. Figure 7 below is an extract from Nautical Chart WA001 of the Coogee Beach Area, available from the Department of Transport WA website.

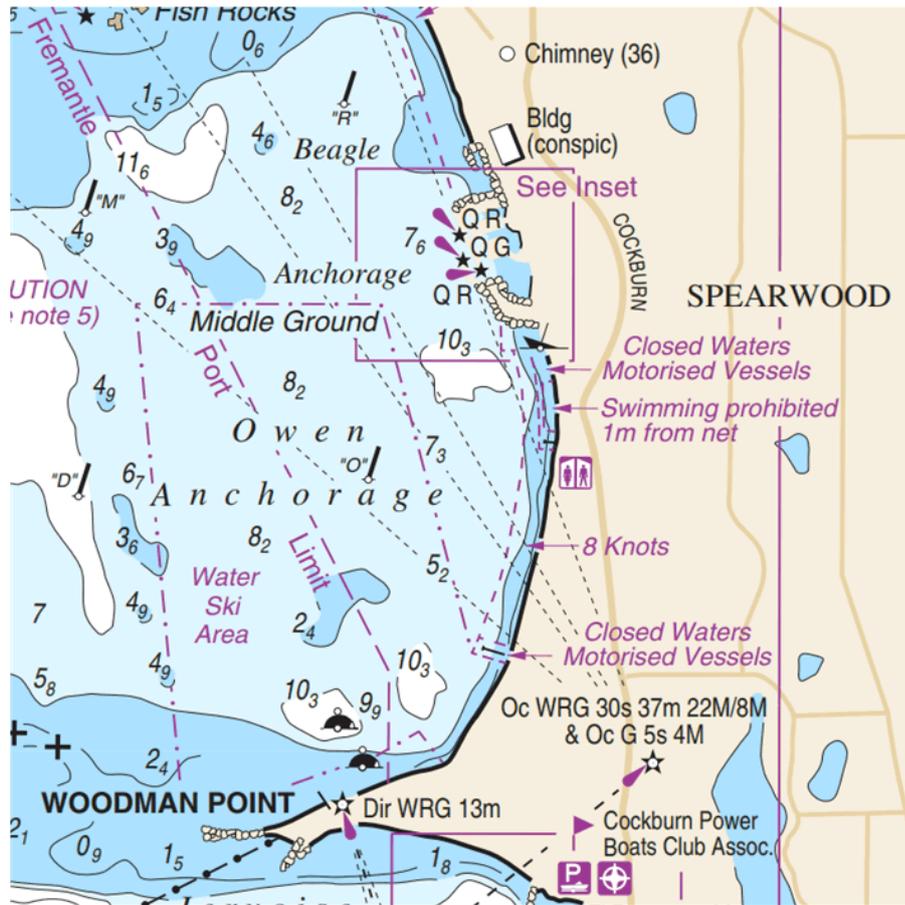


Figure 7 Nautical chart for Coogee Beach area (Department of Transport, 2020)

2.4.3 Recreation Activities

The City of Cockburn *Coastal Activities Guide* outlines designated areas and exclusion areas for a variety of land and water based activities can occur as shown in Figure 8:

Table 2-3 provides a more specific analysis of these activities in regards to the facilities required to support these activities and the specific areas that have been provided for them.

2.4.4 Community Event Space

The parkland areas within the Foreshore presently serve as the City's premier outdoor event space. Major annual public festivals such as Coogee Live and the Australia Day Coogee Beach Festival are attended by thousands of community members, and the Foreshore and its existing infrastructure therefore plays an important role in facilitating these events.

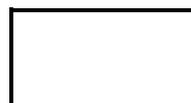


Table 2-3 Summary of recreational activities, facilities and areas

Recreational activity	Recreational facility	Specific areas with established recreational facilities
Walking and Running	Walking trails, beach areas and access	Walking trails existing along foreshore continuing into Woodman Point Recreational Park. Beach access at several locations
Cycling	Cycling trails	Cycling trails existing along foreshore continuing into Woodman Point Recreational Park
Scenic driving/viewing	Roads and parking areas	Two carparks at the Coogee Jetty and two carparks at the CBICF.
Bird watching	Walking trails	Several walking trails onto the beach and entering the Woodman Point Regional Park.
Picnicking	Picnic benches, barbeques and grassed areas	Facilities around the Coogee Jetty break out area behind the front dune.
Holiday/Camping	Caravan and camping park	Discovery Parks Coogee Beach
Dining	Cafes, Restaurants, Bars	Coogee Beach Café, Surfing Lizard Café, SLSC
Fishing	Jetty, Beach areas	Coogee Jetty, Beach and carparks
Windsurfing/kite surfing	Beach areas	Beach areas and carpark
Kayaking	Beach areas	Beach areas and carpark
Diving/Snorkelling	Beach Areas, Jetty	Beach Areas, Shark barrier, Omeo Wreck (Not in study area but in close proximity to the north)
Sailing/boating	Minimal (restricted area)	Beach Areas
Swimming	Car parks and beach access areas, shark barrier	Shark barrier to the north of Coogee Jetty, CBICF in the south of the study area.
Surf Life Saving Sporting	Open areas, shelters	Open area at Jetty breakout area with grassy areas and shelters



Kayakers at Coogee Beach (view from the CBICF)



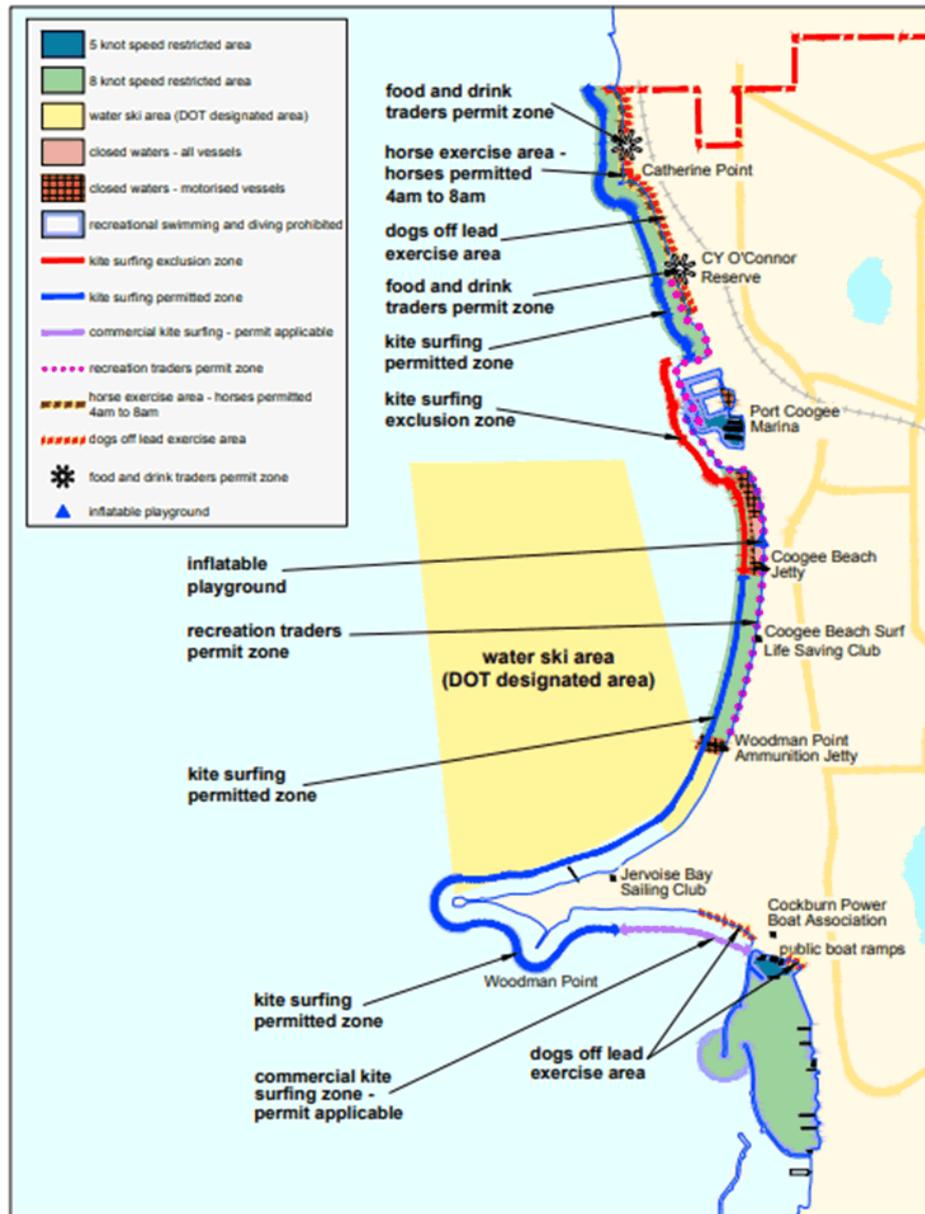


Figure 8 Extract from the Coastal Activities Guide (City of Cockburn)

3. Strategic Alignment

This section outlines key existing plans and studies relevant to the Coogee Beach Foreshore and to which this Foreshore Management Plan seeks alignment with.

3.1 Strategic Community Plan 2020-2030

Council's vision is to build on the solid foundations that their history has provided to ensure that Cockburn of the future will be the most attractive place to live, work, visit and invest in, within the Perth Metropolitan area. To enable this, five strategic objectives have been established. Providing and management of the Coogee Beach Foreshore falls under the following objective goals:

- 4.1 Plan to provide residents with great places to live, activated social connections and high quality open spaces.
- 4.7 Continue to complete the coverage of accessible cycleways, footpaths, parking and end of trip facilities, and trail networks across the City.
- 2.1 Sustainably manage our environment by protecting and enhancing our unique natural areas, coast, bushland, wetlands and native wildlife.
- 2.6 Reduce adverse outcomes arising from climate change through planning, adaptation, mitigation, infrastructure and ecological management.
- 2.3 Provide accessible high-quality open spaces and parks for community benefit.
- 5.2 Deliver value for money through sustainable financial management, planning and asset management
- 3.6 Provide community, sport, recreational, and cultural facilities and infrastructure to meet community needs.
- 5.1 Ensure good governance through transparent and accountable planning, processes, reporting, policy and decision making.
- 5.3 Listen to, communicate, consult and engage with our residents, businesses and community in a timely, open and collaborative manner.

3.2 Coogee Beach Master Plan

The Coogee Beach Master Plan was developed by the City to uplift the Coogee Beach recreational area to improve the amenity and functionality of the site. The master plan has been broken into six stages to allow for the area to continue to be used with minimum disruption. The six stage plan is broken down below:

Stage 1 - Demolish old surf club & underground power lines

Stage 2 - Upgrades to Poore Grove & overflow parking

Stage 3 - Upgrades to cafe hub area & northern car park

Stage 4 - Upgrades to central car park, tennis courts & new holiday park entry road

Stage 5 - Revegetation & upgrades to public open space

Stage 6 - Upgrades to holiday park site, artworks / signage & new / extended commercial premises

Stages 1 and 2 are complete with planning for stage 3 underway.



3.3 Land Use and Zoning

The Coogee Beach study area falls under the Metropolitan Region Scheme (MRS) which defines the future use of land and provides the legal basis for planning in the Perth metropolitan region, dividing it into broad zones and reservations including bush forever areas.

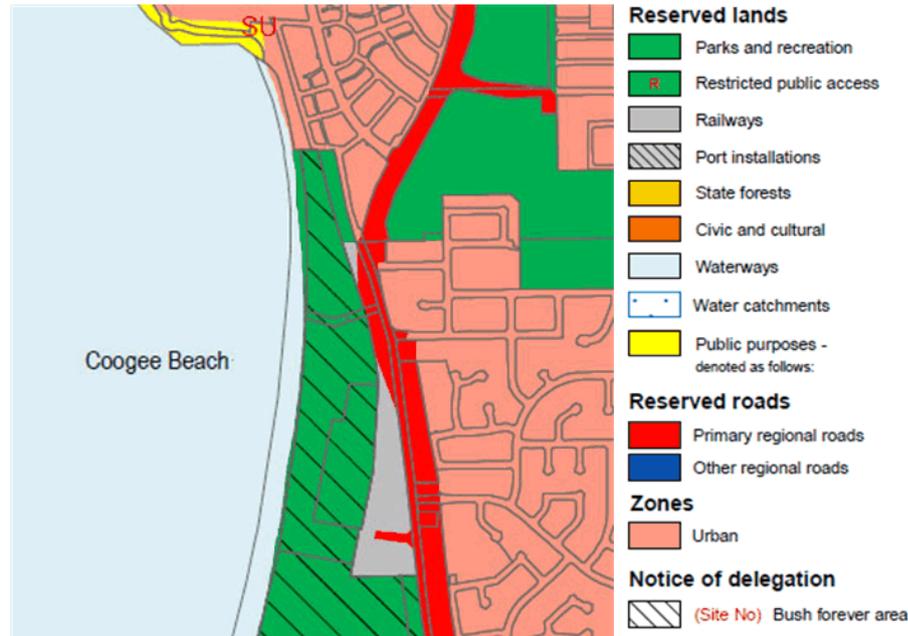


Figure 9 Metropolitan Region Scheme (WAPC)

Applicable zoning and reserve categories that apply to land within or immediately adjacent to the Foreshore include:

- **Urban:** Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry
- **Parks and recreation:** Land of regional significance for ecological, recreation or landscape purposes.
- **Railways:** Provides for public transit routes, freight rail lines and associated facilities such as park'n'ride stations, maintenance depots and marshalling yards.
- **Public purposes:** Land for public facilities such as hospitals, high schools, universities, car parks, and prisons, utilities for electricity and water, commonwealth government and other special uses.
- **Primary regional roads:** These are the most important of the roads of regional significance in the planned road network, and are currently or proposed to be declared under the Main Roads Act 1930.
- **Bush forever area:** Areas identified as Bush Forever are subject to the planning requirements of "State Planning Policy 2.8 - Bushland Policy for the Perth Metropolitan Region".

Zoning policy allows for Department of Planning, Lands and Heritage to effectively plan and guide development in different scheme areas to ensure that land use is most effective for the wider planning scheme region. Where this does not align with the City's objectives and plans, there is a formal process to follow to rezone lots and areas.

3.4 Woodman Point Regional Park Management Plan (DBCA 2010)

The study area is addressed in the Woodman Point Regional Park Management Plan as Areas 1, 2 and 3. Area 1 being the recreation and fire break area adjacent to the holiday park. Area 2 is the area of the café and associated infrastructure and Area 3 is the holiday park and surrounds.

The management emphasis, acceptable use and facilities for each area is provided below.



Figure 10 Woodman Park Management Areas (DBCA 2010)

Area 1 – Fore-dune Area

Management Emphasis - The management emphasis is to provide for appropriate uses that do not adversely affect the natural environment. Areas will be managed jointly for public use, conservation and enhancement of flora and fauna, and improvement of landscape qualities. Public use must be compatible with the assigned purpose of the relevant reserve. Visible evidence of management may be moderate to high. Management will encourage uses and develop facilities that promote conservation and education.

Acceptable Use and Facilities - Public access primarily by walking trails and cycle paths. Through access by vehicles along established roads is allowed. Some development of facilities may be necessary. These may include facilities associated with education and visitor services. The provision of facilities will depend on the values of an area. Rehabilitation and habitat protection may be necessary.

Area 2 and 3 – Café Area and Holiday Park

Management Emphasis - The prime emphasis of management will be to provide a variety of recreation opportunities. The type and scale of facilities provided will depend on the values of any given area, community demand for recreation and the appropriate management of the

Holiday Park. Management involves minimising the impact of visitor activities through the sensitive placement and provision of access and facilities as well as through the provision of information and interpretive material. Visible evidence of management may be high.

Acceptable Use and Facilities - Public use may be high in these areas. Predominantly passive recreation pursuits, allowing for the Holiday Park service and picnic facility development. Commercial concessions are considered appropriate within this management zone. Rehabilitation, landscaping and reticulation of areas may be necessary. Access to Area 6 – the Department of Local Government, Sport and Cultural Industries (DLGSC) Recreation Camp is by expressed approval of DLGSC.

3.5 Coogee Beach (Environmental) Management Plan (2009)

This management plan details the existing flora and fauna and provides guidance for conservation of the existing natural dune system. The proposed rehabilitation (Ecoscape 2009) plan consisted of the recommendations including the development of a number of plans as outlined below:

Weed Management

Establishment of a Weed Management Plan providing details of the weed management strategy, application of treatments, treatments program and monitoring recommendations.

Pest Fauna Management

Establishment of a Pest Fauna Management Plan coordinated across adjacent sites and the Foreshore and prepared by a qualified expert to develop strategies.

Rehabilitation Plan

Undertake a rehabilitation plan including details of planting, selection of species, fauna habitat as well as recommendations on monitoring and maintenance works.

Fire Management Plan

Prepare a Fire Management Plan identify risks (including from rehabilitation), recommended monitoring, consultation and communications and management actions.

Infrastructure and Landscape Plan

Guidelines for infrastructure and landscaping in relation to dunes and pedestrian risks were outlined and recommendations to undertake the installation and maintenance a number of new and existing features including: vegetation, pedestrian crossing lights, entrance lighting, car park lighting, fencing and standardised signage were detailed.

3.6 Coastal Adaptation Planning

3.6.1 Coastal Vulnerability and Flexible Adaptation Pathways Project- Cockburn Sound Coastal Alliance

The City of Cockburn, along with the Cities of Fremantle, Kwinana and Rockingham is part of the Cockburn Sound Coastal Alliance, which has delivered the Cockburn Sound Coastal Vulnerability & Flexible Adaptation Pathways Project (CVFAPP). The Project aimed to assess the current and future coastal vulnerability associated with the Cockburn Sound coastline, and devise sustainable adaptation measures to adequately manage these risks. The CVFAPP was undertaken in four stages:

Stage 1 – Coastal Vulnerability Assessment (CZM et al, 2013)

- Improve the understanding of the coastal features, processes and hazards of the study area (coastal landforms, geological features, sediment supplies, sediment distribution and meteo-ocean processes);
- Identify the degree of exposure and sensitivity of the various sections of coastline to the potential impacts of future weather events and sea level rise associated with both natural variability and climate change.
- Develop an understanding of the vulnerability of the coast within each coastal compartment based on an understanding of current and future physical changes (output from Stage 1);
- Identify significant vulnerability trigger points and respective timeframes for each sediment cell to mark the need for immediate or medium term adaptation action;

Stage 2 – Values and Risk Assessment (BMT, 2014)

- Facilitate the understanding of climate science, coastal hazards and risk management amongst key stakeholders (not including community);
- Identify what assets are situated along the coast and what services and functions those assets provide;
- Identify the 'value at risk' of coastal assets potentially affected by coastal processes and climate change under different timeframes and climate change scenarios
- Identify and evaluate potential adaptation options for vulnerable areas;
- Quantify the risks in terms of consequence and likelihood of those hazards identified.

Stage 3 – Coastal Adaptation Plan (GHD, 2016)

- In consultation with the key stakeholder groups and community, verify the intrinsic current and anticipated economic, socio-economic and ecologic values of assets at risk;
- In consultation with the key stakeholder groups and community, assess and verify the most effective and feasible adaptation options which can include coastal protections, planning instruments and market interventions;
- Share best practices, lessons learnt and identify critical data gaps; and
- Prepare a Coastal Adaptation Plan document for each Local Government

Stage 4 – Implementation and monitoring (ongoing)

- Each local government implements its Coastal Adaptation Plan by way of ongoing monitoring, further detailed planning and site works as required

3.6.2 City of Cockburn Coastal Adaptation Plan (GHD, 2016)

The City's Coastal Adaptation Plan was developed using relevant state coastal planning policy guidelines to guide the City in managing coastal risks and adapting to coastal changes in a sustainable and flexible manner.

The Coastal Adaptation Plan identifies that, over time, the City's coast is predicted to become increasingly vulnerable to the impacts of sea level rise, storm surges and changes in sediment regimes. The Coastal Adaptation Plan also identifies that sections of the City's coast are exposed and vulnerable to erosion in particular, including Coogee Beach.

Vulnerability and risk mapping shows that over time, risks to coastal land and assets will increase from tolerable, to intolerable. It is recognised that this will require government and the community to make decisions about how the coast is used in the future.

The Coastal Adaptation Plan adopts a flexible adaptation pathway approach, which aims to implement management actions using risk-based triggers whilst prioritising measures that address the coastal risk without limiting future adaptation strategy options. Refer to Section 1.2.3 for further details.

The adaptation pathway adopted in the Coastal Adaptation Plan for Coogee Beach (designated as Coastal Management Unit 5) is one of retreat from the most vulnerable coastal land in the long term. This pathway also supports responsible interim adaptation measures that continue land uses where these measures are justified and viable in the short to medium term.

As the coastline erodes and risk levels increase it is noted that particular assets may need to be temporarily protected and/or relocated.

Key recommendations arising from the Coastal Adaptation Plan for the Coogee Beach Foreshore (Coastal Management Unit 5) are outlined below.

Decisions for the Coogee Beach Foreshore in the Immediate Term (to 2030)

Areas within Coogee Beach are currently vulnerable to inundation and erosion. However, an intolerable risk level (representing a trigger point 3 or 4) is not expected to be reached in the immediate planning horizon (10 years).

Actions recommended in the Coastal Adaptation Plan for the Coogee Beach in the immediate planning horizon relate to trigger points 1 and 2 as follows:

Trigger point 1 (development in vulnerable coastal area; risk is tolerable)

- Monitor values and risk
- Advise land and asset owners of increasing risk over time
- Deliver the strategic planning framework (outlined in Section 4 of the CAP)

Trigger point 2 (increasing likelihood of event presenting intolerable risk)

- Responsive beach nourishment to erosion events
- Dune management and revegetation
- Advising land owners and uses of current and future likelihoods of inundation and possible building retrofitting, inundation resilient design options
- Other accommodation options listed in section 6

Long-term Planning Horizon (post-2030)

Risk mapping suggests that trigger point 3 (risk is intolerable, interim protection may be viable), for this area will not occur until well into the future. At some point a decision is required to either implement interim protection or to retreat, a decision best made closer to the time of the trigger point, in line with the flexible, trigger based adaptation approach.

Provisional Adaptation Measure

Multi criteria decision analysis results undertaken as part of this study suggest that retreat may be an appropriate decision over interim protection, based on assumed values (criteria weightings) for the current planning horizon. The recommended adaptation decision is therefore accommodate and if required retreat.

Adaptation measures recommended in the CAP to deliver the 'accommodate' and 'retreat' decision for Coogee Beach include:

- Accommodate impacts where possible, for example, through dune management and revegetation
- Retreat from short-term risks
- Prepare foreshore management plan to guide relocation and decommissioning of assets at immediate risk (this document)
- Plan for strategic, long-term retreat
- Whole of government approach to retreat private and public assets from risk, and maintain a viable, public foreshore that meets the requirements of State Planning Policy 2.6.

This Foreshore Management Plan aims to address many of these recommendations.

Refer to Section 4.4 for further detail regarding the coastal risks to particular assets and associated timeframes.

3.7 City of Cockburn Coastal Monitoring (Cardno, 2020)

The City of Cockburn implemented a coastal monitoring program in 2012 to build on the studies already being undertaken as part of the Port Coogee Marina Coastal Monitoring program (Port Catherine Developments, 2005-2016) and the Shoreline Monitoring at Owen Anchorage (Cockburn Cement Ltd, since 1988). The study area for the program extends the entire length of the City's shoreline; south of the Naval Base Holiday Park to Island Street Groyne.

The monitoring program has been undertaken by three different consultants over its lifetime:

- MP Rogers and Associates (2012-2016)
- EvoCoast (2017)
- Cardno (2018-2021)

Program Activities

When the program first began in 2012 the program included beach profile monitoring

- Beach profile monitoring at 20 predefined survey transects along the Cockburn coastline. The profiles are taken from behind the primary dune to several hundred metres off shore using a combination of RTK GPS, total station and hydrographic surveys.
- Beach photo monitoring at 18 different locations along the Cockburn coastline. The photo monitoring facilitates the regular tracking and recording of changes and events along different sections of the coastline. The monitoring is undertaken following a guideline made by the City of Cockburn and is shown as Appendix A of the document. The monitoring begun as biannual records and has moved to quarterly records since October 2017 where 3 additional sites were added to bring the total to 18 as it is today.





Figure 11 Coastal monitoring program beach profile locations (Left) and photo monitoring locations (Right)

Historical Coastal Management

The Cockburn coastline has several different structures along its length offering protection from coastal hazards. These structures also have an important influence on the local sediment patterns and nearshore hydrodynamics through different time periods and seasonal changes.

Methods of coastal management in the past have included:

- Groyne and training walls
- Breakwaters
- Sand replenishment either through dredging programs or sand bypassing

The introduction of the Port Coogee Marina in 2007 caused disruption to the north south long shore sediment transport process, important for distributing sediment along the City's coast... A sand replenishment program is in place to move accumulated sediment at Power Station Beach (the excavation site) to the northern end of Coogee Beach (the dump site). This replenishment program occurs approximately every three years moving between 15,000-20,000 m³.

Another nourishment program exists from Power Station Beach to the north to infill the eroding area to the south of Catherine Groyne.

Beach Change

A trigger point method is applied to the data collected during the beach profile surveys to identify areas that are vulnerable to ongoing erosion or accretion. The two scenarios that have been considered are a short term movement from year to year and the introduction of a long term trend analysis began in 2020 as it is approaching a ten year cycle of movement.

The trigger limits are set out below:

1. 5 m recession of the Mean Sea Level (MSL) contour, approximated as 0 mAHD contour
2. 5 m recession of vegetation line, approximated as +2.0 m (Profiles 16 to 19) or +2.5 m (all other profiles) AHD contour. The position of the vegetation line has been picked up by the surveyor during collection of the 2018 monitoring data and has been used for analysis in this report

A traffic light system was then used throughout the analysis to easily identify beaches with movement.

Specific Change in Foreshore Management Plan area

Figure 12 and Figure 13 above indicate the net change in profile between the indicated years at progressive survey profiles along the beach.

The section of beach between Port Coogee Marina and Coogee Jetty is monitored by 3 survey profiles (Profiles 8, 9 and 10) and 2 manual imagery sites (Sites C47.0S and C46.5N). The northern portion of this section of beach is anchored by the Port Coogee Marina and adjacent seawall which extends below the MSL contour. The offshore profile seaward of the MSL contour has also remained relatively stable since the baseline survey in 2012.

The section of beach between Coogee Jetty and Explosives Jetty is currently monitored by 3 survey profiles (Profiles 11, 12 and 13) and 2 manual imagery sites (Sites C46.5S and C45.1N). All profiles in this section of coastline experienced gradual advancement of the MSL contour relative to 2017 while movement relative to 2012 varied, with isolated sections of accretion and erosion. No trigger exceedances were observed along this sector and a healthy beach width exists.



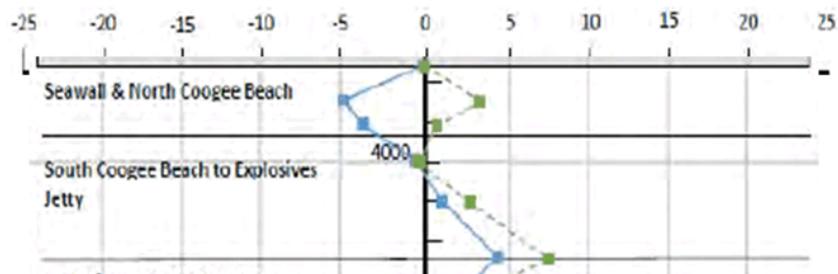


Figure 12 Coogee Beach 2018 shoreline movement relative to 2017 (Blue - MSL contour, Green - Vegetation line contour)

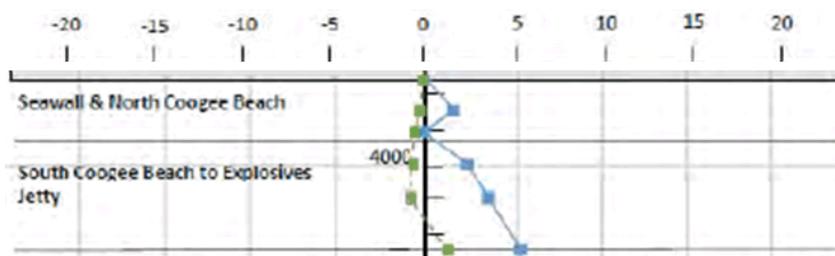


Figure 13 Coogee Beach 2018 shoreline movement relative to 2012 (Blue - MSL contour, Green - Vegetation line contour)

Management Actions and Program Optimisation for the Coastal Monitoring Program

From the most recent study completed at the time of this Foreshore Management Plan being written, the management actions for the ongoing coastal monitoring program include:

- Continuation of the monitoring program to eventually be able reasonably assess medium and long term trends
- Introduce a summary report every five years to address any changes over the period. Ideally this will then be used to feed into a CHRMAP study.
- Areas of natural rock should be surveyed when exposed to adequately be able to show their resistance to erosion
- Move shoreline profiling to a biannual survey
- Introduce digital engineering methods into the monitoring program with the use of:
 - LiDAR and Aerial imagery to undertake surveying and frequent aerial imagery
 - Remote imaging technology to create a greater spatial database of images (suggested 1 hour intervals)
- Sediment sampling
- Storm monitoring – pre and post event to ascertain the affect that storms have on the coastline
- Condition inspection of coastal structures

4. Management Issues and Risks

4.1 Known Management Issues

Several known issues are present at the Foreshore. Namely, the key issues are listed below:

- Littering
- Car break-ins – Anecdotal evidence of car vandalism and break-ins
- Informal access tracks –along the beach and through the dune system can diminish vegetation and damage the dunes ability to protect against erosion.
- Illegal camping
- Antisocial behaviours such as vandalism and graffiti
- Feral animals, such as cats, rats and foxes are known to be present in the area
- Walking of dogs on the beach, contrary to local law
- Poor beach access for mobility impaired persons
- Ongoing sand infilling and consequential maintenance issues for the existing wheelchair ramp beside the Coogee Jetty as well as the main sealed access path to the Jetty
- Shortage of car parking in peak periods, particularly in the northern half of the Foreshore Area.
- Potential further reduction of the Foreshore Area by encroachment of Cockburn Road widening.



Current management responses to littering

4.2 Gap Analysis

A gap analysis has been undertaken to identify missing information or lack of guidelines for the development of the Foreshore Management Plan. An analysis of available site information, studies and relevant planning legislation has been undertaken and compared to the Foreshore Management Plan objectives (refer to Section 1.3) to identify any gaps in knowledge.

4.2.1 Legislation

SPP 2.6 provides for the long-term sustainability of the Western Australian coast. SPP 2.6 is supported by the Coastal Planning Policy Guidelines and provide decision-makers with increased guidance when planning in coastal areas. These documents form the coastal planning framework and have been assessed to identify the key gaps.

Duration and Periodic Review

The only specification as to the length of foreshore management plans in SPP 2.6 and the guidelines, is the requirement for implementation works to be monitored and maintained for no less than 5 years in duration. This limited guidance could potentially create issues such as not planning for long enough or planning for too far ahead where there is more uncertainty. At Coogee Beach, the risks are predicted to eventuate in the longer term rather than in the immediate term, it is important that planning decisions today do not impact on the ability of decision makers to mitigate against future risks, which is why a 50 year management plan has been developed.

The guidelines make reference to a periodic review of the foreshore management plans, although do not specify a frequency of review. Given the long term nature of this Foreshore Management Plan and as the coastline and associated values are constantly changing and could be drastically different within the span off five years, it is recommended that review periods are specified in this case.

Triggers for Adaptation Measures

SPP2.6 and the guidelines do not identify triggers for using each type of adaptation measure. As mentioned previously, each of the adaptation measures is a follow on from the previous one and should only be used if necessary and when the previous measure is ineffective. The Coastal Hazard Risk Management Adaptation Planning Guidelines recommend a risk and vulnerability based approach to determining whether mitigation is required and requires consideration of the impacts of adaptation options on coastal values.

Existing Developments

There isn't necessarily any provisions in place specifically catered towards existing developments. Clause 5.5 (i) of SPP 2.6 makes reference to planning for and assessing existing development, however, unlike new development which has specific examples of how to assess and mitigate against risks, there are no specific guidelines relating to protection of existing development. This leaves significant uncertainty in regards to how existing development should be managed. Coastal Hazard Risk Management Adaptation Planning has been undertaken for this section of coastline which fills some of the gaps at a high level. Implementation of the Foreshore Management Plan will address this gap.

4.2.2 Coastal and Met-Ocean Monitoring

The City of Cockburn Coastal Monitoring Program is being undertaken to fill current gaps in knowledge relating to local coastal processes to inform future studies. This document already makes recommendations on coastal and met-ocean monitoring and data management and no further actions beyond these recommendations are required.

4.3 Community Values

Whilst a community drop in session and a values survey have been undertaken, this has focused on the community within the City and is specific to the local community's values, with over 90% of respondents coming from the City. Visitors and tourists who live further afield were not well represented. Given the risks are most likely to impact the nearby residents and most of

the beach users are likely to come from the City this is considered appropriate. There was a good survey response which captured a variety of values.

4.4 Key Risks

4.4.1 Bushfire Threat

Due to the extensive vegetation present and the areas proximity to the Woodman Point Regional Park study area has risk of bushfire. Measures outlined in the Regional Park Management Plan (DBCA 2010) and Coogee Beach (Environmental) Management Plan address this risk in some detail.

4.4.2 Coastal Erosion

Erosion hazard is present along the Coogee Beach with erosion and acute erosion encroaching past the dune area in 2070, threatening some existing assets.

In the absence of coastal protection works (or other obstacles), as sea levels rise, the shore line, beaches and dune systems will gradually move landwards. Accordingly, the risk to nearshore coastal assets will increase, initially leading to loss of land through erosion.

The 2016 Coastal Adaptation Plan (GHD) considers several different Sea Level Rise (SLR) scenarios in its assessment of erosion hazards:

- Present day (no sea level rise)
- 0.5 m SLR (expected around 2070)
- 0.9 m SLR (expected around 2110)
- 1.5 m SLR (high end scenario possible from 2110)

Time estimates for the above allowances of sea level rise are for guidance purposes only, and the given sea level rise thresholds may be met considerably sooner or later than the timings provided, owing to the fact that there is still uncertainty around the timing and magnitude of future sea level rise. Uncertainty is greater for the latter half of the century, as this is most sensitive to the future trajectory of carbon emissions and complex global climatic systems, hence two SLR scenarios (+0.9 m and +1.5 m) are considered for circa 2110.

With regard to coastal erosion risk and sea level rise scenarios, two "lines" are important for each scenario, being:

- Steady Shoreline – the expected approximate 'permanent' alignment of the waterline under this scenario, which may oscillate and vary with seasons and storm events but return to this similar approximate location
- Hazard Line –The extent beyond the relevant Steady Shoreline, which the waterline may reasonably be expected to temporarily reach due to acute events such as seasonal changes and major storms. Erosion could occasionally reach this extent, but the shoreline would likely recover back to the Steady Shoreline alignment over time.

It should be noted that, on top of the uncertainty associated with sea level rise predictions, there is uncertainty with regard to predicted coastal processes and expected shoreline movements that may result from SLR and other complex coastal process factors. The erosion lines developed through the modelling and analysis of the Coastal Vulnerability and Flexible Adaptation Pathways Project (CVFAPP) and used in the City's coastal planning represent best reasonable estimates, but should be considered approximate and a degree of conservatism applied when using for detailed planning.

Risk Profile

The Coastal Adaptation Plan (GHD 2016) indicates that the Coogee Beach (CMU 5) is not an area which is currently or in the future expected to be significantly vulnerable to purely inundation events. However, the area has been identified as currently and becoming increasingly vulnerable to erosion and a loss of beach area from coastal actions and sea level rise. Coastal vulnerability and risk assessment mapping shows that the risk associated with erosion will likely become intolerable before 2040 for some assets, reflecting a trigger point 3.

This will require a decision between retreat and appropriate interim protection options in planning horizon leading up to 2040, or as risk becomes intolerable.

This Foreshore Management Plan addresses the hazards and trigger points addressed in the above report.

4.4.3 Hazard Scenarios Relevant to this Foreshore Management Plan

This Foreshore Management Plan document focuses on the SLR and erosion scenarios that are likely to impact the Foreshore and development planning within it, over the 50 year horizon to 2070, being the

- **Present day scenario (no SLR)** considers the 2013 shoreline and the areas at risk from acute coastal erosion events (Hazard Line) even without any increase in sea level.
- **0.5 m SLR scenario** (assumed to occur by around 2070) and likely to directly impact some areas and assets of the Foreshore within the 50 year timescale of this Foreshore Management Plan. Both the Steady Shoreline and Hazard Line are relevant.
- **0.9 m SLR scenario**, assumed to occur by around 2110 and therefore relevant to the planning and design of major new developments occurring in the Foreshore within the timescale of this Foreshore Management Plan (as developments may have a design life well beyond the 50 year timescale of the Foreshore Management Plan). The Hazard Line for this scenario is relevant.

The 1.5 m SLR scenario is not factored in to this Foreshore Management Plan, however this may change with future reviews of the document and as scientific understanding improves with regard to SLR.

The distance between the Steady Shoreline and Hazard Line varies from approximately 45 m at the southern end of the Foreshore to 60 m at the northern end of the Foreshore.

Refer to Figure 14 for the applicable erosion lines indicating applicable scenarios and hazards.

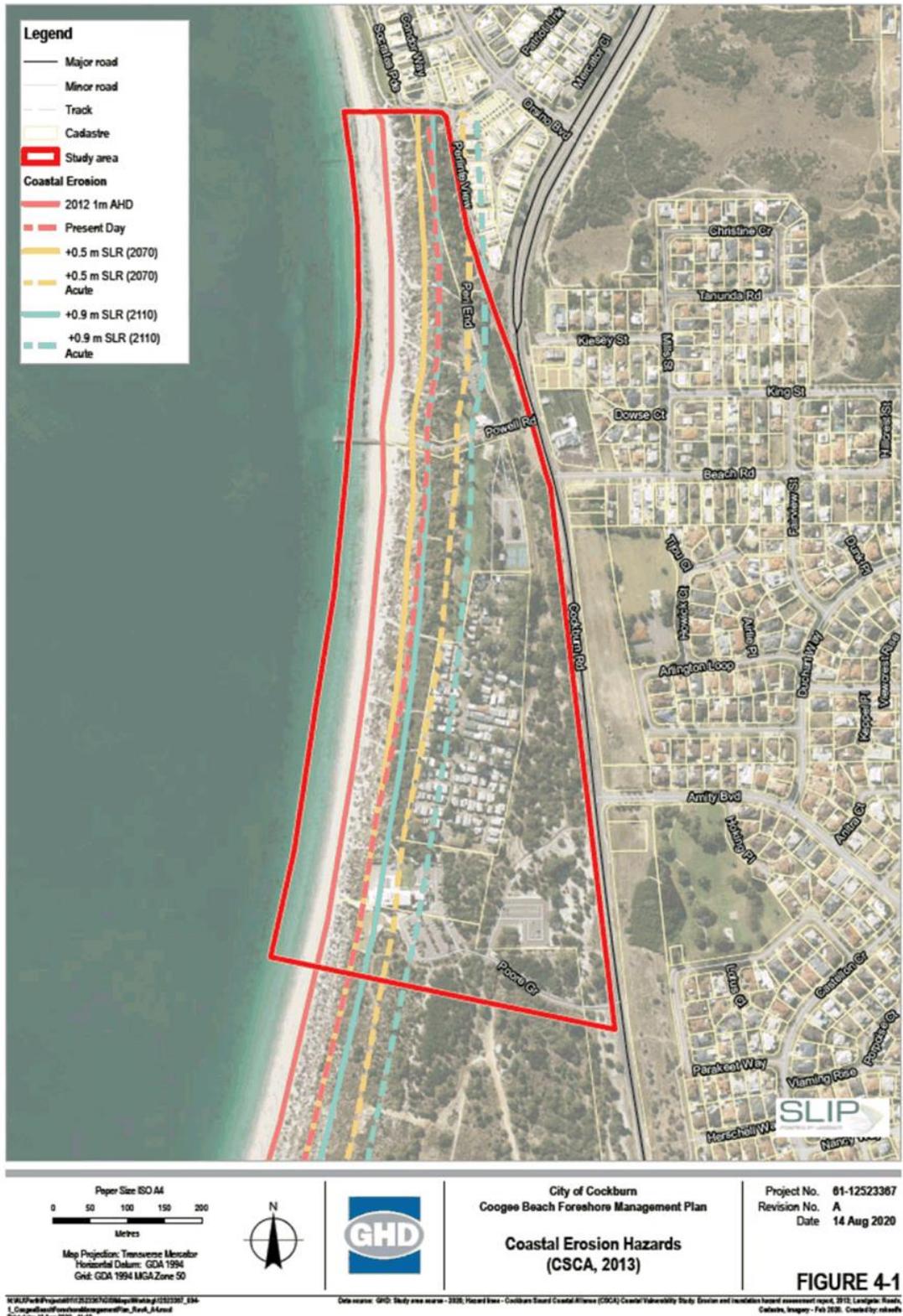


Figure 14 Erosion hazards to 2070 (CZM Pty Ltd et al 2013)



Areas and Assets at Risk from Erosion

As shown in Figure 14, the following key assets and areas within the Foreshore have been identified as at risk of direct impact by erosion within the timescale of this Foreshore Management Plan:

- Dunes and dune vegetation – Under the 0.5 m SLR scenario (2070) 15 to 40 m of dune vegetation north of the CBICF and 35 to 40 m of dune vegetation south of the CBICF is at risk of being lost as the Steady Shoreline retreats. Nearly all dune and dune vegetation areas north of the CBICF and 80 to 90 m of the dune vegetation south of the CBICF are seaward of the hazard line under 0.5 m SLR. The majority of the dune and dune vegetation has reached Trigger 2, with some areas such as in the vicinity of the CBICF having reached Trigger 3 where the width of dune vegetation is completely seaward of the 0.5 m SLR hazard line.
- Coogee Beach Jetty – Whilst the Jetty has been designed to withstand the impacts of coastal process, the abutment that connects the structure to the land is the most vulnerable section to processes of erosion. The abutment is seaward of the +0.5 m SLR Steady Shoreline and is therefore likely to become at risk from 2040-2060. This asset has reached Trigger 3A and is at intolerable risk. Management of this risk is considered in Section 6.5.1
- The CBICF – The building and site are likely to be impacted (damaged or destroyed) before 2070 (under the 0.5 m SLR scenario), if not protected or relocated elsewhere. Whilst the possibility is rare, the western edge of the site boundary is impacted by the present day Hazard Line and this Hazard Line, will progress towards the building and its foundations if the 1.0 m AHD contour or dune retreats. The Steady Shoreline is expected to be approximately at the boundary of the site under the 0.5 m SLR scenario, with the acute hazard line well into the footprint of the building, putting it at significant risk of damage or loss. This asset has therefore reached Trigger 3 – risk is intolerable, interim protection and relocation are considered in Section 6.5.2.
- Holiday Park Infrastructure–Erosion impacts from the 0.5 m SLR Hazard Line (2070) could extend to the boundary of the existing holiday park resulting in potential impacts to structures along this boundary and the encroaching shoreline could see loss of adequate public foreshore reserve buffer. Areas further in to the Holiday Park are at risk with greater SLR (likely beyond 2070), which is a consideration for new developments occurring in this area within the life of the Foreshore Management Plan. This asset has reached Trigger 2 - Current risks can be accommodated, but planning should consider longer term risks.
- Perlinte View road, services, landscaping and private properties – Assets, including a portion of Perlinte View road, landscaping opposite premises on Perlinte View and some premises are seaward of the +0.5 SLR Hazard Line (2070) and the present day acute hazard line is approaching this area at the northern end. This area is at Trigger 3 (intolerable risk), and may be impacted by 2040-2060. Management actions to address this risk are considered in Section 6.5.4.
- Northern Carpark – a portion of the carpark is seaward of the +0.5 SLR Acute Hazard Line (2070) but landward of the present day Acute Hazard Line. It is anticipated that this asset will begin to be at risk between 2040 and 2060. This asset has reached Trigger 2 and is likely to reach Trigger 3 (intolerable risk) between 2040 and 2060. Management actions to address this risk are considered in Section 6.5.7.
- Southern Carpark – all of the carpark is landward of the +0.5 SLR Acute Hazard Line (2070), and a significant majority is beyond the +0.9 SLR Acute Hazard Line (2110). This

asset has reached Trigger 2 - Current risks can be accommodated, but planning should consider longer term risks (impacts expected beyond 2070).

- Coogee Beach Café is located just landward of the +0.9 SLR Acute Hazard Line (2110). This asset is at Trigger 1, with impacts expected beyond 2110, however consideration of the assets design life should be considered in future decision making (further consideration of this is provided in Section 6.5.5).
- Minor Structures – Minor structures in the Foreshore such as the toilet block (just south of the jetty), and picnic shelters (along the path and near the carpark) have varying exposure to coastal hazards due to spatial distribution. The risk to minor structures is typically lower than major infrastructure above as a result of their lower costs and shorter design life. Trigger points indicate the location in relation to hazards, and not necessarily the risk tolerance to these assets.
 - Coogee Beach toilet block (near jetty) –seaward of the +0.5 SLR Acute Hazard Line (2070), at risk 2040 and 2060 Trigger 3 (intolerable).
 - Northern access path Picnic shelter - landward of the +0.5 m SLR Steady Shoreline but seaward of present day Acute Hazard Line, Trigger 4 (intolerable – relocate as part of a retreat strategy).
 - Southern playground and landscaping – just landward of the present day erosion Hazard Line, Trigger 4 (intolerable – relocate as part of a retreat strategy).



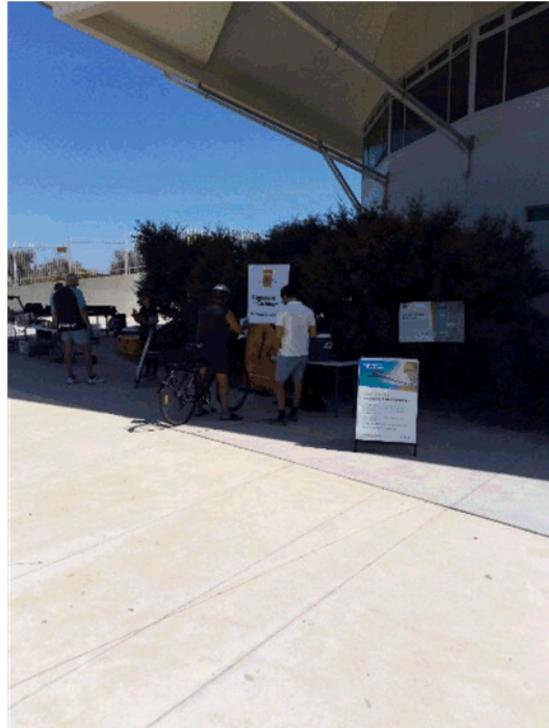
5. Community and Stakeholder Consultation

5.1 Consultation Overview

When considering future management of Coogee Beach, it is important to consider how the community values this area. Community values will influence how the area should be managed to ensure the area can continue to be enjoyed and management strategies do not negatively impact on factors most valued by the residents and visitors to the area.

Community engagement was undertaken from the 9th February to the 4th March 2020 to understand the values associated with the Coogee Beach area. Appendix B provides information about the consultation and detailed findings. The full results from the coastal values survey, that asked about use and values associated with particular locations in the study area, are provided in Appendix C. Coogee Beach is used and valued for a diversity of purposes and reasons. The overall value of the Coogee Beach is summarised in the following value statements:

- for recreation opportunities
- a social space to meet and interact
- for its cultural value
- for its character, sense of place and scenic landscape
- as an ecosystem and place of biodiversity
- for education, science and learning
- as a commercial economic resource
- as a personal economic resource



Community consultation activity

5.2 Stakeholder Values

Engagement with key stakeholders within the Foreshore, the Surf Life Saving Club, Discovery Parks and Coogee Beach Café was undertaken in the form of semi-structured interviews and discussions. All of these stakeholders identified a clear passion and interest in maintaining the beach area and the importance of the natural environment and the amenity of the Foreshore as to their businesses. The Surf Living Club identified that there were issues within the area such as overnight camping in the carpark but also suggested various improvements for the Foreshore such as increased access via public transport. Discovery Parks also emphasised the importance of the area as their main source of income is tourism and as such the beach needs to be retained but also acknowledged that should an imminent threat to their business occur, they are willing to adapt to overcome it. Finally the Coogee Beach Café identified the beach as

the key economic driver for their business as people tend to visit the café either before or after going to the beach and would therefore be heavily impacted by the loss of the sandy beach.

5.3 Community Values and Ongoing Management

A community values survey was used to investigate how community values may be impacted by potential management strategies. The key questions and summaries identified are as follows:

Which parts of Coogee Beach do you usually go to?

Results

A lot of participants utilise the whole foreshore or portions of the foreshore with popular areas identified including the Omeo wreck, Coogee Beach Jetty, the Shark Barrier Swimming Area and the Surf Life Saving Club. A few people identified they used the whole reserve, visited the grassed areas and playgrounds.

Interpretation of Results

The key learning is that people are visiting the beach primarily for recreational, social and cultural reasons associated with the sandy beach. This supports the idea that recreation, social and cultural use are the key drivers in which determine the overall significance of Coogee Beach and heighten the importance of maintaining a sandy beach into the future.

What do you do at Coogee Beach?

Results

The most popular activities identified by over 40% of respondents were: swimming, enjoying the sandy beach, walking/cycling on coastal paths, enjoying the views, socialising with friends, exercise and sports, using grassed parkland areas/playground and visiting cafes.

Interpretation of Results

Recreational activities supported by the natural and built environment are very popular as are opportunities to socialise and use local cafes.

How important are the following things at Coogee Beach?

Results

This question involved determining the importance of the following nine identified values to the community:

- Recreation;
- Socialising;
- Culture;
- Character;
- Ecosystem;
- Educational opportunities;
- Economic opportunities;
- Personal financial benefits;
- Enjoying food and drink; and

Approximately 94% of respondents identified recreational, social, cultural and ecosystem values as either very important or somewhat important. Over 75% of respondents identified personal financial benefits as either very important or somewhat important. The remaining values were identified as either very important or somewhat important by 50% of respondents or more.

Interpretation of Results

All the values identified above are important to the community, however, recreational and socio-cultural and ecosystem values were the predominant reasons people value the Foreshore.

Is there anything else special or important about Coogee Beach?

Results

This question was used to identify any other aspects of the beach that may have been missed by this survey and the most relevant items that were brought up included the fact that this beach remains relatively untouched by development which people want to ensure stays that way, furthermore the amenity and environmental aspects of the beach were further identified as being important to the area.

Interpretation of Results

The answers provided in this section further supported the value of environmental aspects of the beach and further that the visitors of Coogee Beach don't come to the beach to enjoy being in nature. Another key item to take away from the responses is the level of contention around the shark barrier with both significant support and objection against the structure.

Over the next 50 years, the Surf Life Saving Club may be at risk of erosion as a result of major, rare storms. Potential options to reduce erosion risk to this building include an offshore breakwater or a multipurpose, offshore artificial reef (a constructed reef that encourages public interaction with developing marine ecosystems, whilst reducing wave energy that causes erosion). Which options do you support?

Results

The purpose of this question was to identify the most amicable coastal erosion mitigation option to protect the Surf Life Saving Club. There was a large amount of support (approximately 66% of respondents) for either an artificial reef or an offshore breakwater. Only a small proportion identified that the club should be relocated.

Interpretation of Results

From what is identified in these results it is clear that the preferential option for the Surf Life Saving Club is to implement coastal protection.

The future predicted shoreline recession at Coogee Beach will likely result in the gradual reduction in the size of the public reserve whilst public usage demands of the foreshore is expected to increase. In view of these challenges, please rank the following options (1 best, 3 worst)

Results

This question was used to assess the preferred approach between: loss of natural areas, loss of built areas or equal parts of both areas. The option to equally reduce both was clearly the most preferential as people don't want to sacrifice one for the other.

Interpretation of Results

The results show that while the environmental values of the beach and dune habitat is important, people still need that built aspect of the beach for the amenity's such as showers, shelter, parking or the café. People would rather lose a bit of both as they are of the opinion that a significant loss in either would severely impact the beach and beach functions.

5.4 Community Survey Interpretation

As identified in the surveys recreation is a huge part of what makes Coogee Beach so popular to visitors and it's why they frequently visit the area. Multiple participants identified that the passive recreation aspect of the beach is what makes it most enjoyable, this involves either walking or running and utilising the scenery and the atmosphere the beach generates. Furthermore due the geographic location of the beach, wave conditions are relatively calm which allows for making it easier for families with younger children to use. While these are your more general and broader activities people come to the beach to experience, there is also opportunity for more specialised activities such as fishing and diving as well as in some locations, boating.

Along with these recreational activities there is also a capacity to socialise and meet people. The barbeque and picnic facilities on site provide for a more than ideal place for families and friends to meet up and relax while they enjoy the beach or watch and participate in the events that the Surf Life Saving Club holds every so often.

Throughout the beach there are identified places of both Indigenous and European heritage value. The history of this area is highly valued and one of the core reasons as to why people enjoy it so much. Since the 1930's people have enjoyed the beach and the Coogee Beach Jetty, while having undergone improvement and maintenance works still remains iconic to the area and is expected to remain for the foreseeable future.

As identified in the surveys people feel a sense of place when they visit this area, identified in most by descriptions of the Foreshore as beautiful or iconic. The survey also identified the importance of the scenery as well as the local flora and fauna found within the area for providing a pleasant experience.

Beyond the amenity values of the area participants also identified the importance of commercial and educational opportunities in the area. Tourism and educational walking trails are heavily present in the area and as such should not be discounted when assessing the Foreshore as they provide an opportunity some other beaches either don't have or are unable to provide. Furthermore many people identified the importance of the foreshore reserve towards their own personal economic values in the way of property values. While coastal erosion and inundation are increasingly present issues facing these properties a lot of survey participants identified that the property values the beach brings are of high importance to them.

5.5 Findings of Preliminary Engagement

Some conflicts in points of view were identified in the survey, relating to support for the caravan park, the shark barrier or coastal erosion protection with sea walls.

The results of the survey highlighted the importance of maintaining the provision of a sandy beach, the natural environment and the built infrastructure such as paths, toilets, car parking and cafes within the reserve to support the key recreational, socio-cultural and environmental values of the area.

5.6 Consultation on Draft Foreshore Management Plan

The draft FMP was available for public comment from 3 September 2020 to 29 September 2020. Methods of advertising the public comment period and consultation events included print media, signage within the Foreshore, online including through the Comment on Cockburn website and via the City's social media channels and through direct email to targeted stakeholders.

During the public comment period, a number of public and targeted consultation events were held by the City. GHD project staff attended and supported a public 'Pop-up' event on site on Saturday 19 September from 10.30 am to 2.30pm and a specific "drop-in" session for residents of the Perlente View area was held on Tuesday 22 September from 5 to 8 pm. The City also undertook further targeted engagement with specific State Government departments, commercial tenants and community groups including the Port Coogee Community Association and Coogee Beach Progress Association.

Feedback on the draft FMP was gathered by an online survey, during on-site workshop and consultation events, and via email. Survey responses indicated broad support for all recommended management actions suggesting the FMP is well supported by those who responded to the survey.

Results of the survey undertaken during public comment period are included in Appendix C.

5.7 Aboriginal Engagement

Although the City reached out to local Aboriginal community groups and sent information to the City's Aboriginal Reference Group, no specific comments or feedback was received from representatives of the Aboriginal community during either phase of stakeholder engagement. Prior to major works being undertaken within the Foreshore pursuant to this Plan, consideration should be given to engaging a heritage consultant to identify appropriate knowledge holders from the Whadjuk Noongar who can provide comment on stakeholder consultation matters. This information and these contacts can be used to inform future stakeholder engagement activities at the Foreshore.

6. Management Plan

Recommended foreshore management strategies are presented in the sections below. These strategies have been developed with considerations to the key objectives and guiding principles outlined in Section 1.

The management strategies have been tested during stakeholder engagement sessions and community consultation referred to in Section 5 to understand how the community values different options of managing the Coogee Beach Foreshore.

Following consideration of stakeholder engagement results and the assessment of management issues, the following guiding principles are recommended for management of the Foreshore in general:

- Retain the natural character of the Foreshore going forward, including preserving a sandy beach and healthy vegetated foredune buffer to the extent possible.
- Maintain and adapt the level of public amenity provided by infrastructure within the Foreshore, with a view to achieving this more efficiently and on a smaller footprint moving forward.
- Uphold the present balance of natural and developed areas, and strategically rebalance to maintain similar proportions (and not just accept loss of the natural foredune areas which are impacted first) if and when Foreshore land is lost in the future due to shoreline movements.

Timing of actions is separated in to two broad categories:

- Immediate Actions: Those likely to be warranted within the next 10 years
- Longer Term Actions: Those likely to be warranted between 2030 and 2070

Any estimates provided for the timing of future events are high level guidance only and represent a best estimate interpretation of the CVFAPP studies. Timing of future events will be highly sensitive to a number of unknown factors, and predicted horizons could be reached sooner or later than the estimated timeframes. All cost estimates presented are high level indicative estimates only and exclude GST. All estimates of time and cost should be regularly reviewed and refined as information and scientific understanding changes. Costs have only been provided for actions recommended to be implemented in the immediate term as many actions beyond this time frame are highly uncertain and to be added to subsequent revisions of this document.

6.1 Access Tracks

The beach dunes provides critical protection against long and short term erosion. Currently the number of access tracks is partitioning the dune into several distinct areas. By reducing the number of access tracks, revegetation and rehabilitation of the dune can be undertaken to improve the dune habitat. The City reports that there are not presently any management issues posed by the existing track network, however this should be monitored and track consolidation implemented if degradation is observed. If track conditions degrade, there is an increase in people ignoring designated tracks resulting in dune damage or if tracks are identified as limiting the recovery of dune rehabilitation then the City should consider whether consolidation of tracks could reduce the impacts and costs associated with maintaining them.

Where tracks are to be closed, fences or barriers can be added to protect the dune from traffic and revegetation should be undertaken.

The balance between closing tracks and the location of retained tracks needs to be carefully considered, as if tracks are closed where people like to access, then informal tracks may be created. This could potentially be more detrimental to the overall condition of the dune than managed access of existing paths.

As can be seen in Table 6-1, there are 14 access tracks currently along the study area providing access from the land side to the dune. The distance between some of these tracks is as low as 50 m. Careful selection of access tracks for closure would result in minimal impact to beach access.



Figure 15 Restricting access points will help stabilize the dune

It is recommended that if there is closure of any access tracks west of the Holiday Park (tracks 9 to 12) that a new link path should be built parallel and along the Holiday Park's western boundary as indicated on Table 6-1 to encourage use of all available access tracks and improve management access. The link path should be constructed of crushed limestone (or similar). With suitable directional signage this will allow people to know how to access the beach without damaging the dune and the revegetation efforts that will be occurring. All beach access paths the landward side of dunes shall be fenced to designate areas of restricted access and prevent further damage to dune habitats.

Access tracks 3 and 4 (in Table 6-1) are known to promote sand ingress into the northern carpark which impacts on access and requires ongoing management to remove accumulated sand. Installation of elevated access stairways/boardwalks to replace the portion of these tracks that link to the car park will assist to reduce migration of sand, improve access and minimise degradation.

Recommended Actions

Immediate Term:

- Continue monitoring the condition and health of dunes (ongoing)
- Maintain and install fencing to protect dunes (ongoing)
- Construct elevated beach access, timber stairs / boardwalks to replace sand tracks for access tracks 3 and 4.

Potential timeframe – by 2025

- If degradation is observed beyond 2025, consider implementing track closures as presented in Table 6-1. Consider undertaking track user survey to inform user behaviour and decision making.

Potential timeframe – beyond 2025

- If tracks west of Holiday park are closed, construct link path to western boundary of Holiday Park (within the site boundary) to improve access and connect to existing paved path (north).

Potential timeframe – by 2030

Longer Term:

- Upgrade paths to equal access paths.

Costs

Immediate Term:

- Monitoring nil (covered by dune flora/ weed management)
- Construct timber stairs and boardwalk: Anticipated total budget is \$125,000 including 25% for construction overheads.
- Construct crushed limestone path parallel to Holiday Park (2 m wide by 400 m long, excluding edge finish treatments) approximately \$40,000.

Longer Term:

- Costs are dependent upon choice of preferred path treatment and length to be upgraded.



Table 6-1 Track identification and recommendations

	Track ID	Access To	Entry/Exit (Built or Natural)	Recommendation
	1	Northern residential area	Built/Natural	Open
	2	Northern residential area	Built/Natural	Open
	3	Northern end of carpark (Hut positioned in middle of track) Vehicular access	Built/Natural	Open. Install timber stairway/ boardwalk
	4	Centre of carpark	Built/Natural	Open Install timber stairway/ boardwalk
	5	Centre of Carpark	Built/Natural	Close
	6	Main entrance to Coogee Jetty	Built/Built	Open
	7	Access to beach from recreational area	Built/Natural	Close
	8	Access to Beach from recreational area	Built/Natural	Open
	9	Discovery Parks Coogee Beach (North)	Natural/Natural	Open
	10	Discovery Parks Coogee Beach (Centre)	Natural/Natural	Close
	11	Discovery Parks Coogee Beach (Centre)	Natural/Natural	Open
	12	Discovery Parks Coogee Beach (South)	Built/Natural	Open
	13	Small walking track from CBICF	Natural/Natural	Close
	14	Main CBICF entrance	Built/Built	Open
	15	Entrance from CBICF playground area	Natural/Natural	Open

6.2 Flora/ Weed Management

Flora and weed management should continue as recommended in existing Management Plans by implementing programs such as:

- A Weed Management Plan that has a clear strategy to control or eradicate dangerous weeds from the area focusing on extreme infestation areas first. The Plan should outline a continuous monitoring and improvement schedule to ensure that the strategy is working effectively.
- A Vegetation Rehabilitation Plan encompassing works already undertaken and further works required to revegetate and rehabilitate the dune along the majority of the beach should be implemented immediately as the dune is one of the first lines of protection against erosion processes. The area in particular need of revegetation has been identified as part of the 15 year plan figure shown in Section 7 This area is in critical need of rehabilitation to maintain the beaches protection. There is an opportunity to encourage the local community to assist in rehabilitation efforts due to the public profile of the beach. The plan should include items such as:
 - Revegetation of the dune using seed or tubestock native to the area during an appropriate season such as after winter rainfall. The revegetation should be undertaken with native species identified in section 2.2.
 - Fencing and signage to protect the dune area from further access from people accessing the beach through self-made tracks. Protection will need to be implemented particularly near closed tracks to ensure access is stopped
 - Ensure that there is sufficient logs/materials present within the dune to form habitats for fauna to encourage breeding.
 - Monitor the health of the dune using techniques such as aerial imagery spectral coverage surveys or field surveys. This should be undertaken approximately every 3 months to identify additional; revegetation efforts required
 - Encourage community education and engagement with assisting in rehabilitation through education programs or signage to prevent further degradation of the dune

Recommended Actions

Immediate Term:

- Continue implementation of existing Weed Management Plan from the (Environmental) Management Plan (EcoScape 2009)
- Continue implementation of existing Vegetation Rehabilitation Plan from the (Environmental) Management Plan (EcoScape 2009)

Longer Term:

- Maintain a sufficient dune vegetation zone width and monitor the health of dunes and the stability of the back boundary of the dune area. Consider reclaiming landscaped areas to move the dune extents eastward as necessary in future if windblown sand becomes problematic due to diminishing dune width.

Potential timeframe: as required, likely after 2030

Costs

No additional costs beyond recurrent expenditure by the Parks and Environments Services is anticipated.

6.3 Fauna Management

Comprehensive fauna management has been outlined in past reports listed in Section 2. The area is known to have several pest fauna species. The City undertakes control programs in this area, in particular for foxes. This current management should continue as well as extensions to this program including feral cats to improve the conditions for known native wildlife, such as bandicoots and birds.

Recommended Actions

- Continue managing fauna in accordance with the (Environmental) Management Plan (EcoScape 2009)

Costs

No additional costs beyond recurrent expenditure.

6.4 Community Safety and Amenity

Recommended Actions

Immediate Term:

- Continue the Beach Bin Trial initiative on a permanent basis so as to reduce littering on the beach, and adapt locations and collection schedules as required to respond to erosion and seasonal usage.
- Increase passive surveillance and swimmer safety by facilitating a removable patrol observation tower in coordination the Coogee Beach Surf Life Saving Club, to be located high on the beach adjacent north of the Coogee Jetty. Monitor shoreline movements, ensure adequate structural capacity to withstand erosion events and adjust the location from time to time as may be required to maintain the tower.
- Maintain and expand the CCTV network at Coogee Beach in accordance with the City's Community Safety & CCTV Strategy 2017-2022

Costs

No additional costs are attributable to these management actions. The action should be implemented by the Coogee Beach Surf Life Saving Club. Actions may be eligible for funding through the City's Community Grants program.

6.5 Infrastructure Management

The current built infrastructure in the Foreshore includes several large buildings and structures identified in Section 2.1.3. Some of these assets are at risk of coastal erosion impacts as identified in Section 4.4.2, and may require adaptation actions to manage risks over the life of this Foreshore Management Plan. Adaptation may include either retreating or defending at different stages and trigger points through the 50 year planning horizon. Strategies that can be used to guide these decisions are outlined in Section 1.2 and presented in detail within the Coastal Adaptation Plan (summarised in Section 3.6.2).

The general infrastructure management strategy adopted for this plan is long term managed retreat from vulnerable areas when erosion risks become intolerable, with interim protection measures where appropriate to continue use of areas and assets in the meantime. Recommendations for the management of key built infrastructure within the Foreshore is outlined below.

6.5.1 Coogee Beach Jetty

The Coogee Beach Jetty is a popular and iconic community asset which should remain a focal point of Coogee Beach. However, as the shoreline and frontal dune recedes due to erosion, the jetty abutment will likely become more exposed and disconnected from its tie-in to land.

Furthermore, sea level rise will progressively limit the useability of the jetty's lower landings via increasing incidence of submergence and wave overtopping.

Reactive sand replenishment is recommended maintain abutment integrity following major erosion events, however there will eventually be a requirement to protect and bolster the toe of the abutment, or to relocate it back further landward with a commensurate eastward extension of the jetty.

The lower landings will eventually require the deck level increased to manage increasing water levels.

The current jetty structure may reach the end of its functional life during the life of this Foreshore Management Plan, and it is at this point of major renewal or replacement works that consideration should be given to adapting the location and levels of a reconfigured structure to suit the water levels and coastal risks expected at the time.

Poor beach access for mobility impaired people has also been identified as an issue at Coogee Beach. The establishment of an access ramp down to the beach via an extension to the existing jetty will improve access and allow for the closure of the existing wheelchair ramp nearby the abutment which is continuously infilling with windblown sand.

Recommended Actions

Immediate Term:

- Monitor the stability of the jetty abutment via the City's coastal monitoring program
- Design and implement an access ramp running back toward the shore from the existing jetty, so as to improve accessibility and enable closure of the unviable existing wheelchair ramp.

Potential timeframe by 2030

- Plan any upgrades or major works to the jetty with consideration to increasing future coastal risks and the remaining useful life of the structure

Potential timeframe by 2030

Longer Term:

- Maintain & adapt the location and height of the jetty as may be required to match the receding shoreline and increasing water levels, via either modification of the existing jetty and abutment, or rebuilding the structure higher and further eastward at the end of its useful life.

Potential timeframe: 2040 - 2060

Costs

Immediate Term:

- Construct access ramp extension to jetty and decommission old wheelchair ramp - \$290,000

Longer Term:

- Adapt jetty and abutment in response to future water level increases and shoreline recession - \$500,000 (Cost supplied by City)

6.5.2 Coogee Beach Integrated Community Facility (CBICF)

Between 2012 and 2018 the dune vegetation line at monitoring profile 12 (in the vicinity of the CBICF) retreated in the order of 1 to 2 m and the MSL contour accreted in the order of 3 to 4 m. It is therefore considered that since the CVFAPP study was undertaken, there has not been significant coastal change in this area and the present day Hazard Line is still applicable today.

The CBICF has reached Trigger 3 - risk is intolerable because the site boundary is impacted by the present day Hazard Line. This Hazard Line, will progress towards the building and its foundations if the 1.0 m AHD contour or dune vegetation line retreats.

The present day dune width to the boundary of the CBICF is between 32 and 38 m from the compound walls and is widest where the building is closest to the ocean. Reactive beach sand replenishment will likely be required initially during years of significant erosion, to maintain this dune buffer. Retreat of the beach (MSL and dune vegetation line) of 5m or more could place the building and its foundations at risk of an acute event. Refer to sand replenishment recommendations in Section 6.6

As erosion severity and sand replenishment requirements increase, there will likely be a point that sand replenishment becomes unviable to manage the risk to the asset. At this point, a decision will need to be made to either install hard protection (e.g. a seawall) in front of the site or relocate the building elsewhere at a safer setback distance. Consultation with the Surf Life Saving Club indicates that the hard structures on or in front of the beach (such as groynes or artificial reef) is not supported due to the fundamental way this would change the beach, and a buried seawall is likely preferable but this decision will need to be made at the time with consideration to the capital costs and remaining service life of the building.

It is recommended that a review of the form and function of the CBICF is undertaken before increasing coastal risks require it to be retreated or it reaches the end of its useful life.

When the building reaches the end of its useful life, it should preferably be rebuilt at a further setback distance, in line with the coastal risk assessment undertaken at the time or otherwise rebuilt in a way that can be removed/relocated if required. Potential alternative sites should be considered in future strategic planning of the Foreshore; existing car parking areas could provide suitably set-back relocation sites that avoid disturbance to natural areas, provided that parking capacity can be retained (e.g. undercroft parking) with the new facility.

Recommended Actions

Immediate Term:

- Monitor the width of the dune buffer of profile 12 from the City's Coastal Monitoring program, and replenish the beach in front of the building as required to prevent the MSL or dune vegetation line retreating more than 5 m from 2012 location. Refer to sand replenishment recommendations in Section 6.6

Potential timeframe: Immediately

- Complete a cost-benefit analysis of interim protection vs early retreat and if determined the preferred pathway, complete detailed design of the recommended interim protection measure (e.g. buried seawall or sand nourishment) .

Potential timeframe: before 2025

- Review the form and function of the CBICF

Potential timeframe: before 2030

Longer Term:

- Install hard protection or retreat (relocate the facility further landward) at such time that erosion risks to the facility can no longer be viably managed by sand replenishment
Potential timeframe: 2030-40 but may be earlier if erosion trends change.

Costs

Immediate Term:

- Study to consider cost-benefits and provide engineering design for protection/retreat
\$60,000
- Sand nourishment costs are considered in Section 6.6

Longer Term:

- Cost of installation of hard protection infrastructure or relocating building (current building cost approximately \$6.5 million)
- Buried Seawall and sand nourishment: Estimated Capex in the order of \$2.5 M.

6.5.3 Holiday Park Infrastructure

Western most areas of the Holiday Park are at risk of erosion impacts under a 0.5 m SLR acute scenario, and the receding shoreline may also reduce the remaining foreshore reserve width in front of the site to an unacceptable width.

A minimum 40 m width vegetated public foreshore reserve should be maintained at all times in front of the Holiday Park, and infrastructure (cabins, services, etc.) should be progressively removed and dunes revegetated if or when required to maintain this minimum reserve width.

A Holiday Park Buffer Line offset 20 m inland from the 0.5 m SLR Hazard Line should be established, in front of which only transportable structures or minor infrastructure should be permitted. This is a sufficient setback to ensure adequate dune width over the life of the Foreshore Management Plan; refer Section 6.8.1 for further details regarding recommended management of the Holiday Park site and lease.

Recommended Actions

Immediate Term:

- Progressive redevelopment of Holiday Park with permanent development (ablutions, offices, major services, etc.) behind the Holiday Park Buffer Line as assets reach the end of useful life.
- Only transportable accommodation, removable infrastructure and minor services to be established on the ocean side of the Holiday Park Buffer Line.
- Ensure leasing arrangement reflects risks and hazards present for the property and controls in place.
- Monitor shoreline movements and the width of the vegetated foreshore reserve in front of the Holiday Park as part of the City's annual coastal monitoring program.

Longer Term:

- Implement managed retreat of Holiday Park infrastructure to maintain a 40 m public foreshore reserve width and rehabilitate dunes as necessary to respond to future erosion and shoreline recession

Potential timeframe: 2040 - 2060

Costs

It is understood that relocation costs for transportable accommodation and other minor infrastructure will likely be borne by the lessee, however costs are to be determined between the parties.

6.5.4 Perlinte View public & private assets

The triennial Port Coogee sand bypassing works undertaken by the City keeps this area of beach well nourished, and this will likely be sufficient for several more decades. Erosion is however expected to increase beyond the capacity of sand bypassing nourishment, and the landscaping, services and road assets as well as some northern properties of Perlinte View are expected to be vulnerable to acute erosion events by 2070 under the 0.5 m SLR scenario.

All properties are expected to be at direct threat toward the end of the century under the 0.9 m SLR scenario, so action will likely be required during the life of this Foreshore Management Plan.

Although Perlinte View properties could be accessed from the rear lane only as an interim measure, retreat and closure of this road would see a loss of the landscaped pedestrian link which is of high public amenity. Furthermore, private properties may eventually need to be purchased and reclaimed so as to retain sufficient public foreshore reserve width (if a retreat strategy was pursued), at considerable cost.

Defence of the public and private assets of Perlinte View via hard coastal protection is considered the most suitable adaptation strategy for the foreseeable planning horizon, however this decision will be subject to more detailed analysis and assessment closer to the time of it being required. This is consistent with the hard coastal protection strategy employed further north along the Port Coogee coastline.

A buried seawall installed slightly seaward of the existing western Perlinte pathway should be considered so as to enable a sandy beach and vegetated dune to be maintained in front of the wall most of the time but provide protection to assets during rare extreme erosion events. Ultimately (beyond the timeframe of this Foreshore Management Plan) a wall would likely become occasionally exposed on rare storm events, and later permanently exposed as erosion further progresses and the vegetated dune and beach are mostly lost. The location of the proposed seawall shown in Figure 19 is indicative only. The seawall could be located further westward. Selection of its final location should be in response to community consultation and coastal engineering study.

Prioritisation should be given to retaining the health and extent of native vegetation in this area as much and for as long as possible, and to promptly reinstate any vegetation cleared following construction of structures. Retaining the mass and height of the vegetation in this area is important to avoid any impression that it could be permanently diminished for the benefit of better coastal views from nearby properties. Considering this adaptation measure benefits both public (foreshore users) and private (owners of at-risk properties) stakeholders, consideration should be given to an appropriate funding mechanism well in advance of actions being required, including the consultation with and future contribution from directly affected landholders. Even if the suggested protection strategy is not ultimately pursued long term, there will be considerable cost associated with any alternative adaptation strategies (such as managed retreat of assets), especially if private property is to be purchased.

Recommended Actions

Immediate Term:

- Continue monitoring the beach and dune width as part of the broader coastal monitoring program. A dune width of 60 m or less from Perlinte View represents a higher risk and should trigger planning for further actions.
- Investigate and assess funding mechanisms, sources and contribution models for erosion adaptation measures (e.g. a seawall) for Perlinte View, and consider establishing a reserve fund for this purpose.

Potential timeframe: by 2025

- Planning and feasibility studies: Conduct a detailed assessment of costs and benefits to confirm if the construction of protection structures is still the preferred strategy to manage Perlinte View erosion risks. Following this it is recommended that the refinement of protection option and identification of the preferred alignment is determined from comprehensive community engagement, coastal engineering and environmental assessments.

Potential timeframe: by 2030

Longer Term:

- Implement adaptation measures (e.g. a buried seawall to the immediate west of Perlinte View road reserve) when the appropriate trigger point is reached.

Potential timeframe: 2030 to 2050

Costs

Immediate Term:

- Planning and feasibility studies \$150,000 to \$200,000

Longer Term:

- Buried Seawall and sand nourishment: Estimated Capex in the order of \$2.5 M.

6.5.5 Coogee Beach Cafe

The Coogee Beach Café is well supported by the community. The building is not expected to be directly impacted until the 0.9 m SLR scenario (expected by 2110). This primarily impacts planning for modification or redevelopment of the café that may occur during the life of the Foreshore Management Plan. The building is expected to reach the end of its useful life during the timeframe of this Foreshore Management Plan, so any replacement will likely need to be built behind the 0.9 m SLR (2110) Hazard Line, which will at least require some minor adjustment to the current building footprint should the same site be used.

Recommended Actions

Immediate Term:

- Maintain or improve the current premises

Longer Term:

- Position any extensions or redevelopment of the café appropriately for the expected coastal erosion risks, preferably any high value improvements behind the 0.9 m SLR Hazard Line.

Potential timeframe: When building redeveloped

Costs

No additional direct costs attributable to these management actions.

6.5.6 Shark Barrier & Swimming pontoons

The Shark Barrier and swimming pontoons are heavily used and strongly supported by the community as borne out in the consultation process. The Shark Barrier should be maintained and adapted as required in response to future shoreline movements.

Major elements of the barrier are progressively replaced every 5 – 10 years, which provides an opportunity to reconfigure the barrier boundaries to suit the shoreline as it moves over time (most likely landward via erosion) at lesser cost. Similarly, pontoon moorings are occasionally renewed, which provides opportunities to adjust mooring locations to suit seabed and shoreline movements. Consideration may even be given to relocating the Shark Barrier to the south side of the jetty at the time of major renewal or replacement works, to encourage patronage further south in the Foreshore Area, where greater parking and land for relocated infrastructure is likely to be available. This would need to be determined in consultation with stakeholders and with consideration to erosion progression at the time.

Recommended Actions

Immediate Term:

- Maintain the Shark Barrier and swimming pontoons
- Continue monitoring shoreline movements in this area as part of the coastal monitoring program, check depths at pontoon locations prior to each year's deployment.

Longer Term:

- Adapt and reconfigure the Barrier and swimming pontoon moorings as may be required in response to future shoreline movements, and at the time of any major renewal works to the barrier, take the opportunity to review and potentially reconfigure boundaries if required.

Potential timeframe: 2030 onward, to be reviewed on an annual basis

Costs

- No additional costs beyond current Shark Barrier & swimming pontoon operational expenditure is expected to be attributable to the recommended management actions.

6.5.7 Car Parks and Site Access

Continuation of car parking in the long term will be important to enable access to the Foreshore, however its location should not impinge on the dune buffer zone and the ability for the vegetated dune area to retreat in response to coastal erosion.

A portion of the northern carpark between Peri End and Powell Road is within the hazard risk area by approximately 2040 to 2060 and portions may need to be retreated sooner to maintain adequate vegetate foredune width. The Southern carpark adjacent the Coogee Beach Surf Life Saving Club is only likely to be impacted after 2070.

Locations for relocating car parking should be considered and earmarked, including sites nearby but outside the Foreshore (such as east of Cockburn Road) considering the limited foreshore land available. Prioritisation should also be given to improving public transport links, to alleviate the increasing demand for parking space at the Foreshore. Improving pedestrian links along the Foreshore and spreading development to the south over the longer term should help improve the accessibility and utilisation of overflow and bus parking that available in the southern car parks.

Recommended Actions

Immediate Term:

- Monitor retreat of coastline and hazard zones, and check that at least 60 m dune width remains where possible.
- Advocate for improved public transport and pedestrian access links.
- Refer to master planning in section 6.10

Longer Term:

- Develop a long term masterplan to assess suitable locations for assets requiring retreat (northern and southern car parks, café, parklands and Surf Life Saving Club) including potential locations nearby but outside the Foreshore Area.

Potential Timeframe – before 2040

Costs

Costs will be dependent upon whether partial or full relocation is required. Costs should be provided once a strategy for car parking relocation is developed or in response to development of a Foreshore Masterplan. No direct costs are expected within the immediate term horizon.

6.5.8 Minor Structures

Several minor structures such as shade shelters, beach showers, access ramps/boardwalks through the dunes and the Coogee Beach toilet block are located within areas that are vulnerable under the 0.5 m SLR scenario. They will likely be impacted by erosion during the life of this Foreshore Management Plan.

Furthermore, windblown sand drifts smothering structures is an ongoing issue at some locations such as the northern beach hut (halfway down the sand access track near Peri End) and the wheelchair ramp and shade structure to the south of the Coogee Beach Jetty entrance. These structures may soon become unviable to maintain at current locations.

Instead of decommissioning structures once they are considered to be within hazard risk zones, lightweight structures (eg picnic tables, shade structures, toilet blocks, cafes) can be relocated. This will allow lightweight minor structures to remain in place until risks are realised and relocation is the only option. It is recommended that any future light weight structures reaching the end of their functional life be replaced with easily relocatable or demountable options. This approach provides an alternative option to providing costly hard protection to structures that are generally required to be close to the coast.

A realignment of the existing main asphalt access link to the Jetty would fix these amenity issues in most cases and ensure the ongoing maintenance of the area is reduced.

Recommended Actions

Immediate Term:

- Maintain existing minor structures until such time that they become unviable due to erosion risk.
- Decommission the unviable wheelchair ramp and associated shade structure immediately south of the Coogee Beach Jetty once the replacement ramp at the Jetty is operational (refer Section 6.5.1)

Timeframe: as soon as possible

- Relocate showers to high-use track and install more directional signage
Potential timeframe: By 2025
- Design and implementation of a realignment of the existing main asphalt access link to the Jetty.
Potential Timeframe: By 2030

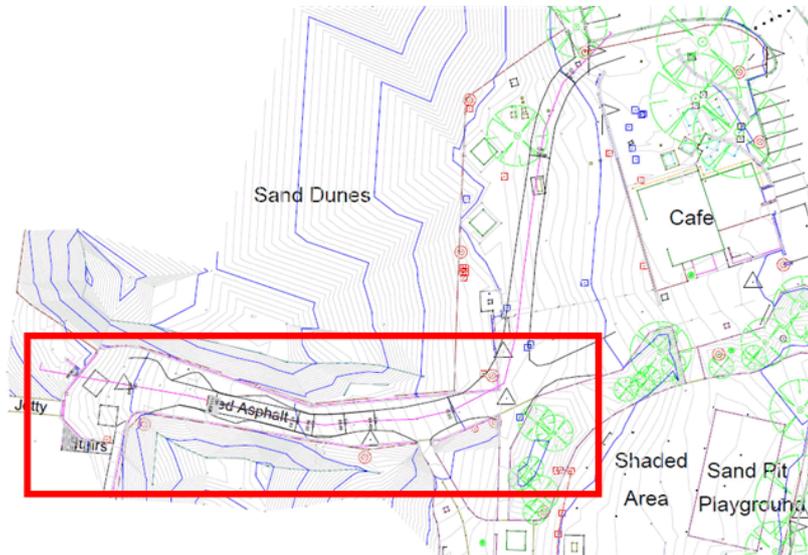


Figure 16 Concept layout of jetty access path (Supplied by CoC, 2020)

- Remove the shade shelter along access track 3 near Peri End at such time that ongoing removal of windblown sand becomes unviable. Replace it with a shade shelter elsewhere in the landscaped areas
Potential timeframe: to be monitored and reviewed by Environmental Services, in response to coastal monitoring and sand accumulation.

Longer Term:

- Rebuild the main toilet block at Coogee Beach Reserve at a safer setback distance when erosion risk becomes intolerable, or when the building reaches the end of its current useful life, whichever is first.
Potential timeframe: 2040-2060
- Replace structures at the end of their design life with lightweight/relocatable structures, or if possible retreat (shift or replace) minor structures to alternative landward locations at such time that they become unviable in present locations due to increasing erosion risk.

Costs

Immediate Term:

- Showers & signage: \$40,000
- Shade shelter retreat: \$50,000
- Jetty access way realignment: \$120,000

Longer Term:

- Remove and rebuild toilet block: Costs to be estimated by a quantity surveyor.

6.6 Sand Replenishment

Sand replenishment (also known as sand nourishment) provides the beach with an increased 'sediment budget' that allows the beach to respond to long term cross shore erosion processes. Sand replenishment is not a permanent solution as the extra sand is lost over time as continuing coastal processes redistribute the sand and returns to equilibrium, in response to the current metocean (wind, wave, tide influences) climate.



Example of sand nourishment at north Coogee Beach (2018 sand bypassing)

Sand bypassing is currently undertaken by the City every three years in response to the accumulation of sand on the northern side of the Port Coogee Development. This activity maintains the net longshore sediment transport pattern across Port Coogee and prevents the undue erosion of Coogee Beach. It is an ongoing management measure, but the volume of material available for placement on Coogee Beach will continue to be dependent upon the amount that accumulates on the north side of Port Coogee and how much of this is required for nourishment (back-passing) north to C Y O'Connor Beach.

Other than sand bypassing, the City does not yet employ sand replenishment on Coogee Beach. Sand replenishment could be implemented in the short term along the Coogee Beach area as to maintain the recreational use of beach for residents, tourists and to protect fixed assets such as the CBICF. Sand would likely ultimately need to be obtained from an alternative sand source (beyond that available via bypassing) and viability will depend on the availability and cost of a suitable local sand source. Alternative sand sources (either terrestrial or marine) should be investigated ahead of major additional sand replenishment being required.

Currently the CBICF sits approximately 35 m from the seaward toe of the frontal dune measured to the retaining wall around the building site, and sand replenishment is likely to be required at this location first.

If the dune was to retreat by more than 5 m due to erosion processes the City would need to consider sand replenishment in front of the CBICF. If the dune was to continue to retreat after sand replenishment attempts the City would need to consider hard protection options or retreat.

Recommended Actions

Immediate Term:

- Continue monitoring beach, with particular attention to maintaining at least 30 m dune width to the CBICF site
- Continue triennial Port Coogee Sand Bypassing works, with target bypassing quantities as necessary to prevent shoreline recession south of Port Coogee as determined by the annual coastal monitoring program
- Reactive sand replenishment and dune rehabilitation in front of the CBICF if or when required by coastal monitoring trigger point
Potential timeframe: from 2020 on an as needed basis
- Investigate additional sand sources for interim sand replenishment at Coogee Beach (with consideration to nourishment requirements at other Cockburn beaches) including feasibility and approvals pathways
Potential timeframe: By 2030

Longer Term:

- Implement sand replenishment to other areas as necessary to provide interim protection to assets in response to changing erosion impacts and risks
Potential timeframe: As required over the life of this Foreshore Management Plan

Costs

Sand replenishment costs will be dependent upon the required length of coast requiring further protection and the frequency of campaigns required. To protect the CBICF nourishment in response to a severe erosion event could require 15 m width of sand to be placed along a length of up to 300 m or more because sediment is likely to redistribute along the beach south towards Woodman's Point. Costs could be as high as \$1.2 M, depending on the source for initial nourishment round. An indicative cost of 10% of the initial fee for yearly maintenance then on. This rate has been provided as an estimate from recent projects undertaken by GHD. Rates for sand nourishment per cubic metre are difficult to determine due to the rate changing dependent on the source of the sand, method of placement and quantity required. It is recommended that a further study be undertaken to determine the sand type and colour along the beach to determine the source of the nourishment. Potential sources include:

- aligning with a dredging campaign in the area
 - moving sand from a high accretion area, for example, Point Peron has been used in the past as a borrow ground for sand nourishment
- sourcing the sand from local quarries

As a reasonable central scenario for high level financial planning purposes, the following budget allowance could be made for one nourishment campaign within the 10 year planning horizon:

- 18,000 m³ sand placement at a supply cost of \$30/m³,
- A 10% allowance preliminaries and overheads,
- A total project cost of \$600,000 would apply. (Note: Preliminary cost supplied by the City for discussion purposes – to be refined further)

6.7 Coastal Protection

Continuous sand replenishment is not a long term solution to provide protection to the infrastructure. Possible permanent solutions may include breakwaters, groynes or offshore reefs. Each of these hard options have positives and negatives and may be applied on a case by case basis for different sections of the study area. Protection structures can significantly change the coastline and also limit future adaptation pathways. Careful planning and

consideration should be undertaken prior to committing to coastal protection structures at any location.

It is noted that while artificial reefs or offshore groynes had support during consultation, these are expensive solutions that would significantly change the form, conditions and appearance of the beach. Long term managed retreat is therefore the preferred strategy at this stage for most of the study area (with the below exceptions) because land buffers are generally available to facilitate this strategy, but these alternatives should still be considered at each stage of planning or review.

Key locations identified in the Section 6.5 as possibly requiring and suitable for protection structures include:

- A buried seawall to protect the existing CBICF from erosion when required, likely as an interim adaptation measure prior to an eventual retreat pathway
- A buried seawall to the west of Perlinte View to protect public assets and private properties

Recommended Actions

Longer Term:

- Carefully consider and assess the costs and benefits of coastal protection structures, or instigate measures for a managed retreat including how this may limit future adaptation options, before committing to any such works.

Costs

Refer Section 6.5 for costs associated with particular sites.

6.8 Lease Agreements

It is important that the City incorporate adaptation requirements into the lease agreements in this area.

6.8.1 Holiday Park

The western boundary of the Holiday Park could be impacted directly by erosion by 2070 under a 0.5 m SLR scenario, and the Steady Shoreline will move closer reducing foreshore reserve width in front of the site to a potentially intolerable width. Increasing usage of the reserve may also put pressure on the dune system, and there may be a requirement to modify access track(s) nearby the Holiday Park in future to assist dune management.

The holiday park should generally remain within its current footprint, and should not expand westward at the expense of natural areas.

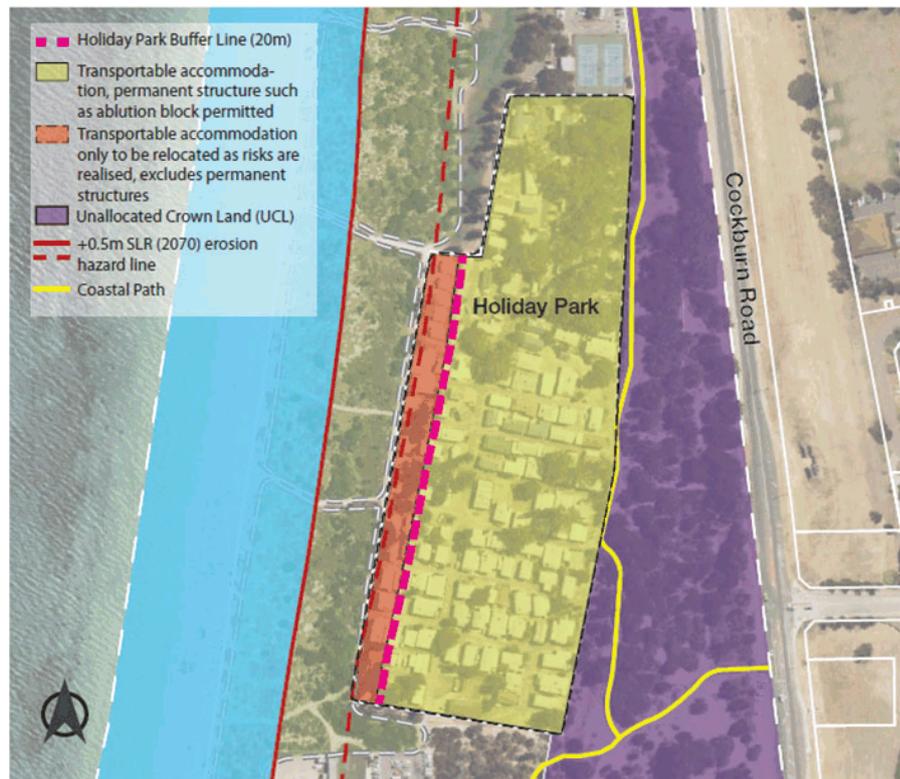


Figure 17 Plan showing Holiday Park Buffer.

It is recommended that the following measures be incorporated into any lease agreement that have a tenure extending beyond 20 years:

1. Flag the potential future realignment, closure or revegetation of some access tracks adjacent to the Holiday Park, should it become necessary for dune management.
2. Secure agreement to upgrade the existing informal track running along (and within) the Holiday Park’s western boundary to facilitate easier Holiday Park user access to designated beach paths and better management access to dunes. Agreement for this should be obtained, even if the works are undertaken by the City.
3. Establishment of a Holiday Park Buffer Line, offset 20 m landward of the 0.5 m SLR Hazard Line (refer to Figure 17). This Buffer Line aims to allow for adequate foreshore reserve width between the shoreline and the Holiday Park over the life of the lease. This line may be updated and refined in future to reflect new information and advances in coastal science.

Table 6-2 Holiday Park buffer line set out points

Set Out Point	Latitude	Longitude
SOP1	383326.8118	6445961.9047
SOP2	383341.4639	6446032.5642
SOP3	383355.2835	6446103.4123
SOP4	383369.3675	6446174.2048
SOP5	383378.9284	6446245.7465

Set out points are given in Latitude/Longitude in GDA94 MGA50. Setout points are reliant on a buffer of the 2012 1 mAHN shoreline datum.

4. Prohibit the construction of new permanent development (ablutions, buildings, major services, etc.) west of the Holiday Park Buffer Line. This minimises the scale of assets that may need to be removed in future to maintain adequate foreshore reserve.
5. Limit development west of the Holiday Park Buffer Line to that of transportable accommodation and removable infrastructure, to facilitate easier removal/relocation of assets in this area should retreat due to erosion be required during the life of the lease.
6. Only such services (power, water, sewer and communications) may be installed beyond the Holiday Park Buffer Line as necessary to support transportable accommodation and removable infrastructure within this area. These services shall not include any main or trunk lines, and shall be designed and installed in a way that they can be progressively removed as necessary from west to east, without interrupting supply to other areas or assets.
7. Maintain a separation of at least 40 m between the high water mark (Highest Astronomical Tide level contour) and the western boundary of the Holiday Park site at all times, (considered adequate foreshore reserve width). This can be monitored annually via the City's coastal monitoring surveys and program.
8. Secure agreement from the lessee to adjust the site's western boundary as necessary, and to remove all structures and services outside of the adjusted boundary, if requested by the City to maintain the required 40 m minimum separation.
9. The lease shall include the relevant roles and responsibilities for key stakeholders including the lessee, CoC and DPLH.

Recommended Actions

Immediate Term actions recommended to be undertaken by the City

- Incorporate clauses in any future Holiday Park lease agreement to adequately address the above requirements
- Upgrade the access track along the western boundary of the site and undertake revegetation and dune stabilisation activities to increase resilience of the dune to withstand impacts of storm events and reduce likelihood of significant erosion
- Monitor the beach profile to ensure a 40 m foreshore reserve is retained and to allow for timely response to risks as, or if, they are realised, via the coastal monitoring program

Costs

No additional costs to the City are expected to be directly attributable to managing lease agreements (refer Section 6.5 for infrastructure management costs).

6.8.2 Coogee Beach Café

The Coogee Beach Café is not modelled to be at risk within the life of this management plan. However, it is modelled to be at risk in the acute event under 0.9 m SLR scenario (expected by 2110). Future lease agreements and major capital works planning should consider this risk, and make clear that any new building work should be located landward of the appropriate Hazard Line for the intended life of the asset. Preferably no further westward extension of the building should be undertaken, unless it is clearly understood that any such works are non-permanent and may require removal in future as erosion progresses.



Recommended Actions

Incorporate consideration of erosion risks into new lease agreements and capital works planning as required – Major building upgrades (if required) should be located landward.

Costs

No additional costs to the City are expected to be directly attributable to managing lease agreements (refer Section 6.5 for infrastructure management costs).

6.8.3 Coogee Beach Integrated Community Facility (CBICF)

Whilst currently low risk, risk will increase and the CBICF is modelled to be at direct threat from erosion extreme events within the life of this Foreshore Management Plan, even before the 0.5 m SLR scenario is reached. The building will likely require either protection (e.g. a seawall) or relocation prior to 2070 to manage this risk, unless the building is demolished and rebuilt further back sooner.

Agreement should be sought from lessees to adapt usage of the site and/or relocate to an alternative site at such time this becomes necessary to enact adaptation actions.

Adaptation measures may significantly alter use of the facility; interim protection (such as installation of protection seawall) to extend the life of the building can change use and form of the beach, whilst relocation may place the building further from the beach.

Recommended Actions

Update lease agreement at the next available time to reflect adaptation requirements (to be determined based on monitoring results).

Costs

No additional costs to the City are expected to be directly attributable to managing lease agreements (refer Section 6.5 for infrastructure management costs)

6.9 Additional Reserve Areas

As predicted if erosion progresses and a long term strategy of managed retreat is employed, the shoreline will move east and land will be lost without any intervention. Community usage of the Foreshore is expected to simultaneously increase with the growing local population and there will be increasing pressure for amenities on a shrinking footprint of land. It is therefore imperative that the limited undeveloped land remaining within the Foreshore area be preserved, and developed sparingly and only if well justified.

Sufficiently set-back sites for new infrastructure must be identified and secured, to both cater for increased capacity and also to replace infrastructure which must be retreated due to erosion. Access to land further eastward of vulnerable areas will be critical to the success of a long term retreat strategy that sees a similar level of public amenity retained at Coogee Beach. It also provides options to reclaim and relocate some developed areas and expand vegetated dune areas eastward to compensate for the dunes lost to erosion.

Securing the largely undeveloped land alongside Cockburn Road (former rail reserve) can provide greater flexibility for managing the Foreshore as it changes over time. Such land should be used strategically with a mind to how valuable it may be for future requirements of relocating vulnerable Foreshore assets and preserving native vegetation buffers. Usage of this land for non-essential purposes such as access roads or the widening of Cockburn Road should be avoided or minimised, considering the increasing scarcity of land that is foreseen for this Foreshore. Notwithstanding, the constrained site, expected shoreline recession and competing

usage pressures mean that both developed and natural areas are expected to be reduced in aggregate over the long term.

Recommended Actions

Immediate Term:

- Continue negotiations to transfer the Unallocated Crown Land adjacent to Cockburn Road to Reserve under the City's management.

Longer Term

- Use undeveloped areas of land strategically and develop sparingly, in view of the predicted future diminishing size of the Foreshore and scarcity of land.

Costs

No costs are applicable for the above actions

6.10 Planning for Development

Limit New Assets to Sustainable Setback Locations

All new development (buildings, carparks, hardscaping, services, boardwalks, etc.) within the Foreshore, including the Holiday Park, should be located at a setback distance suitable to the asset's intended useful design life. For example, a development with a 50 year design life should be located behind the 0.5 m SLR Hazard Line (estimated 2070 scenario), unless it is easily removable before the end of its useful life. An asset with a 25 year design life might be positioned halfway between the present day Hazard Line and the 0.5 m SLR Hazard Line, and so on.

Minor development (e.g. footpaths, fencing etc.) or that which necessarily links to the beach and must by nature be seaward of the appropriate Hazard Line or Steady Shoreline, should be built to withstand or be easily adapted (lightweight and removable or upgradeable) to the expected coastal hazard scenario.

Focusing Activity Areas

Land in the northern half of the Foreshore is narrowest and at risk of being 'squeezed' from the west (coastal erosion) and east (Cockburn Road widening) in future. Demand for parking is also highest in this area, despite greater parking capacity being available to the south end of the Foreshore. Priority should therefore be given to spreading new or renewed amenities southward where appropriate, and intensification of development should be avoided in the northern half of the Foreshore Area where practical.

Development Approvals

The majority of the Foreshore area is reserved under the Metropolitan Region Scheme for Parks and Recreation. Applications for planning approval will therefore be determined by the Western Australian Planning Commission following a recommended decision being forwarded from the Local government. Where development triggers a requirement for planning approval, a management plan should be prepared to address the future impact of coastal hazards. This shall be lodged upfront at the planning application stage to the satisfaction of the City. The management plan shall have regard to the following:

- Timeframe of development
- Installation
- Management/upkeep

- Removal of development and re-instatement of the site to its original state
- Trigger points
- Monitoring/recordkeeping
- Where appropriate, approval will be granted temporarily to allow a mechanism for future re-assessment.

Master Planning

Significant and well considered planning has been undertaken for areas of the Foreshore to date, however it would be beneficial to develop a coordinated high level plan for the entire Foreshore and relevant adjacent land areas that recognises existing master planning and aligns with expected coastal changes identified in this FMP. The intent here is to not replace existing relevant masterplans but to review and build upon as necessary. This will be particularly beneficial considering the changes anticipated over the long term.

Recommended Actions

Immediate Term

- Develop a long term coordinated plan for the Foreshore and adjacent land parcels that builds on existing master planning, and considers the measures and likely future changes to the Foreshore as presented in this FMP.

Potential Timeframe – by 2030

Longer Term

- If the Unallocated Crown Land (referred to in 6.9) is successfully transferred to a reserve for the City to manage with the power to lease the reserve, master planning for the entire reserve should be reviewed.
- A review of the uses of the various reserve land parcels within the Foreshore should be undertaken prior to 2070 to determine the best uses going forward. Consideration should be given to future community consultation and the outcomes of the management actions undertaken pursuant to this FMP.

Potential Timeframe – by 2040

Costs

Immediate term costing for master planning including community consultation in the future may vary from \$75-150 k indicatively, depending on the extent and scope of the document.

6.11 Monitor Beach and Dunes

The study area is already a part of the ongoing City of Cockburn Coastal Monitoring program described in Section 3.7 of this document. The monitoring program broadly encompasses the entirety of the City of Cockburn shoreline but has certain hotspots where more targeted monitoring takes place such as Coogee Beach. As Coogee Beach is put in deficit at its northern end by the Port Coogee Marina it is important to closely monitor the shoreline and use sand nourishment where necessary.

Management strategies have been suggested by the 2018 Monitoring Report to be implemented in further years of the program.

Coogee Beach Foreshore Management Plan Monitoring Actions

The Foreshore is part of the wider City of Cockburn Coastal Monitoring program and will be into the future.

Recommended management actions relevant to this study area:

- Continual beach profile monitoring as part of the wider program – this area has multiple transects throughout the study area that is sufficient for maintaining an accurate representation of the shoreline
- Continual beach photo monitoring as part of the wider program – this area has two monitoring sites that are spaced along the study area
- Support digital engineering solutions in line with the Coastal Monitoring Program
- Regular sediment sampling
- Storm monitoring – As the Coogee Beach area has a significant vegetation buffer that is relied upon to protect the infrastructure along the shoreline area, storm monitoring is crucial to ensuring that action can be taken if trigger points are met

Condition inspection of coastal structures – In particular this will include the Coogee Beach Jetty in the study area. By implementing coastal monitoring, management strategies for assets and values within the Foreshore can be linked to measurable triggers. Table 6-3 presents key monitoring metrics, including specific trigger distances (linked to current coastal monitoring practices) on specific monitoring profiles, and the management action within this document to which they relate. A general metric is also included for the vegetated dune. The aim of the table is for annual coastal monitoring to check the various trigger distances for each profile and report progress / clearly identify if any actions are required.

Dune Vegetation

Beyond visual amenity, ecosystem and habitat values, the dune vegetation is also valued for strengthening sand dunes against actions from the ocean and in capturing windblown sand that otherwise can migrate impacting access and requiring management to remove.

Ongoing future management measures and master planning should allow for retaining adequate dune widths as the shoreline recedes, for the purposes of dune health and stability against windblown sand actions. A minimum dune width of 60 m is likely to be required over the long term for this purpose, however this will be better refined and understood as changes occur.

Table 6-3 Coastal monitoring trigger distances

Monitoring Point	Trigger Point	Management Action
<i>Profile specific (Profiles as indicated as part of the ongoing City of Cockburn Coastal Monitoring Program (refer section 3.7))</i>		
Profile 8	Erosion of the MSL contour by more than 5 m from the MSL contour of the 2012 baseline monitoring profiles.	Carefully consider and assess the costs and benefits of coastal protection structures, or instigate measures for a managed retreat. (Refer Section 6.7)
Profile 9		
Profile 10		
Profile 11		
Profile 12		
Profile 13		
<i>Asset Specific</i>		
Perlinte View	Dune width of less than 40 m.	Refer Section 6.5.4
Northern carpark	Refer Profile 9 trigger	Refer Section 6.5.7
Coogee Beach café	Refer Profile 10 trigger.	Refer Section 6.5.5
Holiday Park	Dune width of less than 35 m.	Refer Section 6.5.3
Southern Carpark	Refer Profile 12 trigger.	Refer Section 6.5.7
Coogee Beach Integrated Community Facility	Dune width of less than 25 m.	Refer Section 6.5.2
<i>Frontal Dune</i>		
Where the vegetated dune is reduced to less than 60 m, engage with Environmental Services and closely monitor dune stability and review the risk for assets and land in the nearby vicinity.		

Recommended Action

Immediate Term:

- Update Coastal Monitoring Program to include specific monitoring actions specified in Table 6-3

Timeframe: Immediately

Long Term:

- Maintain a 60 m wide dune vegetation buffer zone where possible. Consider implications in master planning (see section 6.10).

Costs

The above monitoring actions should be incorporated directly into the City's Coastal Monitoring program. No additional costs are attributable to the immediate or long term actions.

6.12 Periodic Review

This Foreshore Management Plan should be a live document that is reviewed approximately every 10 years. The review period may need to be adjusted in response to significant events that significantly threatens a key value of the Foreshore e.g. a coastal bushfire resulting in significant loss of dune vegetation, habitat and increasing dune instability or a 1 to 5% Annual Exceedance Probability erosion event resulting in significant loss of beach and dunes.

The City's CHRMAP (the Coastal Adaptation Plan and underpinning studies) should also be reviewed every 10 years, which would next be due around 2023.

Recommended Actions

Immediate actions:

- Review CHRMAP in 2023
- Review Coogee Beach Foreshore Management Plan in 2030 or sooner if required

Costs

- CHRMAP review: \$100,000
- FMP Review: \$50,000



7. Implementation Plan

Table 7-1 below summarises key management actions, including trigger points, indicative timeframes, cost estimates and the Business Unit responsible for implementation. For specific details regarding the implementation, such as source of costs, refer to the relevant section of the Management Plan in Section 6. Given the Foreshore Management Plan is to be reviewed in 10 years' time, only cost measures for immediate actions have been included. Timeframes have been identified for all management actions, and where actions are recommended in response to coastal hazards, trigger points have been identified in line with Figure 5.

Management actions have been identified for the following planning periods:

Immediate Term: The current planning period out to approximately 2030. Immediate term actions identified in the management plan that require implementation now or over the next few years and should be implemented prior to the next review of the Foreshore Management Plan (in 10 years) unless reasonably justified otherwise by the City.

Longer Term: The 50 year planning period, being actions or events expected between 2030 and 2070 (at the time of writing). Long term actions were identified in the management plan in response to predicted coastal hazards identified from the +0.5 m SLR erosion line anticipated to occur by 2070.

There are six different business units within the City responsible for the implementation of different actions in the Implementation Plan:

- Infrastructure Services
- Parks & Environment Services
- Statutory Planning Services
- Engineering Services
- Waste Services
- Recreation & Community Safety Services
- Strategic Planning

The Immediate Term and Longer Term management actions are graphically represented in Figure 18 and Figure 19 below and as A3 plans included in Appendix D.

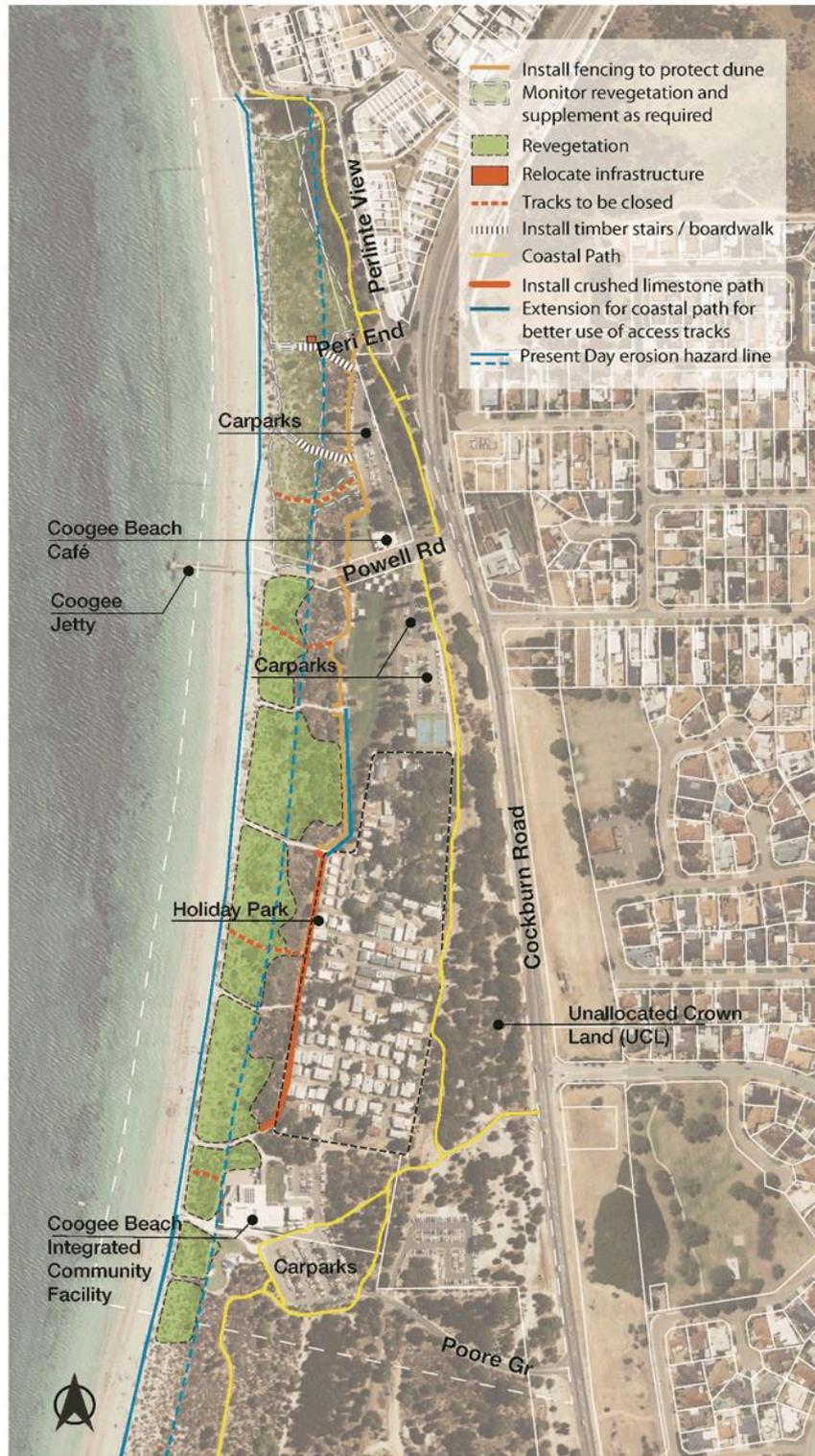


Figure 18 Immediate Term Actions (10 year horizon)



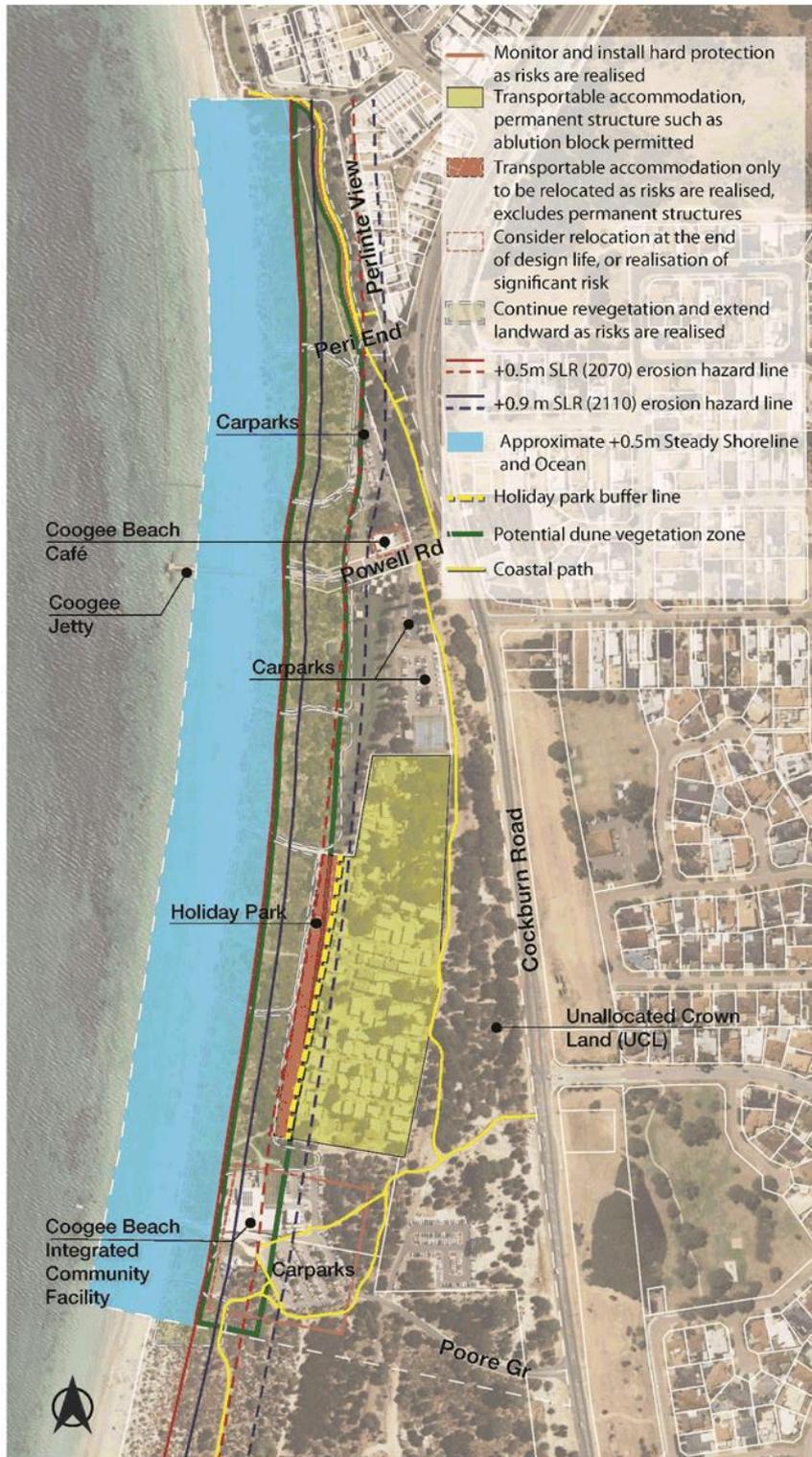


Figure 19 Longer Term Actions (2030 – 2070)

Table 7-1 Recommended implementation plan ¹.

Item	Action	Timeframe and Trigger Point	Method	Immediate term costs (10 yr horizon) <i>Longer Term costs shown in italics</i>	Lead Responsibility	Measure of Success
6.1	Improve access and reduce sand drift	Immediate By 2025 N/A	Construct timber stairs / boardwalks to access tracks 3 and 4.	\$125,000	Parks and Environmental Services	Reduction in sand management costs to northern carpark.
	Review of beach access paths	Immediate Term 2025 - 2030 N/A	If degradation is observed beyond 2025, consider implementing track closures as presented in Table 6-1. Consider undertaking track user survey to inform user behaviour and decision making.	To be determined if required	Parks & Environment Services	Increased dune health leading to increased protection during acute storm events Increased cover of vegetation (%)
	Improve linkages between beach access paths	Immediate Term 2025 - 2030 N/A	If tracks west of Holiday park are closed, construct link path to western boundary of Holiday Park (within the site boundary) to improve access.	\$40,000	Parks and Environmental Services	Connection of coastal paths allowing continuous access along the Foreshore
6.2 & 6.3	Continue to undertake dune habitat revegetation and management.	Immediate Term N/A	<ul style="list-style-type: none"> Dune habitat revegetation and monitoring Weed management Continue fox control and if possible increase to include other species such as feral cats. Upgrade landside fencing to reduce unwanted access (guided by revegetation and rehabilitation plan) 	No additional costs beyond recurrent expenditure *.	Parks & Environment Services	Increased dune health leading to increased protection during acute storm events Increased cover of vegetation (%)
		Longer Term After 2030	<ul style="list-style-type: none"> Maintain a sufficient dune vegetation zone width and monitor the health of dunes and 			

Note: Item numbers are references to Section 6 (Management Plan) headings.



Item	Action	Timeframe and Trigger Point	Method	Immediate term costs (10 yr horizon) <i>Longer Term costs shown in italics</i>	Lead Responsibility	Measure of Success
		Trigger Point 2 (Monitor and advise or accommodate)	the stability of the back boundary of the dune area. Consider reclaiming landscaped areas to move the dune extents eastward as necessary in future if windblown sand becomes problematic due to diminishing dune width			
6.4	Community safety & amenity	Immediate Term N/A	<ul style="list-style-type: none"> Continue the Beach Bin Trial on a permanent basis to reduce litter Facilitate semi-permanent surf club observation tower on beach adjacent jetty to improve passive surveillance and swimmer safety Maintain and expand the CCTV network at Coogee beach in accordance with the City's Community Safety & CCTV Strategy 	No additional costs directly attributable to these management actions	Waste Services	Beach bins maintained in place through summer months
					Recreation & Community Safety Services	Improved safety and security within the Foreshore
6.5.1	Coogee Beach Jetty	Immediate Term Trigger Point 2 (Monitor and advise or accommodate)	Monitor beach and structure via coastal monitoring program	Ongoing	Infrastructure Services	Provide equal beach access opportunities for all users
			Design and implement equal access ramp down to beach via jetty	\$290,000		
		Longer Term Trigger Point 3A 2040-2060	Maintain jetty and adapt the location & height of the structure as required in response to shoreline changes and increasing sea levels.	<i>To be determined in future – in the order of \$500,000.</i>		Maintain the function and amenity of the jetty.
6.5.2	Coogee Beach Integrated	Immediate Term By 2030 Trigger Point 3	Design study for interim protection measures	\$60,000*		Successful relocation of



Item	Action	Timeframe and Trigger Point	Method	Immediate term costs (10 yr horizon) <i>Longer Term costs shown in italics</i>	Lead Responsibility	Measure of Success
	Community Facility managed retreat	(Accommodate & planning)	Monitor and undertake reactive sand nourishment if required as guided by coastal monitoring.	Nourishment costs refer Item 6.6	Infrastructure Services	CBICF at end of design life
		Longer Term 2035-2045 Trigger Point 3 (Retreat)	Interim protection leading to eventual managed retreat of building at end of design life (50 years), or at a point when the costs to maintain the asset over its remaining design life exceed the cost of relocation.	<i>To be determined, costs will be highly variable depending on retreat options – in the order of at least \$2.5 M for interim protection.</i>	Infrastructure Services	
6.5.3 & 6.8.1	Holiday Park Infrastructure managed retreat	Immediate Term Trigger Point 2 (Monitor and advise or accommodate)	Progressive redevelopment of holiday park with permanent development (ablutions, offices, major services, etc.) behind the Holiday Park Buffer Line as assets reach the end of useful life.	No direct costs for managing coastal hazards identified within 10 year horizon	Strategic Planning Services	Lease agreements include suitable terms and conditions.
Only transportable accommodation, minor removable infrastructure and minor services to be established on the ocean side of the Holiday Park Buffer Line.						
Ensure leasing arrangement reflects risks and hazards present for the property and controls in place.						
Incorporate annual review of triggers in to coastal monitoring program		N/A	Infrastructure Services	Trigger points are reviewed each year.		
		Longer Term (2040-2060) Trigger Point 3 & 3A (Retreat, Protection and Accommodation)	Managed retreat of assets and adjustment of boundary to maintain 40 m dune vegetation buffer zone, as required if shoreline recession breaches trigger point.	To be determined in future.	Strategic Planning Services	Relocation of assets and land uses with the Holiday Park when required in



Item	Action	Timeframe and Trigger Point	Method	Immediate term costs (10 yr horizon) <i>Longer Term costs shown in italics</i>	Lead Responsibility	Measure of Success
						accordance with a managed retreat plan prepared by the asset owner.
6.5.4	Erosion protection at northern end of beach to Perlinte View area	Immediate Term Trigger Point 3 (Retreat, Protect and Accommodate)	Assess funding mechanisms (by 2025)	N/A	Infrastructure Services	Successful protection in significant storm events whilst maintain beach & dunes as long as possible.
			Planning and feasibility studies: (by 2030)	\$150,000 to \$200,000*		
		Longer Term Trigger Point 3 2030-2050 (Protect and Accommodate)	Install hard beach protection (buried seawall and nourishment) beside shared path at Perlinte View	<i>Order of \$2.5 M</i>		
6.5.5	Coogee Beach Café managed retreat	Immediate Term Trigger Point 1	Ensure leasing arrangement reflects risks and hazards present for the property and controls in place.	No additional direct costs attributable to these management actions.	Strategic Planning Services	Successful maintenance of a Café premises without erosion impacts.
		Trigger Point 3 (Retreat, Protect and Accommodate)	Redevelopment of Coogee Beach Café precinct behind 2110 Hazard Line at end of current building's useful life.		Infrastructure Services	
6.5.6	Maintain shark barrier & Swimming Pontoons	As Needed Trigger Point 1 (Monitor and Reassess)	Maintain and possibly extend inland the shark barrier including maintenance and upkeep to encourage tourism and use of the beach	No additional costs beyond recurrent expenditure anticipated in immediate term.	Infrastructure Services	Maintained use of the beach facilities
			Maintain and reconfigure swimming pontoons as necessary			



Item	Action	Timeframe and Trigger Point	Method	Immediate term costs (10 yr horizon) <i>Longer Term costs shown in italics</i>	Lead Responsibility	Measure of Success
6.5.7	Maintain and reconfigure carparks	Longer Term Trigger Point 2 (Accommodate) 2040-2060 (northern) Beyond 2070 (southern)	Maintain carparks and reconfigure as needed to outside of relevant hazard area but not at the expense of native vegetation.	No additional direct costs attributable to these management actions.	Engineering Services	Allow for access to the recreational areas to be continued and have close access to facilities as the area evolves
6.5.8	Relocate and install beach infrastructure to better service recreation areas	Immediate Trigger Point 1 (Accommodate)	Relocate showers to high use tracks & improve directional signage.	\$40,000*	Parks & Environment Services	Dune revegetation program is successful due to people not attempting to access beach through unmade tracks.
			Move hut from northern car park access track to high use area when windblown sand issues become unmanageable. (\$50,000*		
			Reconfigure asphalt access way to jetty to improve access and maintenance costs.	\$120,000*		
		Longer Term Trigger Point 4 2040 - 2060	Relocate main toilet block Retreat (shift or replace with light weight /relocatable) minor structures landward as required.	To be determined		
6.6	Sand Replenishment	As Needed Trigger Point 2 (Accommodate)	Complete study to identify suitable sand source(s) for nourishment of Cockburn beaches. Undertake beach nourishment as required to maintain beachscape and provide buffer for acute storms while no hard protection measures are in place. Refer Section 6.6 for further detail.	As needed basis, allow for one \$600,000* within 10 year timeframe. Total longer term costs of up to \$1.2 M initial cost plus 10% for yearly maintenance then on.	Infrastructure Services	Maintain useable beach space for as long as possible into planning horizon



Item	Action	Timeframe and Trigger Point	Method	Immediate term costs (10 yr horizon) <i>Longer Term costs shown in italics</i>	Lead Responsibility	Measure of Success
6.9	Expand reserve eastward to include UCL strip along Cockburn Road	Trigger Point 1 Immediate Avoid & Accommodate	Continue negotiations to transfer the Unallocated Crown Land adjacent to Cockburn Road to Reserve under the City's management.	N/A	Strategic Planning Services	UCL strip to be created as a Reserve under the City's management with the power to lease in next five years.
6.10	Master planning	Immediate-by 2030 Trigger Point 3	Develop a long term, coordinated plan for the Foreshore and adjacent land parcels that builds on existing master planning, and considers the measures and likely future changes to the Foreshore as presented in this FMP.	\$75,000 to \$150,000 depending on the extent and scope of the document. (Including community consultation)	Parks & Environmental Services in collaboration with Strategic Planning and Infrastructure Services	Development within the Foreshore aligns with Master Plan and avoids at risk land uses or assets.
	General planning & setback of all new development within study area	Immediate & Longer Term Trigger Point 1 (Avoid & Accommodate)	All permanent new development occurring in the study area (buildings, carparks, hardscaping, services, footpaths, etc.) must be located at a setback distance suitable to the design life. Development that links to the beach and must by nature be beyond the appropriate Hazard Line or Steady Shoreline shall be built to withstand or be easily adapted to the expected coastal hazard scenario.	No additional direct costs attributable to these management actions.	All Business Units conducting development within the Foreshore	No erosion impacts to new assets within their useful design life



Item	Action	Timeframe and Trigger Point	Method	Immediate term costs (10 yr horizon) <i>Longer Term costs shown in italics</i>	Lead Responsibility	Measure of Success
			Concentrating new development to the southern end of the Foreshore where possible to mitigate the coastal 'squeeze' that is likely to begin occurring in the north section.			
			Ensure applicants for development approval provide a suitable management plan to address future coastal hazards, addressing matters such as timeframe, installation, management/upkeep, removal and reinstatement, trigger points and monitoring/recordkeeping. Where appropriate, approval should be granted temporarily to allow for future reassessment.	No additional direct costs attributable to these management actions.	Statutory Planning Services	No erosion impacts to new assets within their useful design life
		By 2040	A review of the uses of the various reserve land parcels within the Foreshore should be undertaken prior to 2070 to determine the best uses going forward. Consideration should be given to future community consultation and the outcomes of the management actions undertaken pursuant to this FMP.	<i>To be determined</i>	Strategic Planning Services	Retention of desired land uses in response to community consultation.
6.11 & 6.12	Monitor coastline	Immediate (ongoing monitoring)	Continue City's annual Coastal Monitoring program and incorporate annual review of trigger points established in this Foreshore Management Plan	No additional costs beyond recurrent expenditure.	Infrastructure Services	FMP trigger points reviewed, identified and acted upon as required in a timely manner.
6.12	Review FMP and CHRMAP periodically	Review CHRMAP every 10 years	Review City's CHRMAP (e.g. the studies completed through the CSCA Coastal Vulnerability & Flexible Adaptation Pathways Project) and this FMP every 10 years to	N/A	Infrastructure Services	CHRMAP reviewed and



Item	Action	Timeframe and Trigger Point	Method	Immediate term costs (10 yr horizon) <i>Longer Term costs shown in italics</i>	Lead Responsibility	Measure of Success
			update risk information and hazard mapping. Next review of CHRMAP due 2023, FMP due 2030.			updated around 2023.

*Preliminary costs supplied by the City for discussion purposes – to be refined prior to implementation



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Appendices

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Appendix A – Desktop Searches

EPBC Act Protected Matters Database

NatureMap Species Report and Statistics



Table 9-1 Significant fauna species that may potentially occur at Coogee Beach

Scientific name	Common Name	EPBC Act Status	BC Act Status
<i>Actitis hypoleucos</i>	Common Sandpiper	Migratory	Protected (Int.)
<i>Anous stolidus</i>	Common Noddy	Migratory	
<i>Anous tenuirostris melanops</i>	Australian Lesser Noddy	Vulnerable	
<i>Apus pacificus</i>	Fork-tailed Swift	Migratory	
<i>Ardenna carneipes</i>	Flesh-flooded Shearwater	Migratory	
<i>Arenaria interpres</i>	Ruddy Turnstone	Migratory	Protected (Int.)
<i>Balaena glacialis australia</i>	Southern Right Whale	Endangered	
<i>Balaenoptera edeni</i>	Bryde's Whale	Migratory	
<i>Balaenoptera musculus</i>	Blue Whale	Endangered	
<i>Botaurus poiciloptilus</i>	Australian Bittern	Endangered	-
<i>Calidris acuminata</i>	Sharp-tailed Sandpiper	Migratory	
<i>Calidris alba</i>	Sanderling	Migratory	
<i>Calidris canutus</i>	Red Knot	Endangered	Protected (Int.)
<i>Calidris ferruginea</i>	Curlew Sandpiper	Critically Endangered	-
<i>Calidris melanotos</i>	Pectoral Sandpiper	Migratory	
<i>Calidris ruficollis</i>	Red Necked Stint	Migratory	Protected (Int.)
<i>Calidris tenuirostris</i>	Great Knot	Critically Endangered	Rare or likely to become extinct
<i>Calyptorhynchus banksii naso</i>	Red-tailed Black Cockatoo	Vulnerable	Rare or likely to become extinct
<i>Calyptorhynchus latirostris</i>	Carnabys Cockatoo	Critically Endangered	Rare or likely to become extinct
<i>Caperea marginata</i>	Pygmy Right Whale	Migratory	
<i>Carcharias taurus</i>	Grey Nurse Shark	Vulnerable	
<i>Carcharodon carcharias</i>	Great White Shark	Vulnerable	Rare or likely to become extinct
<i>Caretta caretta</i>	Loggerhead Turtle	Endangered	Rare or likely to become extinct
<i>Charadrius laschenaultii</i>	Greater Sand Plover	Vulnerable	Rare or likely to become extinct
<i>Charadrius mongolus</i>	Lesser Sand Plover	Endangered	-
<i>Chelonia mydas</i>	Green Turtle	Vulnerable	
<i>Dasyurus geoffroii</i>	Western Quoll	Vulnerable	
<i>Dermochelys coriacea</i>	Leatherback Turtle	Endangered	Rare or likely to become extinct
<i>Diomedea amsterdamensis</i>	Amsterdam Albatross	Endangered	-
<i>Diomedea dabbenena</i>	Tristan Albatross	Endangered	-
<i>Diomedea epomophora</i>	Southern Royal Albatross	Vulnerable	
<i>Diomedea exulans subsp. exulans</i>	Snowy Albatross	-	Rare or likely to become extinct
<i>Diomedea exulans</i>	Wandering Albatross	Vulnerable	-
<i>Diomedea sanfordi</i>	Northern Royal Albatross	Endangered	-
<i>Eubalaena australis</i>	Southern Right Whale	Vulnerable	
<i>Hydroprogne caspia</i>	Caspian Tern	Migratory	Protected (Int.)

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Scientific name	Common Name	EPBC Act Status	BC Act Status
<i>Isoodon fusciventer</i>	Southwestern Brown Bandicoot	-	Priority 4
<i>Lamna nasus</i>	Porbeagle, Mackerel Shark	Migratory	
<i>Leipoa ocellata</i>	Malleefowl	Vulnerable	-
<i>Lerista lineata</i>	Lined Skink	-	Priority 3
<i>Limicola falcinellus</i>	Broad-billed Sandpiper	Migratory	
<i>Limosa lapponica</i>	Bar-tailed Godwit	Migratory	
<i>Limosa lapponica baueri</i>	Western Alaskan Bar-tailed Godwit	Vulnerable	-
<i>Limosa lapponica menzbieri</i>	Northern Siberian Bar-tailed Godwit	Critically Endangered	-
<i>Macronectes giganteus</i>	Southern Giant Petrel	Endangered	-
<i>Macronectes halli</i>	Northern Giant Petrel	Vulnerable	-
<i>Manta alfredi</i>	Reef Manta Ray	Migratory	
<i>Manta birostris</i>	Giant Manta Ray	Migratory	
<i>Megaptera novaeangliae</i>	Humpback Whale	Vulnerable	
<i>Moracilla cinerea</i>	Grey Wagtail	Migratory	
<i>Natator depressus</i>	Flatback Turtle	Vulnerable	
<i>Neophoca cinerea</i>	Australian Sea Lion	Vulnerable	
<i>Numenius madagascariensis</i>	Eastern Curlew	Critically Endangered	-
<i>Numenius phaeopus</i>	Whimbrel	Migratory	
<i>Onychoprion anaethetus</i>	Bridled Tern	Migratory	
<i>Orcinus orca</i>	Killer Whale	Migratory	
<i>Pachyptila turtur subantarctica</i>	Fairy Prion	Vulnerable	-
<i>Pandion cristatus</i>	Eastern Osprey	-	Protected (Int.)
<i>Pandion haliaetus</i>	Osprey	Migratory	
<i>Pluvialis squatarola</i>	Grey Plover	Migratory	Protected (Int.)
<i>Pseudocheirus occidentalis</i>	Western Ringtail Possum	Critically Endangered	
<i>Rhincodon typus</i>	Whale Shark	Vulnerable	
<i>Rostratula australis</i>	Australian Painted Snipe	Endangered	-
<i>Sterna dougallii</i>	Roseate Tern	Migratory	
<i>Sternula nereis nereis</i>	Australian Fairy Tern	Vulnerable	-
<i>Sterna hirundo</i>	Common Tern	-	Protected (Int.)
<i>Thalasseus bergii</i>	Crested Tern	-	Protected (Int.)
<i>Thalassarche cauta</i>	Shy Albatross	Vulnerable	
<i>Thalassarche impavida</i>	Campbell Albatross	Vulnerable	-
<i>Thalassarche melanophris</i>	Black-browed Albatross	Vulnerable	-
<i>Thalassarche steadi</i>	White capped Albatross	Vulnerable	
<i>Tringa brevipes</i>	Grey Tailed Tattler	Migratory	Priority 4
<i>Tringa nebularia</i>	Common Greenshank	Migratory	
<i>Xenus cinereus</i>	Terek Sandpiper	Migratory	
<i>Hydroprogne Caspia</i>	Caspian tern		
<i>Sterna Bergii</i>	Crested tern		

Scientific name	Common Name	EPBC Act Status	BC Act Status
<i>Sterna nereis</i>	Fairy tern	Vulnerable	Vulnerable
<i>Sterna anaethetus</i>	Bridled tern		Migratory
<i>Pluvialis squatarola</i>	Grey plover		Migratory
<i>Calidris ruficollis</i>	Red-necked stint		Migratory
<i>Calidris alba</i>	Sanderling		Migratory
<i>Arenaria interpres</i>	Ruddy turnstone		Migratory
<i>Pachycephala pectoralis</i>	Golden whistlers	Vulnerable	
<i>Falco peregrinus</i>	Peregrine falcon		Other specially protected
<i>Isodon obesulus fusciventer</i>	Quenda		Priority 4
<i>Macropus irma</i>	Western brush wallaby		Priority 4
<i>Lerista lineata</i>	Lined skink		Priority 3
<i>Pseudonaja affinis</i>	dugite		Priority 4

Appendix B – Stakeholder Engagement Report

1 Community values

The below sections provide a detailed summary of information obtained against the key values of the study area identified from the site visit, survey results and stakeholder engagement interviews and discussions. Recreation Opportunities

“Beautiful beach to walk along with lovely compacted sand near water’s edge.” - survey participant

Recreation on the coast is one of the strongest social values associated with Coogee Beach. The water around Coogee Beach and the recreational opportunity it presents is central to the lifestyle of people in this locality and further afield.

Passive recreation – is the key recreational activity enjoyed by the community (based on survey participants and focus groups). People enjoy walking the length of the area, appreciating nature.

The wave conditions are generally calm and the beach is well protected. It is therefore a popular location for families to bring young children to swim in the shallow water, play in the sand and utilise the playgrounds.

Exercise and sports are another recreational opportunity enjoyed by community members, particularly in organised groups. The area is a popular location for paddle sports and the Surf Life Saving Club builds confidence in children swimming.

There is an established dive trail associated with the Omeo wreck to the north of the study area, and the survey indicates that the area within the shark barrier is popular for snorkelling.

The jetty and pontoons are popular with older children for swimming and enjoying the water.

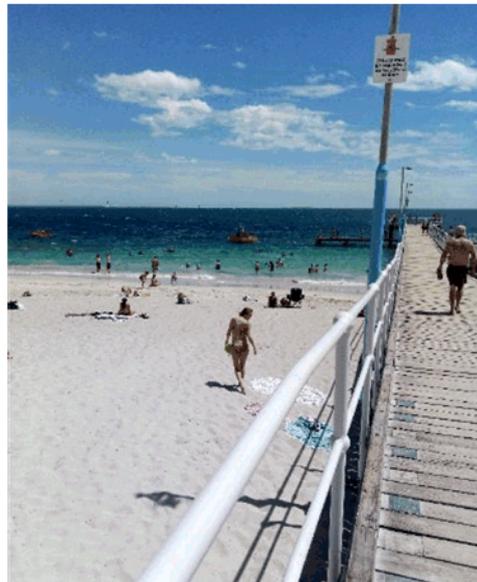
Fishing is a major coastal recreational activity, and the survey results indicate that shore fishing and fishing from the jetty takes place.

Whilst not indicated as a popular activity associated with the area, some survey respondents indicated that they come to the area for boating activities.

Social space to meet and interact

“Meet friends at Surfin Lizard café for breakfasts, lunch or just for a coffee depending on what time of day.” - survey participant

Coogee is a key area for social interactions. Social interactions and community participation are vital to a healthy community, and contribute to mental health and lifestyle.



The jetty, beach and swimming pontoon are popular for recreation

The picnic/barbeque area, cafes and playgrounds were identified by the community as key places to socialise and interact. There are also known to be exercise and walking groups that meet and utilise the area. There is a gym located in the Surf Life Saving Club building.

Coogee Beach is also the location for Coogee Live a popular summer community festival.

The Surf Life Saving Club is also a place for parents and kids to meet and interact. The Club also holds events approximately ten times a year.

Cultural value

“The Omeo wreck and the maritime trail built by the Cockburn council is a great landmark” - survey participant

The cultural value of Coogee Beach includes Aboriginal and European heritage, spiritual connections, and historical value.

The history of Coogee Beach and jetty is highly valued, and it is a key element of the character of the settlement area. This area has been recognised through its listing on the statutory Heritage List and listing on the Municipal Inventory.

Coogee Beach has been a popular destination for picnics since the 1930's. People came from as far as Midland by train to enjoy the beach, Coogee Hotel and Tearooms. Shacks and sheds were built during the 1930's eventually expanding the length of the beach. The Government removed these shacks when the area was declared an A Class Reserve, however the jetty remained for the recreational opportunities it afforded. The jetty has since undergone significant structural alteration (inHerit database search, Government of Western Australia, 11th March 2020).

The Coogee Beach Hotel and Coogee Beach Post Office are State Registered Places, also listed on the Heritage List and Municipal Inventory, however both are located outside the study area and are not expected to be impacted by coastal hazards in the 50 year life of the management plan.

There are no sites located within the study area registered as Aboriginal Sites of Significance under the *Aboriginal Heritage Act 1972*, however, the Indian Ocean is listed an Other Heritage Place that is of mythological significance. It is important to note, however, that other places of significance may not be registered, and there are additional areas valued and used by the Aboriginal community beyond formally protected sites.

Character, sense of place, and scenic landscape

“It is such a beautiful local beach...we are blessed.” - Survey participant

Coogee Beach is a very unique place. The character of the area is influenced by its coastal setting and history as a coastal destination for Perth residents.

Community engagement outcomes told numerous stories of how beautiful and unique people found this location. The beauty of the coastal environment, the scenic value, and the sense of place are the key attractors for Coogee Beach, and are valued by the community.

Ecosystem and place of biodiversity

“Nowhere else in the world have I experienced such a plethora of amazing aquatic life. We regularly see pods of dolphins, occasionally see seals, there's always an abundance of fish, and a ridiculous amount of starfish.” - Survey participant

The environmental values of Coogee Beach are a key attractor for beach users. Environment and ecosystem values were the third highest ranked value within the study area.

The study area supports a range of environmental values. The coastal foreshore, which is reserved for Parks and Recreation under City's local Planning Scheme No. 3, includes some stands of natural vegetation that provide habitat for coastal fauna, including bandicoots (pers. coms. resident associations, 4th March 2020).

The survey responses highlighted the value of the area for wildlife - comments included mention of dolphins, seals, pelicans and other bird life and many people mentioned the variety and number of fish especially within the shark barrier enclosure.

Education, science and learning

"it has a nice family vibe and is great for kids learning to be confident in the ocean" - survey participant

Coogee Beach provides opportunity for education, science and learning. This is most obviously highlighted by the Surf Life Saving Club which teaches ocean knowledge and confidence in the ocean.

The Coogee Maritime Trail just to the north of the area covered by this Plan offers a unique opportunity for education building awareness of the local maritime heritage, maritime archaeology and history and the marine wildlife. The trail features both:

10. A dive and snorkel trail which includes the Omeo shipwreck, an underwater art gallery and an artificial reef
11. Land based trail which features maritime artefacts, two restored anchors from the Omeo and a viewing area overlooking the shipwreck. The trail includes signage offering information these features and local wildlife.



Coogee Beach Surf Life Saving Club

Commercial economic resource

“Also, the long-term benefit of encouraging visitors, tourists, locals and families to stay in the park will bring in revenue by the money these visitors spend locally (shops as well as attractions).” - survey participant

Tourism has been associated with the area for 90 years, historically providing a coastal destination to those living further inland and continuing to provide tourism opportunities today. Opportunities include the caravan park and unique offerings such as the jetty and maritime trail that draw visitors from further afield.

The Discovery Parks Holiday Park, the Coogee Beach Café, the Surfing Lizard Café, the Surf Life Saving Club and the Coogee Beach Fitness Club are the key commercial ventures associated with the area. It is important that management strategies consider the commercial impacts to these ventures.



The Surfing Lizard Café is a popular café located in the CBICF

Personal economic resource

“We live close to this beach area ourselves and it is fantastic to see young people and families enjoying what we have in our local area.” – survey participant

Personal economic value is important to community members. The scenic landscape and proximity of the coast to coastal lands can often lead to increased property values in these locations, although coastal private land can be at risk of hazards of coastal erosion and inundation. As many of the survey respondents live in the area, it is understandable that many people rated personal economic resource as very important.



A number of people live in close proximity to Coogee Beach

2 Stakeholder values

9.1.1 Surf Life Saving Club

The Surf Life Saving Club were against infrastructure that would negatively impact on beach safety. Maintenance of current beach width and wave heights was of the most importance.

They were open to relocating the CBICF at the end of its life and temporary protection if required. Club members have witnessed beach visitation increasing over recent years – and suggested additional pontoons may be required.

Issues and concerns raised related to:

- Overnight camping in the carpark.
- Safety of crossing from overflow parking is an issue during events (approximately 10 per year).

Suggested improvements made by Club members included:

- Increased public transport to the area to help alleviate pressure on parking
- An amphitheatre.

Discovery Parks

Discovery Parks are committed to working with the City to create a successful commercial business. They are comfortable designing flexible upgrades that can adapt to risks if they are realised, such as utilisation of modular, transportable dwellings. The benefits of track closures were understood, however, the retention of a northern and southern access track was preferred.

Coogee Beach Café

The café representative indicated that the business is successful, although busier in the summer months. Patrons enjoy using the café when they utilise the area for other reasons, such as recreation and exercise. The shady surrounds and grassed area are popular.

The main concern raised related to parking. At popular times, such as very hot days, the current parking is inadequate. If risks are realised and parking is lost due to erosion, it would be expected that additional parking be provided elsewhere.



The Coogee Beach Café is a popular café

3 Community values and ongoing management

A community values survey was used to investigate how community values may be impacted by potential management strategies.

Surf Life Saving Club impacts

Most survey respondents (60 percent) indicated that they would not be impacted by sand replenishment to help protect the Surf Life Saving Club although (32 percent indicated they would need to know more).

Issues identified with beach nourishment included – beach closure, turbidity, temporary in nature, costly on an ongoing basis, supply may run out again increasing costs

People like that sand replenishment will allow the beach to continue to be used with minimal impact.

Revegetation and dune stabilisation

85 percent of people thought this would not affect their enjoyment of the beach. Most comments indicate a positive benefit of this.

Track closure

The highest response (49 percent) was that tracks should be properly assessed before any are closed but otherwise closure would not impact enjoyment of the area.

Shark barrier

87 percent of respondents were in favour of keeping the shark barrier. Those against it believe the risk is not great enough to require the barrier.

Relocation of infrastructure

Most survey respondents (68 percent) indicated that they would support relocation of infrastructure at the end of its design life.

If the Surf Life Saving Club needs to be defended before it is at the end of its life, artificial reef and offshore breakwater were the most popular option, second was artificial reef only. The surf lifesaving club members were accepting that the club may need to be relocated. It is City infrastructure and the financial implications of relocating infrastructure that may still be functional will need to be weighed against the cost of defending the infrastructure. Temporary protection to prolong life of the building may be considered.

Offshore breakwater and artificial reef

The most important values for the Surf Life Saving Club were maintaining the width of the beach and enough wave height to effectively teach surf lifesaving and surfing. Safety for beach users was also considered to be important, introducing infrastructure that makes the ocean unsafe would not be supported.

What to do with the areas as the Foreshore width decreases was ranked. The highest ranked option was to increase the space for built infrastructure at the expense of the natural, although it was fairly evenly split.

4 Conflicts

There are many conflicting views within a community, notable highlights from this consultation include:

- Some people suggested complete removal of the caravan park, some people thought it was important for attracting visitors to the area
- Some people (very few) thought putting a seawall/increasing development the entire length of the study area would be better – this was countered with many comments reflecting how the area should continue to be appreciated for its natural values.
- Most people feel more secure with the shark barrier, there is a minority think that it is an unnecessary, ugly piece of infrastructure.

Appendix C – Community Survey Summary Report



Survey Report

09 February 2020 - 06 March 2020

Community Values and Future Management Priorities

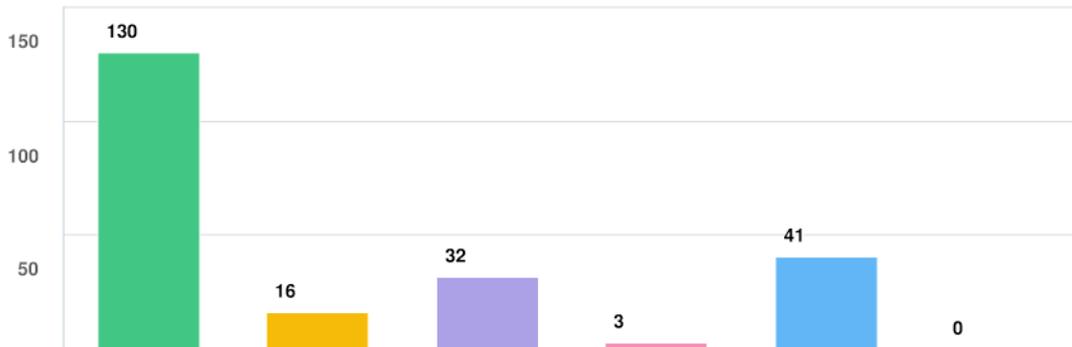
PROJECT: Managing the Coogee Coast

Comment on Cockburn



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q1 How often do you visit Coogee Beach?

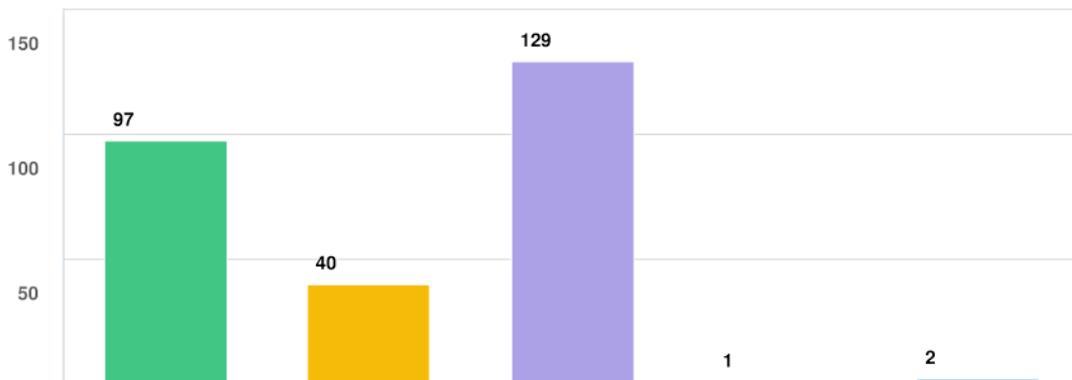


Question options

- Weekly
- Monthly
- Seasonally (summer)
- Infrequently (a couple of times a year)
- Other (please specify)
- Seasonally (winter)

Optional question (222 responses, 0 skipped)

Q2 How do you usually get to Coogee Beach?



Question options

- Walk
- Cycle
- Car (as driver or passenger)
- Public transport
- Other (please specify)

Optional question (222 responses, 0 skipped)

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q3 Which parts of Coogee Beach do you usually go to?

XXX 2/10/2020 03:36 PM	Omeo wreck
XXX 2/10/2020 03:39 PM	shark net area
XXX 2/10/2020 03:41 PM	Coogee Jetty and Shark Barrier
XXX 2/10/2020 03:43 PM	Omeo Wreck Trail and in front of the surf club.
XXX 2/10/2020 03:45 PM	Omeo wreck, shark barrier, jetty
XXX 2/10/2020 03:45 PM	Either drive to Coogee Beach carpark at the surf club or the beach either side of the Ammo Jetty.
XXX 2/10/2020 03:46 PM	North end
XXX 2/10/2020 03:47 PM	surf club and jetty
XXX 2/10/2020 03:49 PM	Coogee beach, toward Woodman point,
XXX 2/10/2020 03:52 PM	From cafe down to Woodman Point
XXX 2/10/2020 03:55 PM	O'Connor beach and Woodman Point mainly
XXX 2/10/2020 03:55 PM	All
XXX 2/10/2020 03:55 PM	From Shipwreck to Yaucht Club
XXX 2/10/2020 03:58 PM	Coogee Beach Jetty
XXX 2/10/2020 03:58 PM	Coogee Beach Jetty
XXX 2/10/2020 03:58 PM	Jetty to jetty, cafe, carpark, path into port Coogee
XXX	Omeo wreck, coogee jetty, the power station beach

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

2/10/2020 04:01 PM	XXX	Beach, jetty
2/10/2020 04:06 PM	XXX	The jetty area to the yacht club/power boat club.
2/10/2020 04:09 PM	XXX	Coogee Beach, Poore Grove, Woodman Point
2/10/2020 04:11 PM	XXX	Shark nets and lifesaving club
2/10/2020 04:12 PM	XXX	Port Coogee marina and beach
2/10/2020 04:14 PM	XXX	Woodmans point Coogee beach Port Coogee beach
2/10/2020 04:14 PM	XXX	Coogee Jetty
2/10/2020 04:16 PM	XXX	The Surf Club, The Cafe. The netted swimming area and The Omeo wreck
2/10/2020 04:17 PM	XXX	Shark net, surf club area, jetty, omeo wreck
2/10/2020 04:19 PM	XXX	Omeo wreck shark net area
2/10/2020 04:20 PM	XXX	Near surf club
2/10/2020 04:21 PM	XXX	Behind cafe towards surf club & onto 2nd jetty
2/10/2020 04:23 PM	XXX	Coogee jetty and the shark enclosure area, and the Omeo wreck occasionally
2/10/2020 04:24 PM	XXX	Whole bay
2/10/2020 04:27 PM	XXX	Coogee beach surf club
2/10/2020 04:28 PM	XXX	The shark net swimming area , the coogee port beach and picnic area and the walk/run trail
2/10/2020 04:29 PM	XXX	Parkland area
2/10/2020 04:32 PM		

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

XXX 2/10/2020 04:37 PM	CY Oconor beach
XXX 2/10/2020 04:38 PM	From the Dome in the Marina out to the point in jervous bay where Cockburn cement are and back
XXX 2/10/2020 04:43 PM	The whole coastline for walking. Swimming near the surf club and port coogee
XXX 2/10/2020 04:45 PM	Mainly to the Eco Barrier, but also walk along the beach up to the Surf Club.
XXX 2/10/2020 04:47 PM	Surf Lifesaving Port Coogee
XXX 2/10/2020 04:48 PM	Bike paths, Coogee beach(netted area) & Gym at surf lifesaving club
XXX 2/10/2020 04:53 PM	Area near shark net and dive trail
XXX 2/10/2020 04:53 PM	From main jetty to Ammo Jetty
XXX 2/10/2020 04:59 PM	Surf Club
XXX 2/10/2020 05:05 PM	Foreshore, from someone wreck to Magazine Jetty
XXX 2/10/2020 05:07 PM	Beach, plus jetty and pontoons for the kids.
XXX 2/10/2020 05:11 PM	Omeo and shark net area
XXX 2/10/2020 05:17 PM	Shark net area
XXX 2/10/2020 05:21 PM	All of it.
XXX 2/10/2020 05:23 PM	North end
XXX 2/10/2020 05:27 PM	Cafes and beach
XXX 2/10/2020 05:55 PM	Jetty area and shark net area and fish shop
XXX 2/10/2020 05:55 PM	Omeo wreck area

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

XXX 2/10/2020 06:09 PM	Shark net /John Graham park area/ woodman point
XXX 2/10/2020 06:17 PM	Nippers at Coogee surf club
XXX 2/10/2020 06:22 PM	Between the two jettys
XXX 2/10/2020 06:29 PM	Coogee jetty, grassed area, shark net, Port Coogee, Woodmans Point
XXX 2/10/2020 06:47 PM	Beach; Walking tracks
XXX 2/10/2020 06:59 PM	North of the shark net but south of the Omeo wreck
XXX 2/10/2020 07:00 PM	The man made beach near Dome. Woodman Point.
XXX 2/10/2020 07:02 PM	Surf Club Beach Coogee Beach Shark Net Marine Trail Marina
XXX 2/10/2020 07:22 PM	Surf club, shark net, Omeo wreck
XXX 2/10/2020 07:33 PM	All along beach
XXX 2/10/2020 07:35 PM	Dog beach, surf club area
XXX 2/10/2020 07:39 PM	Coogee Beach and Woodman point
XXX 2/10/2020 07:51 PM	Coogee beach entrance opp Coogee hotel
XXX 2/10/2020 07:56 PM	Close to the Omeo wreck and Surf / Fitness club beach
XXX 2/10/2020 08:05 PM	Jetty to woodman pt
XXX 2/10/2020 08:27 PM	Surf Life Saving Club area
XXX 2/10/2020 08:29 PM	Coogee Beach SLSC & Fitness Club
XXX 2/10/2020 08:29 PM	Shark net area and the coogee life saving club.

 Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

XXX 2/10/2020 08:32 PM	The playground, the jetty, the swim area (with shark nets)
XXX 2/10/2020 08:40 PM	The new Coogee Beach Gym and cafe beach.
XXX 2/10/2020 08:42 PM	Coogee beach by the shark nets
XXX 2/10/2020 08:43 PM	The wreck, the shark net, the jetty
XXX 2/10/2020 08:49 PM	From woodies point up to point coogee
XXX 2/10/2020 08:54 PM	Coogee Beach (Cafe), Jetty and Shark net
XXX 2/10/2020 08:56 PM	Walk from Omeo to surf club and back
XXX 2/10/2020 09:25 PM	Surf Club and near the shipwreck end
XXX 2/10/2020 09:26 PM	northern end and cafe / jetty area
XXX 2/10/2020 09:36 PM	Surf Club, beach jetty, wreck dive trail, net
XXX 2/10/2020 10:11 PM	Coogee surf club. Coogee jetty. Woodman point jetty. South of woodies jetty to sailing club.
XXX 2/10/2020 10:31 PM	Shark barrier, Jetty, Barbecues and Café
XXX 2/10/2020 10:33 PM	Near port coogee
XXX 2/10/2020 10:57 PM	Shark net to rock wall at Omeo
XXX 2/10/2020 11:06 PM	Surf Club
XXX 2/10/2020 11:58 PM	walk most of it
XXX 2/11/2020 06:31 AM	near surf club
XXX	Coogee Beach are for a walk up to Woodmans Point on the sand or walk



 Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

2/11/2020 08:01 AM	from the Dome to Woodmans Point and back again along the path.
XXX	Generally top end towards Omeo wreck parking in the streets at Port Coogee. Other car parks are usually too full especially in peak times.
2/11/2020 08:01 AM	
XXX	Omeo wreck beach Surf life saving club
2/11/2020 08:14 AM	
XXX	Shark net , omeo
2/11/2020 08:39 AM	
XXX	We walk anywhere from ammo jetty to port coogee
2/11/2020 08:45 AM	
XXX	All
2/11/2020 08:49 AM	
XXX	Coogee Jetty area and SLSC
2/11/2020 08:59 AM	
XXX	All! The kids jump off the jetty at least once or twice a week. I swim train in the shark net, and also between the jetty's. We lie on the beach. We have bbq's up on the grass area.
2/11/2020 09:15 AM	
XXX	Beach to Woodman Point or cycle ways
2/11/2020 09:20 AM	
XXX	Coogee Jetty
2/11/2020 09:55 AM	
XXX	Woodman Point & Coogee beach
2/11/2020 10:00 AM	
XXX	Down from the carpark
2/11/2020 10:03 AM	
XXX	Shark Net, Play park and café, beach
2/11/2020 10:37 AM	
XXX	Dog area
2/11/2020 10:39 AM	
XXX	All three parts (shark barrier, jetty and life saving club).
2/11/2020 11:06 AM	
XXX	north side of the shark net
2/11/2020 11:23 AM	
XXX	Mostly near the Omeo wreck but also near coogee jetty
2/11/2020 11:48 AM	
XXX	Northern end of Coogee beach
2/11/2020 12:21 PM	

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

XXX 2/11/2020 01:15 PM	Near jetty
XXX 2/11/2020 01:18 PM	From Woodman Point Jetty to Marine Trail. Mostly around Surf Club area
XXX 2/11/2020 02:45 PM	Shark net and marina
XXX 2/11/2020 04:00 PM	All the way to Woodman Point
XXX 2/11/2020 04:24 PM	Between Port Coogee and the jetty
XXX 2/11/2020 04:26 PM	We walk along the beach from the wreck to woodman point beach. Also meet the grand children at the shark net section. Meet friends at surf in lizard cafe for breakfasts, lunch or just for a coffee depending on what time of day. We also cycle from Dome Cafe to Woodman Point and back.
XXX 2/11/2020 04:28 PM	beach near the jetty
XXX 2/11/2020 04:49 PM	Along all the beach from the shark net to the woodmans point jetty
XXX 2/11/2020 05:14 PM	Coogee Jetty
XXX 2/11/2020 05:23 PM	Northern pontoon
XXX 2/11/2020 05:31 PM	Around the club, shark barrier, and up to woody point.
XXX 2/11/2020 05:47 PM	Shark net
XXX 2/11/2020 06:27 PM	Beach, where the shark net is. The Cafe and Woolworths.
XXX 2/11/2020 07:55 PM	Part of our walking trail. Usually walk to jetty thru caravan park and on occasions for a swim.
XXX 2/11/2020 08:39 PM	Cafe, jetty, swimming area in the shark net
XXX 2/11/2020 09:38 PM	I walk from Port Coogee through to the Surf Club. Generally swim north of the jetty.
XXX 2/11/2020 11:27 PM	Main beach jetty, walk south
XXX	park at surf club and run ride or swim all parts of the beach and paths and

 Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

2/12/2020 06:49 AM	trails , also park at coogee beach and use the shark net and snorkel omeo, and take grandkids to beach in marina
XXX	North coogee
2/12/2020 08:28 AM	
XXX	ammunition jetty through to coogee jetty
2/12/2020 09:31 AM	
XXX	Cafe, beach, grassed area
2/12/2020 09:41 AM	
XXX	I swim in the shark net or around the Omeo wreck when it is not too busy.
2/12/2020 10:47 AM	
XXX	Shark net through to Woodmans Point
2/12/2020 10:48 AM	
XXX	In front of Surf life saving club
2/12/2020 12:52 PM	
XXX	Coogee Beach, Surf Club and Graham Reserve
2/12/2020 04:34 PM	
XXX	Coogee Beach, Port Coogee Marina, Woodmans Point, Woodmans Point Ammo Jetty.
2/12/2020 05:44 PM	
XXX	Mainly shark barrier
2/12/2020 09:12 PM	
XXX	shark net dog exercise area between two jetties
2/12/2020 09:31 PM	
XXX	Shark barrier
2/12/2020 10:44 PM	
XXX	Shark net barrier
2/13/2020 06:11 AM	
XXX	From Omeo to Woodman Pt - the walk.
2/13/2020 09:45 AM	
XXX	Between the two jetties
2/13/2020 02:17 PM	
XXX	Surf Club / Coogee Gym Coogee Beach Jetty Shark barrier but often more north into the Omeo shipwreck area
2/13/2020 03:22 PM	
XXX	All parts. I walk from end to end.
2/13/2020 03:55 PM	
XXX	Coogee beach café, on the beach and walk along orsino boulevard sometimes all the way to CBSLSC
2/13/2020 04:49 PM	

 Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

XXX 2/13/2020 06:52 PM	Dog beach and by surf club
XXX 2/13/2020 09:45 PM	Shark Net and between the 2 jetties.
XXX 2/14/2020 10:18 AM	Swimming Designated Area, Cycle Path and Parks
XXX 2/14/2020 01:13 PM	Perlinte Way end of the beach.
XXX 2/14/2020 03:22 PM	near jetty
XXX 2/14/2020 03:56 PM	Walk from the Omeo wreck to Woodman Jetty
XXX 2/14/2020 09:18 PM	Coogee Jetty/Shark Barrier Surf-Lifesavers launch area Muniton Jetty Area Windsurfing club beach area Woodman Point
XXX 2/15/2020 10:01 AM	surf live saving club area
XXX 2/16/2020 06:57 AM	We mix our visits up a bit but mainly access the beach via the Woodman point Ammo Jetty or the surf club
XXX 2/16/2020 11:11 AM	Jetty or near the lifesaving club, kids beach or the shipwreck
XXX 2/16/2020 11:16 AM	We walk or swim between the Coogee Maritime Trail and the Ammo Jetty.
XXX 2/16/2020 07:59 PM	Near surf club
XXX 2/16/2020 08:20 PM	North End and Main jetty/cafe area
XXX 2/17/2020 09:06 AM	Port Coogee, surf club
XXX 2/17/2020 09:06 AM	Omeo, SLSC
XXX 2/17/2020 09:21 AM	Beach at shark net enclosure
XXX 2/17/2020 09:24 AM	Life saving Coogee beach/ Surfing Lizard cafe.
XXX 2/17/2020 09:43 AM	Northern section and cafe and surf life saving club



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

XXX 2/17/2020 09:50 AM	Shark barrier, the jetty, cycling path along the coast
XXX 2/17/2020 09:56 AM	The area closest to the Surf Club. My daughter does Surf Babies.
XXX 2/17/2020 10:43 AM	From napoleon street to life saving club and back
XXX 2/17/2020 05:12 PM	Omeo wreck, in and around shark net
XXX 2/17/2020 07:35 PM	Port Coogee
XXX 2/17/2020 08:49 PM	Shark net, jetties, Surf Club, dual use paths
XXX 2/17/2020 10:21 PM	All
XXX 2/18/2020 09:05 AM	the whole beach at different times, but mostly south of Woodman Point jetty.
XXX 2/18/2020 11:27 AM	omeo wreck and shark net
XXX 2/18/2020 11:59 AM	Near omeo
XXX 2/18/2020 12:33 PM	The beach from Nyerbup Circle and picnic grounds.
XXX 2/18/2020 01:27 PM	Coogee Jetty, Coogee playground, Port Coogee beach, Grass area near shipwreck
XXX 2/19/2020 11:33 AM	The beach section from and including the netted area right up to the pier beyond the Surf Lifesaving Club.
XXX 2/19/2020 03:11 PM	I walk on the beach, swim the shark net, and walk on the bike track between Coogee Jetty and Woodmans Point. I also walk between Woodman Jetty to the South.
XXX 2/20/2020 12:12 PM	Surf club and both jetties
XXX 2/20/2020 12:53 PM	Beach between the two jetties
XXX 2/20/2020 05:22 PM	all
XXX	Beach area between the jetties.

 Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

2/22/2020 07:50 AM

XXX

Coogee eco barrier and to Omeo Wreck and Mariner

2/22/2020 09:36 AM

XXX

Everywhere from the Surf Life Saving Club up to the Marina

2/22/2020 02:30 PM

XXX

Beach. Woodman point reserve.

2/22/2020 02:35 PM

XXX

Surf club and cafe adjoining North Coogee

2/22/2020 03:19 PM

XXX

Surf club, both jetties, dog area south of jetty

2/22/2020 04:18 PM

XXX

Omeo Wreco, shark net

2/22/2020 06:43 PM

XXX

Everywhere in Porr Coogee locale

2/22/2020 09:39 PM

XXX

Shark net for swimming and walk up to the big jetty towards woodmans point

2/22/2020 09:55 PM

XXX

Surf club

2/23/2020 10:15 AM

XXX

All areas

2/23/2020 10:33 AM

XXX

All areas of reserve

2/23/2020 10:50 AM

XXX

All areas

2/23/2020 11:03 AM

XXX

John Graham Park. Coogee Surf club. Jetty and the beach. Woodman Pt and Sailing Club

2/23/2020 11:07 AM

XXX

Surf club

2/23/2020 11:09 AM

XXX

Clubhouse side

2/23/2020 11:17 AM

XXX

Surf club area, shark barrier

2/23/2020 11:17 AM

XXX

Swim

2/23/2020 11:23 AM

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

XXX 2/23/2020 11:27 AM	Lifesaver building area
XXX 2/23/2020 11:32 AM	All
XXX 2/23/2020 12:19 PM	Surf club and Omeo wreck
XXX 2/23/2020 01:07 PM	Between Omeo and northern boundary of swimming enclosure.
XXX 2/23/2020 02:20 PM	Sit in the grassed area under the shade, but swim at jetty Kids swim shark net areas
XXX 2/23/2020 02:32 PM	Omeo wreck and the Coogee beach jetty
XXX 2/23/2020 03:02 PM	Shark barrier beach
XXX 2/24/2020 01:27 PM	Beach near Omeo, surfing lizard.
XXX 2/24/2020 03:18 PM	During the winter we walk or ride along the pathways to and along the beach and regularly walk out onto the coogee and munitions jetty. In summer we swim at the shark barrier at the northern end almost every day.
XXX 2/24/2020 05:58 PM	Winter we walk an cycle the cycle tracks in the area. In summer we swim in the shark barrier.
XXX 2/25/2020 08:20 AM	The beach and jetty south of the surf club
XXX 2/26/2020 07:25 PM	Dog beach and park near the jetty.
XXX 2/27/2020 01:00 PM	All
XXX 2/27/2020 05:27 PM	Surf Club Beach to jetty
XXX 2/28/2020 08:36 AM	Woodman Point to the Northern end of Shark barrier including CBSLSC
XXX 2/28/2020 02:54 PM	Surf Club
XXX 2/29/2020 12:22 AM	Jetty, shark barrier swim area, Surf Life Saving Club beach
XXX 2/29/2020 05:57 PM	Park at Coogee Beach Jetty

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

- XXX
3/01/2020 03:25 PM

Northern area of beach for sunbathing and swimming, all areas for cycling and walking
- XXX
3/02/2020 10:49 AM

Coogee Beach near lifesaver club
- XXX
3/03/2020 02:14 PM

The shark berrier and along the whole beach
- XXX
3/04/2020 12:08 AM

omeo ship wreck
- XXX
3/04/2020 02:40 PM

Surf club
- XXX
3/06/2020 11:35 AM

RSLC - Coogee and Coogee Caravan Park CY OConnor Beach Woodman Point Leaping Lizard
- XXX
3/06/2020 11:40 AM

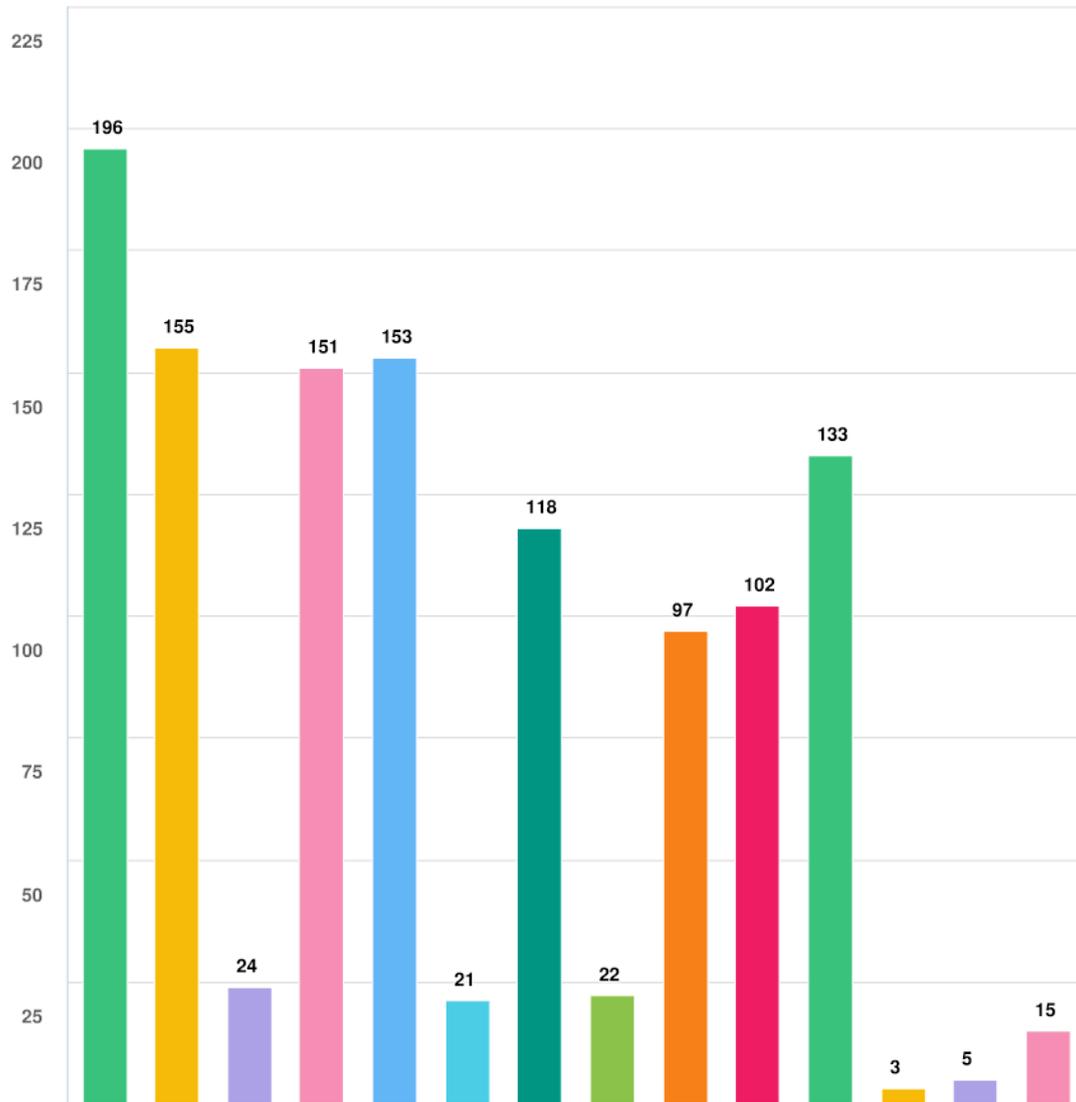
between surf club and woodman point

Optional question (218 responses, 4 skipped)



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q4 What do you do at Coogee Beach?



Question options

- Swim
- Enjoy the sandy beach
- Surf lifesaving
- Walking/cycling on coastal paths
- Enjoy the views
- Boating/ fishing from a boat
- Socialise with friends
- Fishing from the shore/jetty
- Exercise and sports - alone or in a group
- Use grassed parkland areas/playground
- Visit cafes
- I live at the caravan park permanently
- Visit the caravan park temporarily
- Other (please specify)

Optional question (222 responses, 0 skipped)

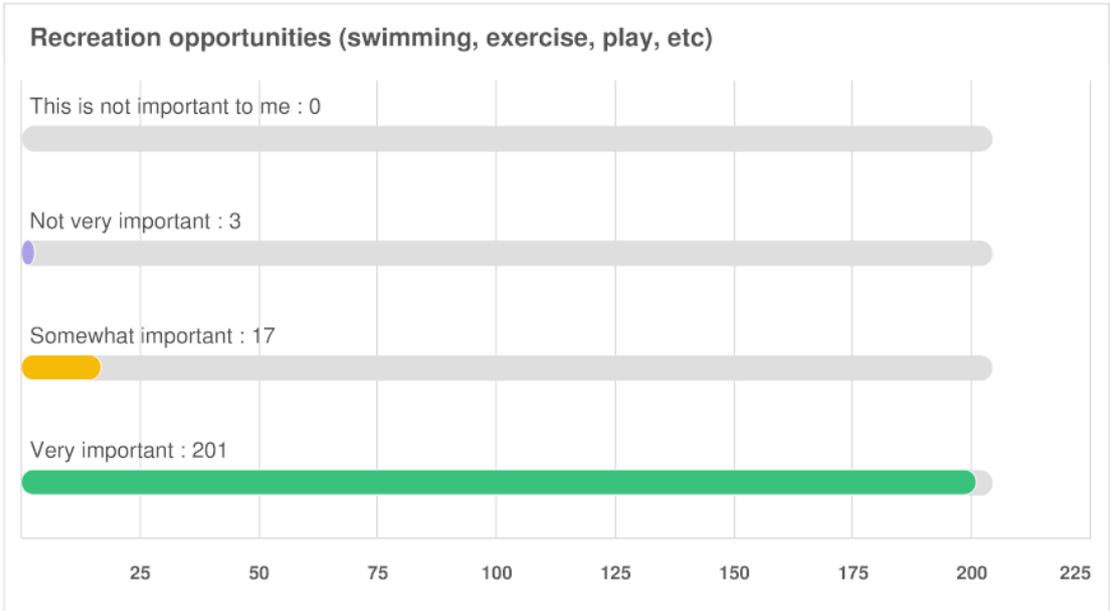
Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q5 How important to you are the following things at Coogee Beach?

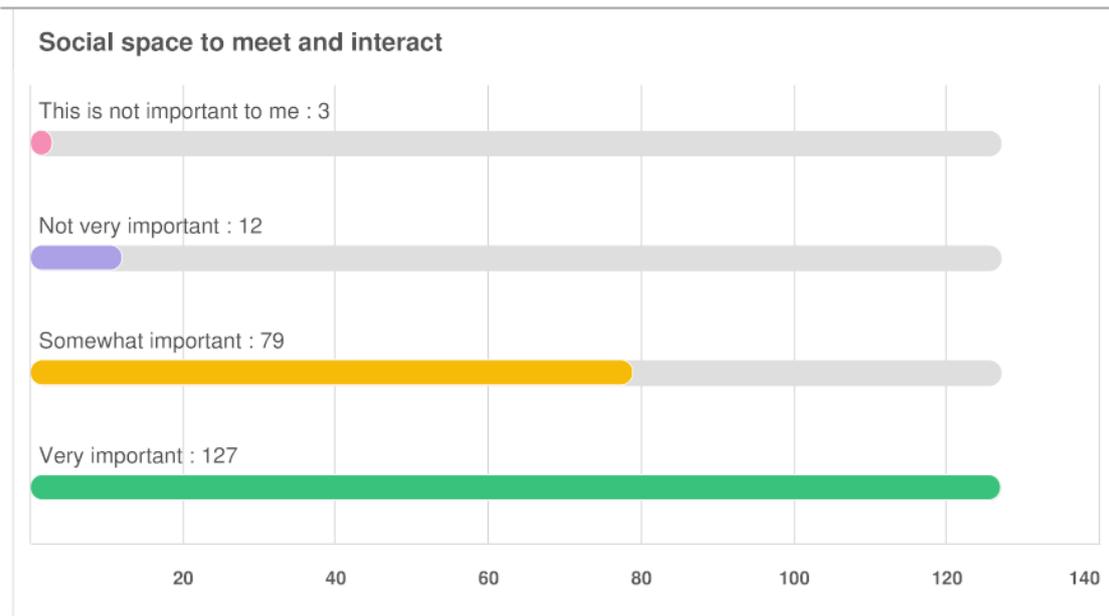


Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

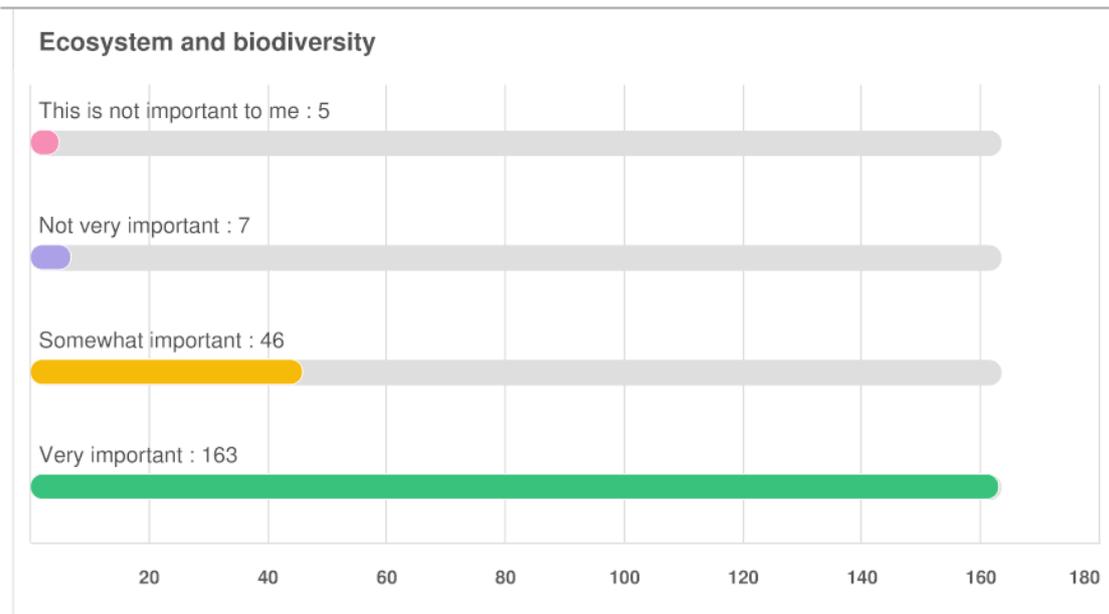
Q5 How important to you are the following things at Coogee Beach?



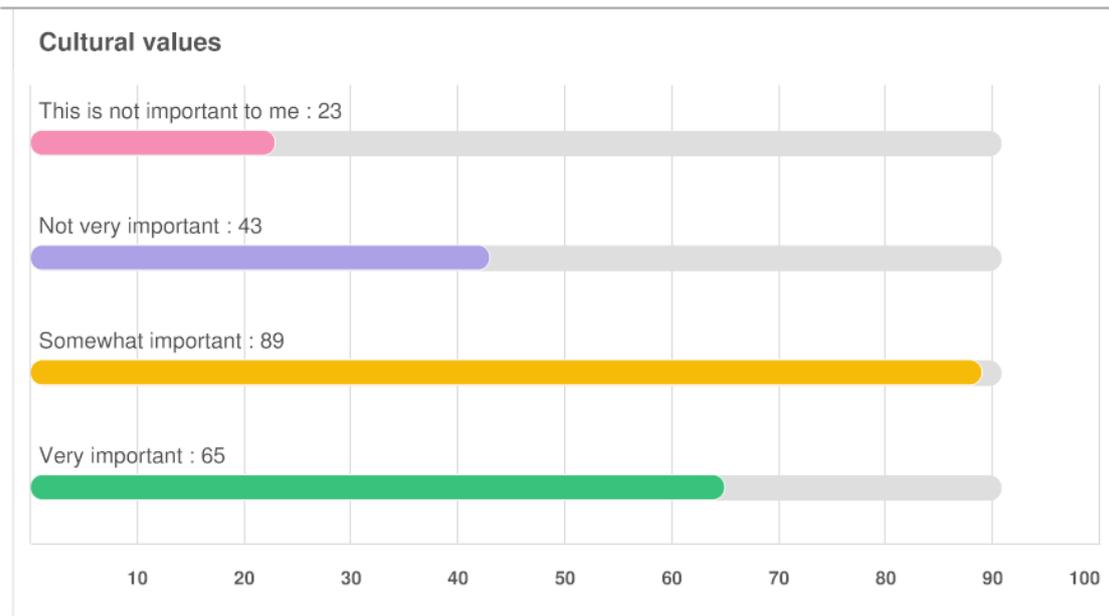
Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020



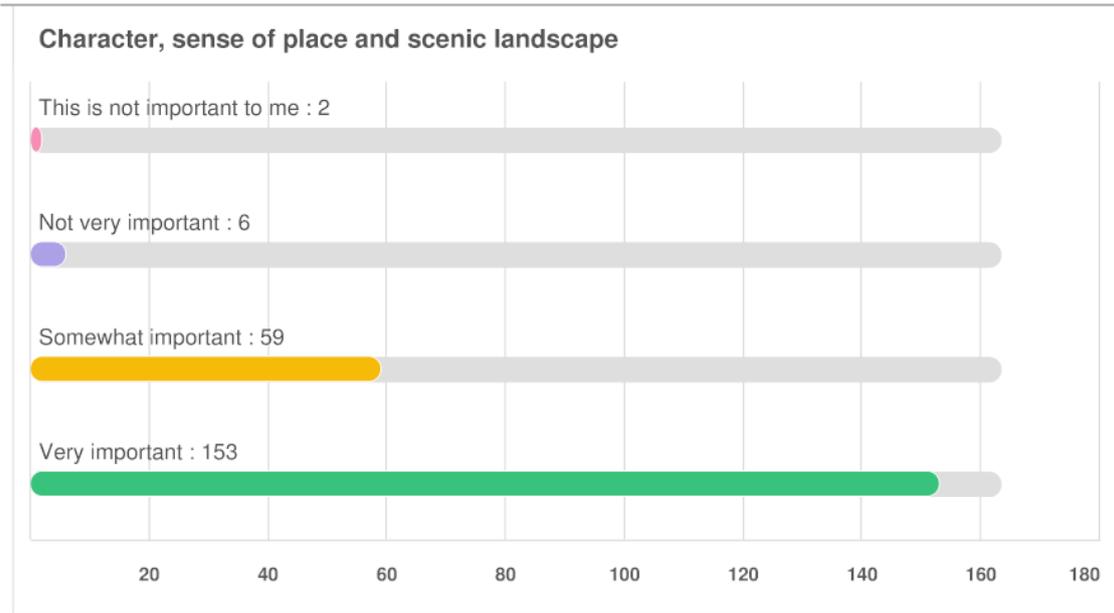
Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020



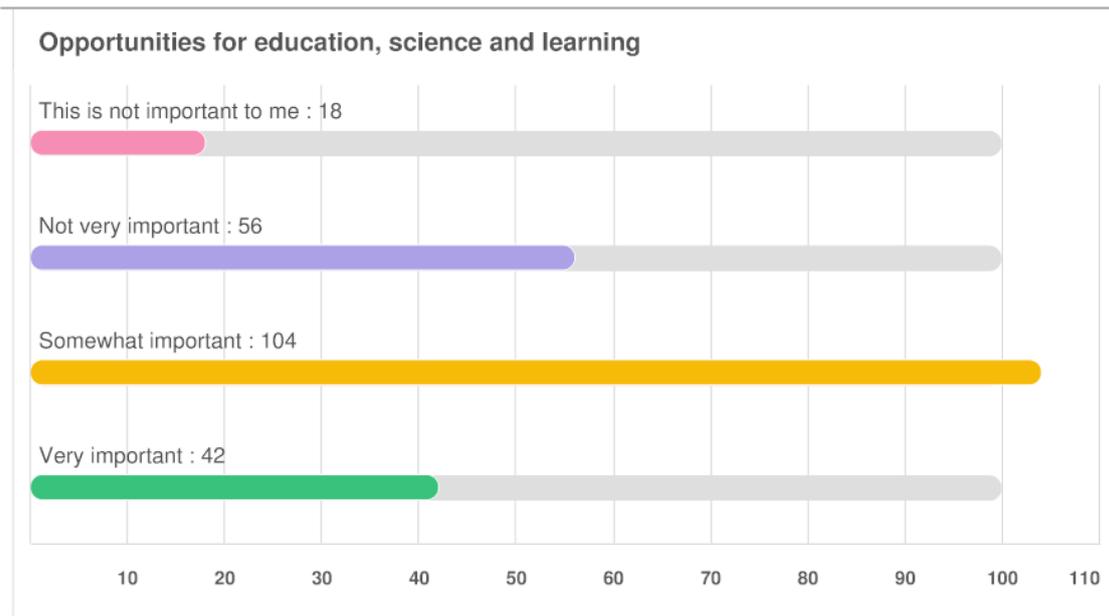
Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020



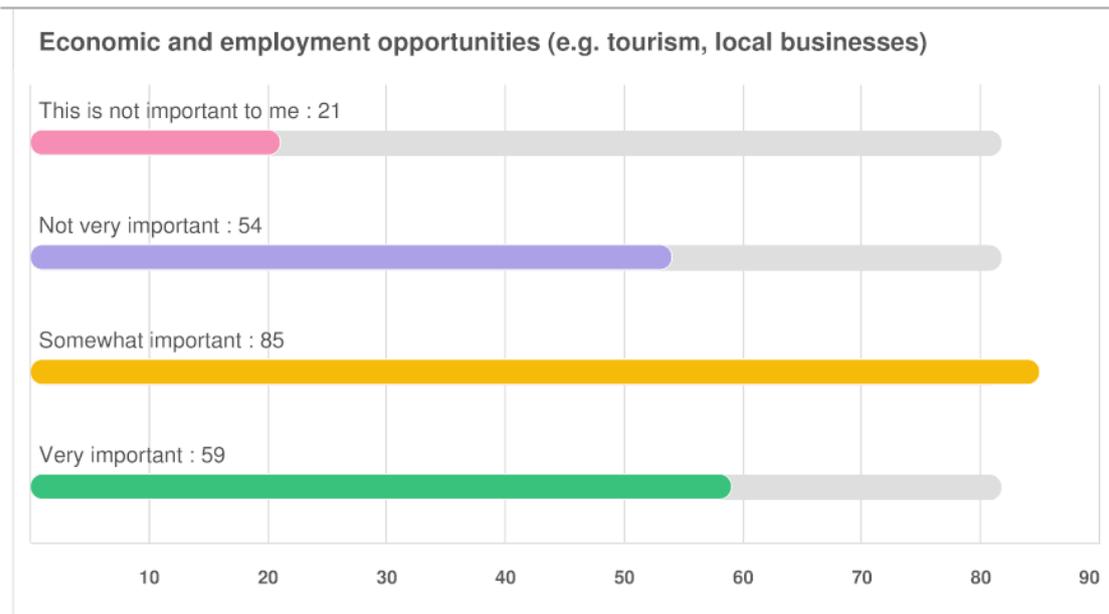
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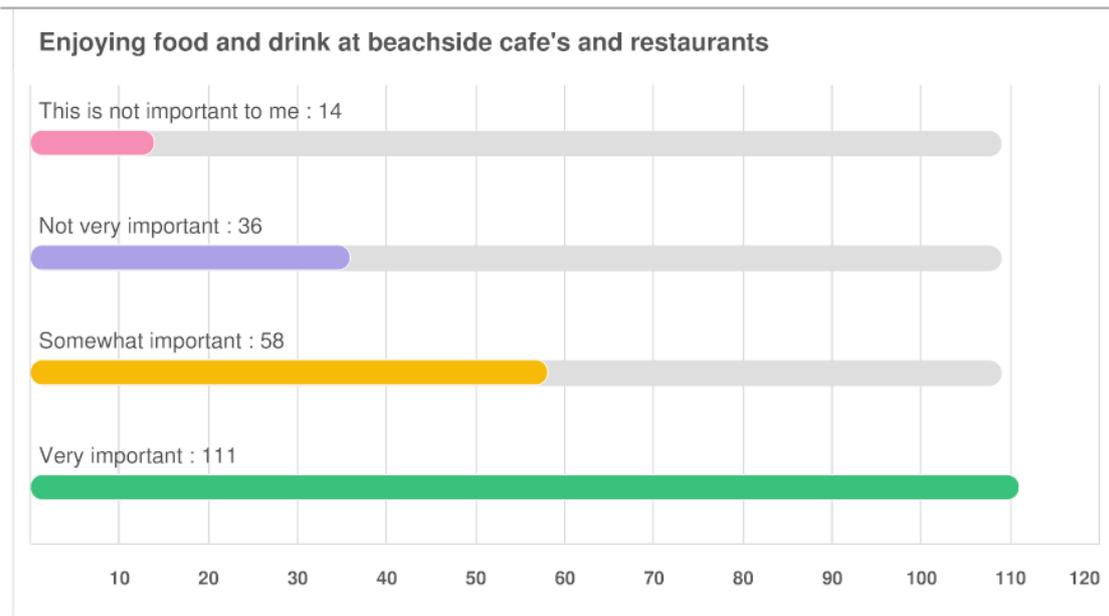
Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020



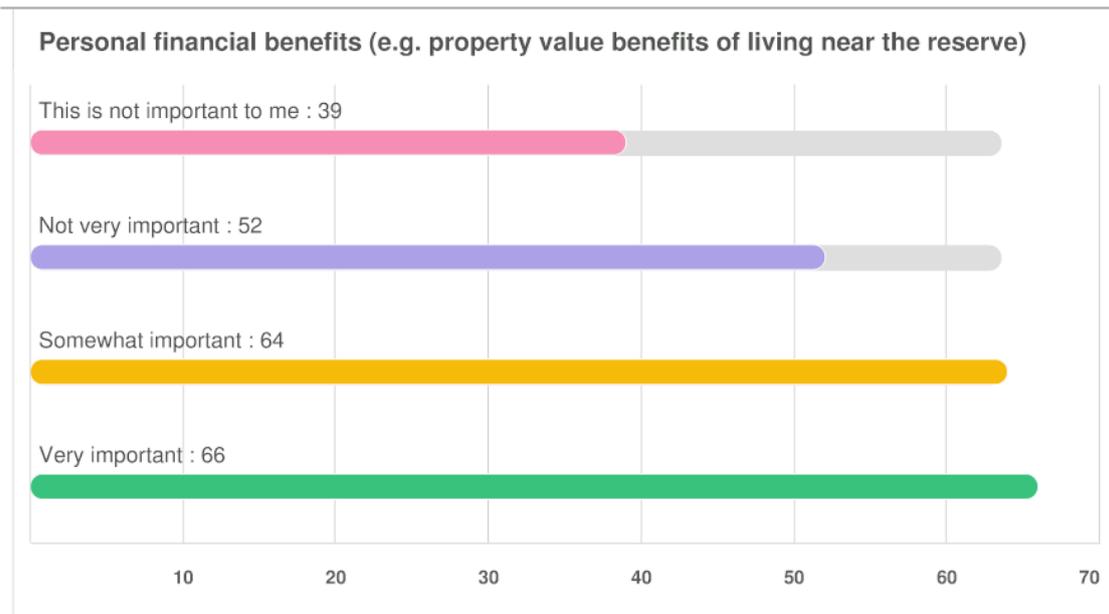
Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q6 Is there anything else special or important about Coogee Beach?

XXX 2/10/2020 03:41 PM	Maintaining the Shark Barrier and Jetty is important to Coogee Beach. There is a need for more and improved parking.
XXX 2/10/2020 03:43 PM	It's just a really beautiful spot and I will be living here for the foreseeable future so I'm very interested in maintaining and looking after this area.
XXX 2/10/2020 03:45 PM	Nowhere else in the world have I experienced such a plethora of amazing aquatic life. We regularly see pods of dolphins, occasionally see seals, there's always an abundance of fish, and a ridiculous amount of starfish. The views towards both Fremantle and Woodman Point are stunning, and the parkland around the Coogee beaches, especially at the Woodman Point Playground and BBQ Area, are second to none - completely world class.
XXX 2/10/2020 03:47 PM	Beautiful beach and port coogee marina is great but the marina needs to come to life more, like hillarys or mandurah - pubs and restaurants etc etc at the moment it is set up like retirement village.. dome and well retirement village...
XXX 2/10/2020 03:49 PM	The beach is accessible by bike. It is clean, safe.
XXX 2/10/2020 03:52 PM	Lovely sand, not often overcrowded Spacious beach
XXX 2/10/2020 03:55 PM	Management of the fishery , rubbish , sea grass , dredging off the beach all important to us
XXX 2/10/2020 03:55 PM	Protected water great for children
XXX 2/10/2020 03:58 PM	One of the safest beaches in Perth
XXX 2/10/2020 03:58 PM	It still remains somewhat untouched by major developments. Keep it that way!
XXX 2/10/2020 03:58 PM	Keeping it dog free
XXX 2/10/2020 04:11 PM	still relatively unspoiled, and I hope it stays that way!
XXX 2/10/2020 04:12 PM	I love it it's home and am down the beach very regularly love the jetty the lifesaving club
XXX 2/10/2020 04:16 PM	Dog exercise areas
XXX 2/10/2020 04:17 PM	Its beautiful

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XXX 2/10/2020 04:19 PM	Family friendly and safe beach
XXX 2/10/2020 04:20 PM	Shark net, Omeo wreck and easy access to the beach
XXX 2/10/2020 04:23 PM	Usually clean well kept beach. Choice of open sea or netted. Choice of track or beach walking
XXX 2/10/2020 04:24 PM	Very ethnically diverse crowd! Great views, casual. High quality water
XXX 2/10/2020 04:28 PM	It's a world class beach let's keep it way for generations to come
XXX 2/10/2020 04:32 PM	More parkland and grassed areas Get rid of the caravan park Dog exercise area
XXX 2/10/2020 04:38 PM	Parking, the area and environment is under huge pressure as more people would like to enjoy this area than the facilities allows or caters for
XXX 2/10/2020 04:45 PM	I want it to remain a friendly safe sociable place to visit. This past summer we have had issues with behaviour and vandalism etc from people who apparently do no live here.
XXX 2/10/2020 04:48 PM	It's a relaxed family area. Its welcoming and comfortable for all body types and isn't overrun with antisocial behaviour.
XXX 2/10/2020 04:53 PM	It's a beautiful spot. Thanks for a excellent maintenance and lighting. Having the shark net is a great asset and peace of mind for parents of young children. Bit off topic but I hope the Old Power Station project goes ahead to bring some vibrancy to the area generally
XXX 2/10/2020 04:59 PM	Need to protect the dunes. Restrict access with simple fences to some of the dunes near pathways, so people do not take shortcuts and expose the vegetation to damage.
XXX 2/10/2020 05:07 PM	Family environment, safety, accessibility.
XXX 2/10/2020 05:11 PM	The marine trail itself and the utmost importance of keeping out illegal fishermen. Also I have noticed due to its popularity in summer that people have been standing on the wreck and possibly damaging habitat but I guess that is a price to pay for marine education and proximity. I am also passionate about prevention of beach litter. The recent programs have been great but it is relentless and I really would like to see on the spot fines imposed for blatant litterers.
XXX 2/10/2020 05:21 PM	It's the best beach south of Fremantle that offers everything we like.
XXX 2/10/2020 05:27 PM	It's a beautiful unspoilt stretch of beach with plenty of space except parking

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XXX 2/10/2020 05:55 PM	Shark net
XXX 2/10/2020 06:09 PM	Bird life NB the area to the left of the fishing jetty was home to terns and pied oyster catchers until dogs were allowed
XXX 2/10/2020 06:29 PM	Safe beaches, protected grass area - less windy due to sand dunes. lots of parking, lots of different areas for different groups.
XXX 2/10/2020 06:47 PM	Clean water and wide expanse
XXX 2/10/2020 07:22 PM	This comment does not relate to the question however there is nowhere else to provide feedback. Fishing should be banned from Woodman Point jetty, there are people who are attracting sharks to the area which is a hazard. Along with the waste fishing line and hooks it is ruining the area. I've seen people throwing blood and burley and balloon fishing on a daily basis and it has to stop before something terrible happens.
XXX 2/10/2020 07:33 PM	The dolphins and other wildlife and fishes which visit and live in the area.
XXX 2/10/2020 07:35 PM	It's peaceful and a great place for families to enjoy the coast.
XXX 2/10/2020 07:51 PM	Lots are special regarding Coogee beach and all its entrances to the beach.
XXX 2/10/2020 07:56 PM	We appreciate Coogee Beach for its natural environment /scenic landscape. It's very peaceful and we are happy that we can walk and cycle safely to the beach.
XXX 2/10/2020 08:29 PM	Scuba diving at the Ammo jetty is my favourite! But you can ask the friendly ranger to kindly visit more often and inform the balloon fishermen who frequent the area, that what they are doing (catching sharks) is illegal.
XXX 2/10/2020 08:29 PM	Cleanliness of the water and sand. Eradicating pollution.
XXX 2/10/2020 08:40 PM	I have been going here often for many years. I love the new sports centre facilities and BBQ area at my local beach
XXX 2/10/2020 08:43 PM	The marine life, the fish the dolphins, the blue colours and how calm it is, the large stretch of sand
XXX 2/10/2020 08:49 PM	The sense of community that all of the outdoor activities at the beach and surrounds bring to the area
XXX 2/10/2020 08:54 PM	No facilities, bars or cafe's. The one Cafe is often closed after 3pm This should not be, find another tenant. Beach bars ON the beach like Europe should be welcome. Free parking for Cockburn residents (we pay rates) only, other suburbs must pay to avoid parking overflow.
XXX 2/10/2020 08:56 PM	Would like to see facilities upgraded along the lines of Yallingup beach.



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XXX 2/10/2020 09:25 PM	To keep the natural coastline without too much interference, we have lived in the area for over 15 years now and have seen it grow and grow from the natural sand dunes sadly going to the bringing in sand at the northern end of the beach, this to the beautiful parklands around the shipwreck and the surf club transformation and a couple of cafes open up and the shark barrier. I just hope that not too much more is done in relation to economy ie no more high rise no more builds going up so close to the beach, let all the public enjoy it. It has always been so family friendly.
XXX 2/10/2020 09:26 PM	- the associated historic elements such as the coogee hotel and perhaps jetty and how these interact and connect. - the paths that lead to the ocean with views ... but more view opportunities need to be included such as raised timber walkways over dune, multi-level cafes/restaurants/community facilities. - the landscaping near beachpoint cafe is great but should be consolidated (west and south). - the park area where Socrates Way meets Perlinte View and Condor Way should have limestone steps along the western edge to allow view opportunities to the ocean (and be engineered for storms / erosion) and the parkland opened up and made more usable. Dog free beach
XXX 2/10/2020 09:36 PM	
XXX 2/10/2020 10:11 PM	To be able to fish all along the beach beach obviously not in the barrier and at the wreck but to also have a right of being there in which people respect.
XXX 2/10/2020 10:31 PM	Safety of swimming with Shark Barrier
XXX 2/10/2020 10:57 PM	access
XXX 2/10/2020 11:06 PM	Cockburn Sound is a special place and needs to be protected.
XXX 2/10/2020 11:58 PM	it's free and easily accessible
XXX 2/11/2020 08:01 AM	Coogee beach is a great family area where we took our kids to a lot when they were younger, even having family and friends birthdays there. A safe swimming area is also important. Coogee is great because there are not big waves there and is easy to swim
XXX 2/11/2020 08:01 AM	Cleanliness
XXX 2/11/2020 08:39 AM	Great opportunity for Marine Education-
XXX 2/11/2020 08:45 AM	It is unique as the beach is edged by the wonderful nature reserve and bushland. Such a rarity anywhere in the world.
XXX 2/11/2020 08:49 AM	Nice to see shark net and development of snorkel area

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XXX 2/11/2020 08:59 AM	Management of the waterways in and around Coogee beach and Cockburn Sound. There should definitely not be an inner harbour in Cockburn Sound and the Cockburn Cement dredging must definitely not impact the beach area anymore than it currently does. I would love to see more frequent beach sand conditioning / cleaning as this will only enhance the beach even further.
XXX 2/11/2020 09:15 AM	My husband and I met on the jetty many many years ago :) The jetty is an absolute 'must' on our kids weekend wish list! It is such a beautiful local beach...we are blessed.
XXX 2/11/2020 09:20 AM	Omeo wreck and dive trail at the northern end
XXX 2/11/2020 09:55 AM	It's a shame I can't take my dog on a leash there.
XXX 2/11/2020 10:37 AM	Close to home
XXX 2/11/2020 10:39 AM	Dog areas without leash
XXX 2/11/2020 11:23 AM	it has a nice family vibe and is great for kids learning to be confident in the ocean
XXX 2/11/2020 11:48 AM	Cleanliness and a 'safe' beach to go to for families with young children, the elderly and everyone in between
XXX 2/11/2020 02:45 PM	preservation of the dune area
XXX 2/11/2020 04:24 PM	There are no high rise developments
XXX 2/11/2020 04:26 PM	Parking opposite boat wreck / snorkeling area.
XXX 2/11/2020 04:28 PM	such a beautiful beach
XXX 2/11/2020 04:49 PM	The way the council have placed bin this allows for the area to remain clean and tidy
XXX 2/11/2020 05:14 PM	No
XXX 2/11/2020 05:31 PM	Bush walking/cycling paths so close to the ocean. Lack of encroaching urban development results in a more natural landscape looking back from the beach. Not many beaches like this in Perth/Fremantle region.
XXX 2/11/2020 05:47 PM	It is important to me that the existing dunes and natural reserve areas along the length of the beach, remain undeveloped for residential or commercial purposes.
XXX	How beautiful it is.

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2/11/2020 06:27 PM

XXX

We live close to this beach area ourselves and it is fantastic to see young people and families enjoying what we have in our local area.

2/11/2020 07:55 PM

XXX

It's a beautiful, clean, stunning beach with great facilities, easy parking and a cafe.

2/11/2020 08:39 PM

XXX

Yes the fact that there is bush around and its NOT DEVELOPED

2/11/2020 11:27 PM

XXX

It is one of the last remaining green spaces in the area and forms a significant part of our ecosystem. please preserve this natural space and do not replace it with 'development' or 'infill'.

2/12/2020 05:55 AM

XXX

It is not too commercialized or structured landscaping, maintains a family feel

2/12/2020 09:41 AM

XXX

I love to snorkel & check out the Marine life. I am volunteering with Regis as a Trishaw pilot.

2/12/2020 10:47 AM

XXX

Its a clean well managed area

2/12/2020 10:48 AM

XXX

it is nice that its not flooded by tourist's but mostly locals. I like the community feel.

2/12/2020 12:52 PM

XXX

To me Coogee Beach is very special as to my knowledge, a sheltered beach like it does not exist in the Perth metro area. I am concerned that it has become shallower since the Coogee Marina was created, if there is 'sand bypassing' it is not working. It used to be that 'blue water' or deep water was at the end of the jetty, it is now green and hence shallower. It is essential that 'all' of Coogee remain dog free and personally I would like to see the dog area removed south of the jetty at Graham Reserve. Dog owners do not pick up the droppings and there is a strong smell of urine near the entrance to the beach and jetty where children shower off. There is plenty of dog area already at Woodmans Point and South Beach, north of the old power station. The views and the beautiful clear water.

2/12/2020 04:34 PM

XXX

2/12/2020 05:44 PM

XXX

Very family friendly with protected waters and shark net. Beautiful beach to walk along with lovely compacted sand near waters edge. Great wildlife eg dolphins, pelicans

2/13/2020 02:17 PM

XXX

Love the unique beach it provides yes we love waves but the serenity that comes from Coogee is great. Plus the area around is great for fitness, friendships and enjoyment.

2/13/2020 03:22 PM

XXX

The Omeo wreck and the maritime trail built by the cockburn council is a great landmark and friends from other inland suburbs come here for walks and recreation. They all love this area and if they had the money they would buy property here.

2/13/2020 04:49 PM

XXX

The shark net is a magnet for fish. I love swimming along it to look at the

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2/14/2020 01:13 PM	abundance of marine life.
XXX 2/14/2020 03:22 PM	the wreck area is good for recreation. I prefer less activity and no more development.
XXX 2/14/2020 03:56 PM	that it is a safe and clean place to visit for everyone
XXX 2/14/2020 09:18 PM	I have lived less than five minutes walk from Coogee Jetty since 1993 and have so far supported cafes kiosks etc and attended gymnasium at Surf lifesaving club, also eaten at the social club. I tend to avoid the family fun days as it is noisy, crowded and less enjoyable than the plain and simple beauty of Coogee Beach I have loved and enjoyed without jostling crowds. The open lawn picnic areas and parkland with paths
XXX 2/16/2020 06:57 AM	
XXX 2/16/2020 11:11 AM	Love the clear calm water there
XXX 2/16/2020 11:16 AM	Coastal Reserve provides habitat for flora and fauna including bandicoots.
XXX 2/16/2020 04:53 PM	I am very happy that this is a dog free beach, one of the few in the area.
XXX 2/16/2020 07:59 PM	Brings the community together. A vibrant active area that gives people a reason to get our and about.
XXX 2/16/2020 08:20 PM	1. The trees, especially the Rottneest cypresses. 2. The large trees at the caravan park (but the private caravan park should be removed at end of lease for enjoyment by greater public)
XXX 2/17/2020 09:21 AM	The shark net is a major drawcard
XXX 2/17/2020 09:50 AM	The shark barrier - the only place in Perth where I feel safe while swimming. I also like running or cycling on the path along the coast, it has the most beautiful views
XXX 2/17/2020 09:56 AM	I like that there is a beach wheelchair that can be booked. I would prefer to see other ways to make the beach for inclusive (whether a boardwalk with wheelchair access matting on to the beach like the baby beach in Port Coogee)
XXX 2/17/2020 10:43 AM	I would like to see the coastal area from Napoleon street to life saving club develop the area like Cottesloe and Rockingham ... a walk way (that has a rock or cement wall) along the edge so that you can see the water and you can walk along , car parks to cater for visitors below that and trees and children's playgrounds and lawn at the top of the dunes for family . There can be a few cafes also along the way. We need to cater for ocean lovers .. You have catered for a Bush land lovers from the life saving club to Woodman point which is a waste of beautiful ocean scenery hidden by Bush...put the bush inland bush land and let the ocean lovers enjoy the ocean view and



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- swimming facilities. Don't close off our ocean views for a few environmental lovers....you have catered for them in Bibra lake areas but allow the ocean lovers to have some priority. Coogee can be the next Scarborough or Cottesloe or Rockingham if designed properly. Please allow for ocean views along the beach walk way. Thank you Lorraine
- XXX
2/17/2020 07:35 PM
The coastal waters are the jewel of Cockburn, not the barren, mosquito infested swamps!
- XXX
2/17/2020 08:49 PM
Its the most protected long swimming beach in Perth and attracts swimmers from all across Perth. Best shark net too.
- XXX
2/18/2020 09:05 AM
That it still has a remnant of "wilder ness" about the area.
- XXX
2/18/2020 11:27 AM
peacefulness due to no through roads
- XXX
2/18/2020 12:33 PM
Specially important are shaded recreation areas adjacent to beach front with ample trees and space.
- XXX
2/19/2020 11:33 AM
Coogee Beach must be maintained as a Reserve. Dogs must not be permitted to spoil the area with their poo or chasing the wildlife (Quendas and skinks for example live in the band of scrubland by the ocean). It is important to permit people of all income brackets to enjoy the ocean, therefore it is vital that the Caravan/Camping area be retained to enable holiday makers, families and tourists to enjoy staying by the ocean as well as those who've chosen to live in the small cabins at Coogee Beach Park and Woodman's Point. All things in life should not be financially driven. While it would clearly be of financial benefit in the short term if the land at Coogee Beach were to be developed, it would be hugely damaging environmentally and culturally for both the land and the ocean. Long-term planning needs to take into account the long-term benefit for the land being allowed to regenerate, the wildlife to return and the ocean to be kept clean and alive. Also, the long-term benefit of encouraging visitors, tourists, locals and families to stay in the park will bring in revenue by the money these visitors spend locally (shops as well as attractions). The coast of WA is an irreplaceable asset; it is not ours to harm. We are the caretakers of our country and we must do what is right for the country. Doing right for the country is not mutually exclusive with doing well for our economy. We all need to take great care of our environment - building on it further is not viable or excusable. The gradual spread of housing all the way from Perth to Fremantle is now continuing to swallow up the coast from Fremantle all the way to Coogee. When will it end? And why are we encouraging the despoliation of our beautiful country? I do hope that the team listens to the voice of so many people in wanting the environment to be carefully and wisely managed. Kind regards, Shannan
- XXX
2/19/2020 03:11 PM
I have lived in Coogee for 30 years and am a regular beach user along with my family and friends. Myself & my family regularly swim lengths inside the Shark Barrier. Coogee is a beautiful clean & safe beach that is becoming increasingly popular. I also regularly have family and friends stay at the

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	<p>Coogee Caravan Park and they enjoy the ease of access to the beach (especially the mobility impaired). The caravan park is well used and nicely established with trees. I also very much enjoy the natural areas along the beach, dune systems, the reserve and natural bush and bird & wildlife. The natural areas need to be maintained as they are increasingly rare along the coast & a real draw card for Coogee & vital to wildlife welfare and retention of a natural environment.</p>
<p>XXX 2/20/2020 12:53 PM</p>	<p>Coogee Surf Lifesaving Club is of immense value to the community. Coogee Fitness Club is brilliant facility Beach is always clean, the bins provided is added bonus</p>
<p>XXX 2/22/2020 07:50 AM</p>	<p>It's a fairly quiet beach that's safe for families with younger children yet can be enjoyed by teenagers and older members of the community. Also the ban on dogs ensures that most of the time there is no dog faeces on the beach, although there are some members of the community that consider the no dog rule does not apply to them. Likewise at the park on Powell Road I would like the no dog policy enforced a bit more.</p>
<p>XXX 2/22/2020 09:36 AM</p>	<p>Ablution amenities needed Ormeo Park</p>
<p>XXX 2/22/2020 02:30 PM</p>	<p>It's all pretty special, best beach in Perth</p>
<p>XXX 2/22/2020 02:35 PM</p>	<p>Woodman point reserve adjacent.</p>
<p>XXX 2/22/2020 03:19 PM</p>	<p>One of the most pristine beaches in the Perth metro area</p>
<p>XXX 2/22/2020 04:18 PM</p>	<p>The most impressive part of Coogee beach is the nature strip. Please do not allow it to be sold off and developed like northern beaches. The value of the nature strip will only continue to increase in value over time where as short term sell offs will wreck the unique nature of coogee. The impressive distance in walk ways is also a draw card for many.</p>
<p>XXX 2/22/2020 04:52 PM</p>	<p>It's beautiful thats why I moved there but PLEASE GIVE US SOME TOILETS GOING IN THE SEA IS NOT ACCEPTABLE. Thank you</p>
<p>XXX 2/22/2020 06:43 PM</p>	<p>Clean water, relatively protected. Good family beach.</p>
<p>XXX 2/23/2020 10:33 AM</p>	<p>Community, clean water</p>
<p>XXX 2/23/2020 10:50 AM</p>	<p>Security is good, lighting etc</p>
<p>XXX 2/23/2020 11:03 AM</p>	<p>Good balance of development - don't increase.</p>
<p>XXX 2/23/2020 11:07 AM</p>	<p>The open spaces and parkland.</p>



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XXX 2/23/2020 11:09 AM	Value is people interaction
XXX 2/23/2020 11:17 AM	Pontoons
XXX 2/23/2020 11:17 AM	
XXX 2/23/2020 11:23 AM	Develop develop
XXX 2/23/2020 11:27 AM	Lucky to live here
XXX 2/23/2020 11:32 AM	No paid parking
XXX 2/23/2020 01:07 PM	Better management of parking. Better protection against vehicle and foot traffic damage for rate-payer funded gardens and foreshore plantings. Adherence by Council of height management of unsightly foreshore trees, as per Council recommendation and rate-payer agreement. Better response and control over antisocial behaviour.
XXX 2/23/2020 02:20 PM	We love the jetty. The pontoons. The park. The cafe it has everything. Would not necessarily come here if the jetty wasn't there
XXX 2/23/2020 02:32 PM	Snorkeling
XXX 2/23/2020 03:02 PM	Maintain the landscape so the value properties stay the same or go up in value.
XXX 2/24/2020 01:27 PM	Provides access to excellent and unique fishing opportunities. One of the few places that regularly allows Spanish mackerel to be targeted from shore.
XXX 2/24/2020 03:18 PM	It is vitally important that the beach is maintained in a clean and environmentally sustainable state for walking swimming and where appropriate shore and jetty fishing.
XXX 2/25/2020 08:20 AM	Children's playgrounds
XXX 2/26/2020 07:25 PM	It's great that dogs are allowed in the park and not just on the dog beach.
XXX 2/27/2020 05:27 PM	Only have WA planting... Get rid of all palms that don't look right in the area.
XXX 2/28/2020 08:36 AM	Clean waters and clean beach, pristine and safe conditions for swimming. The calm sheltered and shallow beach makes this attractive for families and this should be protected.
XXX 2/29/2020 12:22 AM	This sort of sand dune scrubland system is unique to the the South West coast of WA, and is rapidly disappearing all around us due to ever increasing

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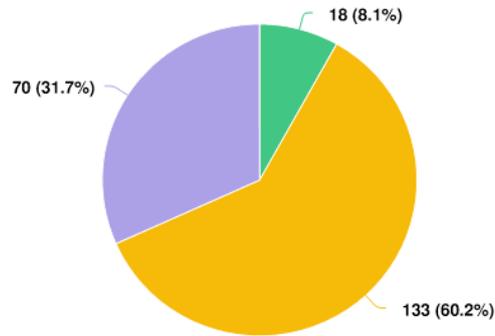
<p>XXX 2/29/2020 05:57 PM</p>	<p>coastal urban sprawl and development. By saving our beach in as much its natural state as possible we would retain not only a local public good, but we would stand out against the rest of the Greater Perth Region as one of the few communities that was able to grow but to also preserve an irreplaceable natural heritage and treasure.</p>
<p>XXX 3/02/2020 10:49 AM</p>	<p>Accessibility, the Quiet & peaceful ambience, the preservation of local flora & fauna , no dog rule.</p>
<p>XXX 3/03/2020 02:14 PM</p>	<p>Great young family beach due to small waves</p>
<p>XXX 3/06/2020 11:35 AM</p>	<p>Because I and many people swim the two jetties I would like to see this area become a fishing free zone. They can still m fish off the jetties.</p>
<p>XXX 3/06/2020 11:40 AM</p>	<p>the parking and green spaces at all areas along the beach. Amenities at most of beach sites are great.</p>
<p>XXX 3/06/2020 11:40 AM</p>	<p>natural coast line</p>

Optional question (145 responses, 77 skipped)



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Q7 Over the next 50 years, some assets in the northern section of Coogee Beach and the Surf Lifesaving Club may be at risk of ...



Question options

- I'm not sure/ I would need to know more
- No
- Yes

Optional question (221 responses, 1 skipped)



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Q8 How would sand nourishment effect your enjoyment of Coogee Beach?

- XXX
2/10/2020 03:52 PM

Beach gets closed for lengthy periods
- XXX
2/10/2020 04:11 PM

It will change the wave action and slope of the beach, possibly increasing the strength of rips, especially for small children.
- XXX
2/10/2020 04:24 PM

Turbidity I suspect. Pipes, pumps etc. I am familiar with Pyramids (Mandurah) sand replenishment
- XXX
2/10/2020 04:59 PM

It is a temporary measure that will need to repeated often if storms occur. It is very costly to bring in sand.
- XXX
2/10/2020 07:02 PM

Additional beach space, so not as crowded.
- XXX
2/10/2020 11:58 PM

I enjoy walking the beach. If nourishment means I can continue to walk the beach I would prefer that to sea walls. I understand cost may be a factor
- XXX
2/11/2020 10:03 AM

Is it effective as along term solution and cost
- XXX
2/11/2020 01:18 PM

Larger amount of sand and beach to use as currently when tide is in there is not a lot of beach for activities
- XXX
2/11/2020 04:49 PM

Keep the beach an enjoyable place to visit and relax at
- XXX
2/18/2020 11:59 AM

Continual usage of flat areas of the beach
- XXX
2/23/2020 11:23 AM

Would protect the rock wall along Socrates Parade and other further future development
- XXX
2/23/2020 02:32 PM

The sand becomes dirty and gross
- XXX
2/23/2020 03:02 PM

Na
- XXX
2/29/2020 12:22 AM

Ensure the beach is there for future generations
- XXX
2/29/2020 12:22 AM

It would increase the enjoyment
- XXX
2/29/2020 12:22 AM

If required to restore the beach against ongoing erosion, then it should be done. It must be done in a way that does not adversely affect adjacent systems, such as nearby dredging that causes sedimentation, turbidity, possible water chemistry change



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Administrator
3/06/2020 11:40 AM

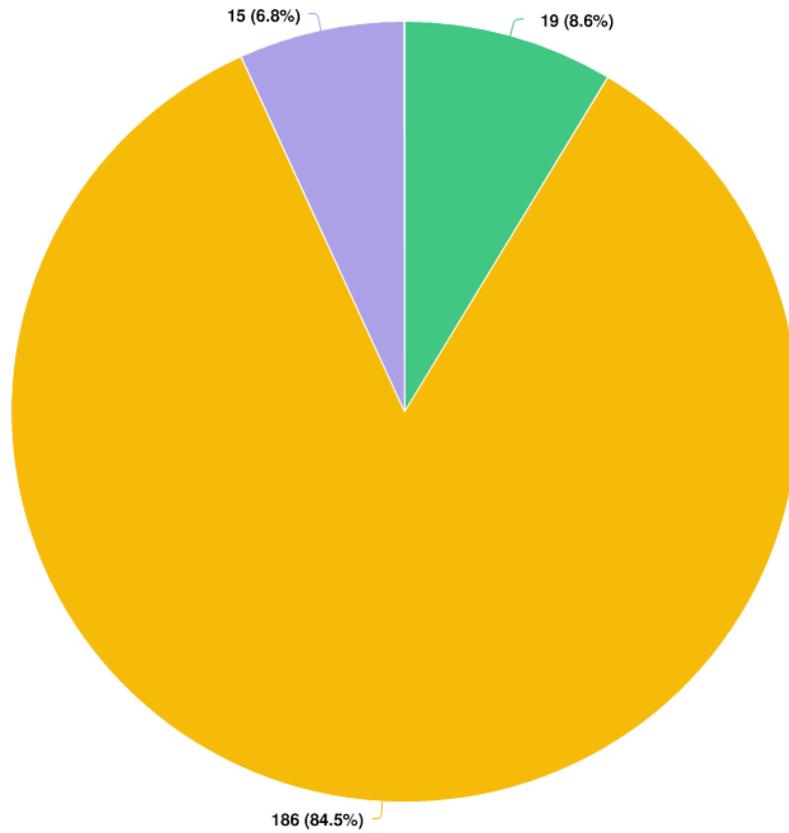
after more than 40 years using this beach there has been no change in the sand movement

Optional question (17 responses, 205 skipped)



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Q9 Increasing vegetation on the dunes can improve stability and ability of dunes to recover from events such as storms. Would revegetation of the dunes affect your enjoyment of Coogee Beach?



Question options

- I'm not sure/ I would need to know more
- No
- Yes

Optional question (220 responses, 2 skipped)



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Q10 How would revegetation effect your enjoyment of Coogee Beach?

XXX 2/10/2020 03:55 PM	Not at all
XXX 2/10/2020 04:14 PM	Positively
XXX 2/10/2020 04:28 PM	Keeping as much native coastal plantaion as possible to retain its natural beauty
XXX 2/10/2020 06:59 PM	revegetation of dunes would have a positive effect on enjoyment
XXX 2/10/2020 10:57 PM	It would be more pleasant. less sand drift
XXX 2/10/2020 11:58 PM	in a good way - preservation of remnant vegetation is important to me
XXX 2/11/2020 04:49 PM	This would stop erosion
XXX 2/12/2020 09:41 AM	Better landscape
XXX 2/12/2020 12:52 PM	its already quite bushy with snakes often seem. I would be worries about my kids wondering into the bush and being bitten. also most of coogee is loosing there ocean views. it would be nice to see and enjoy the beach from a distance.
XXX 2/18/2020 09:05 AM	Adding to the health and biodiversity of the dunes, would make the region look more asthetically beautiful and increase native animal habitats.
XXX 2/22/2020 04:18 PM	Personally this wouldn't affect my enjoyment. However, when thinking of revegetation you should also consider frequent and high level look outs along the foreshore. People will walk all over reveg if they can't see the view Be good
XXX 2/23/2020 11:23 AM	
XXX 2/27/2020 01:00 PM	It would have a positive effect
XXX 2/27/2020 05:27 PM	Only native plants
XXX 2/28/2020 02:54 PM	The vegetation should be removed and the area developed with sea walls if necessary.
XXX 2/29/2020 12:22 AM	I strongly support revegetation of the dune system at Coogee Beach. Council should employ native plant ecologists to restore the dunes to an optimal state

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

XXX

2/29/2020 05:57 PM

to support resilience and biodiversity

I'd appreciate it and would environmentally suit reptiles, agendas & other native fauna.

XXX

3/03/2020 02:14 PM

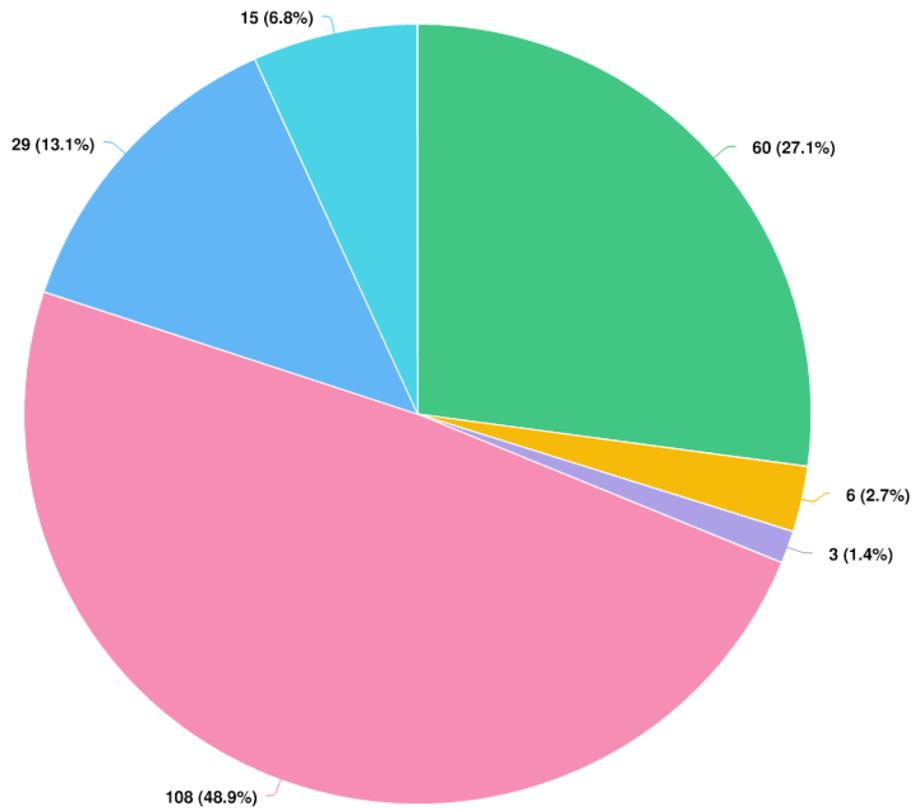
Stop the wind blowing around and look more attractive and give more habitat to the local animals.

Optional question (18 responses, 204 skipped)



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q11 Closing access tracks can improve dune stability. Do you support the rationalization and closure of some access tracks?



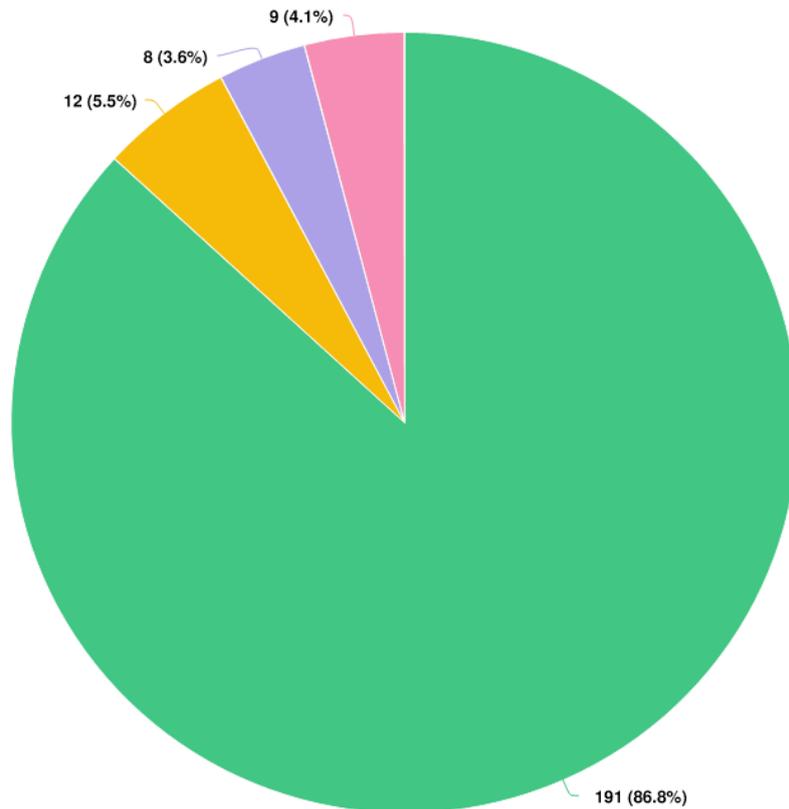
Question options

- I need more information to answer this question
- No, I am happy with the number of access tracks and they should not be reduced
- Yes, but all the tracks should be properly assessed to ensure well used tracks remain open
- Yes, within the caravan park only
- Yes, across entire study area
- Yes, outside the caravan park only

Optional question (221 responses, 1 skipped)

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q12 Do you support maintaining the current shark barrier enclosure?



Question options

- Other (please specify)
- I would need to know more
- No
- Yes

Optional question (220 responses, 2 skipped)



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

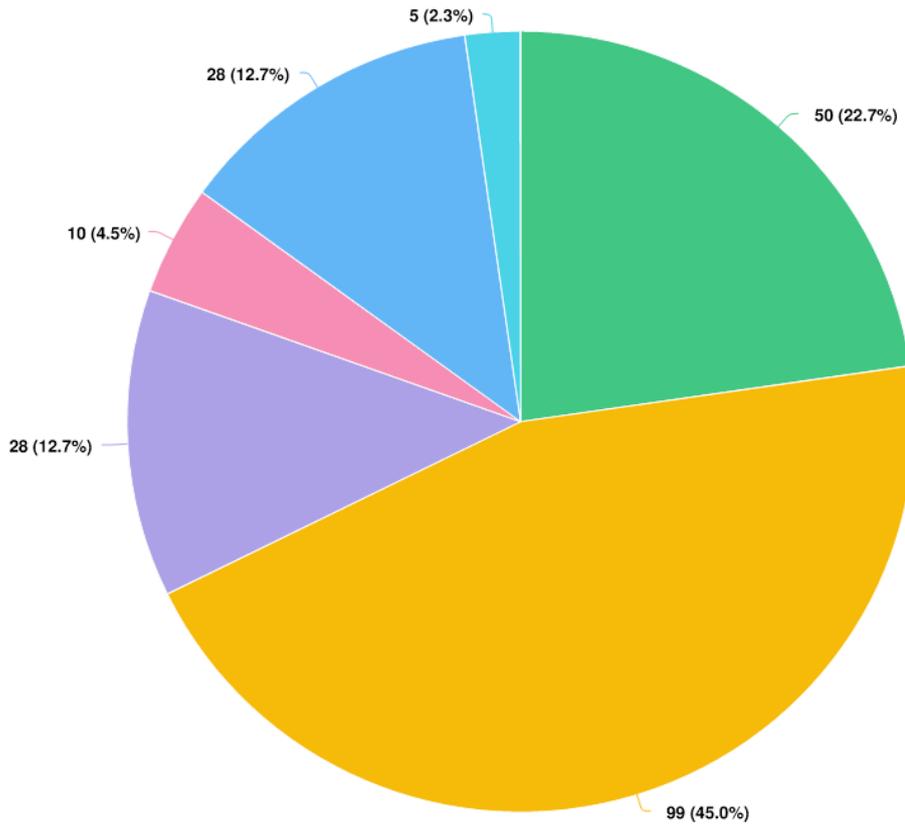
Q13 Why don't you support the current shark barrier enclosure?

- XXX
2/10/2020 03:58 PM
Because there has never been a shark attack.
- XXX
2/10/2020 03:58 PM
Not necessary and never was. I cant recall ever hearing of a shark coming in that beach
- XXX
2/10/2020 04:11 PM
have been swimming at Coogee Beach since the 80s and have never seen or heard of any shark interactions in the area.
- XXX
2/10/2020 06:47 PM
It is a waste of money, which could be better used erecting a stinger net from jetty to jetty. Stingers are the biggest danger at Coogee not sharks. Ask the surf club how many people are treated - re: stingers. I wont swim there in Summer, Sth Bch instead
- XXX
2/10/2020 08:05 PM
Useless in a sound
- XXX
2/10/2020 08:40 PM
I dont think it is needed, but hey if some people having a fear of watching jaws and it lets them enjoy the water then why not, i just wont be swimming in or around it and it takes away from the natural beauty and impacts large marine life
- XXX
2/11/2020 06:31 AM
Never seen a shark at coogee beach and i have swum there daily for 35 years
- XXX
2/11/2020 08:14 AM
No need to have it
- XXX
2/11/2020 04:00 PM
Common sense when and when not to go into water
- XXX
2/23/2020 10:33 AM
Never been an attack
- XXX
2/24/2020 01:27 PM
Extremely low risk. Barrier impacts coastal processes. Unnecessary expense better focussed elsewhere
- XXX
3/06/2020 11:40 AM
there have been no shark attacks there in my lifetime. great over reaction and expense and its ugly

Optional question (12 responses, 210 skipped)

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q14 Coastal hazard modelling indicates that some infrastructure, including part of the northern carpark, a toilet block and a beach hut in the northern part of the reserve, will be at risk of erosion by 2070. Do you support the relocation of this infrastructure to parts of the Coojee Beach reserve that are not at risk of erosion?



Question options

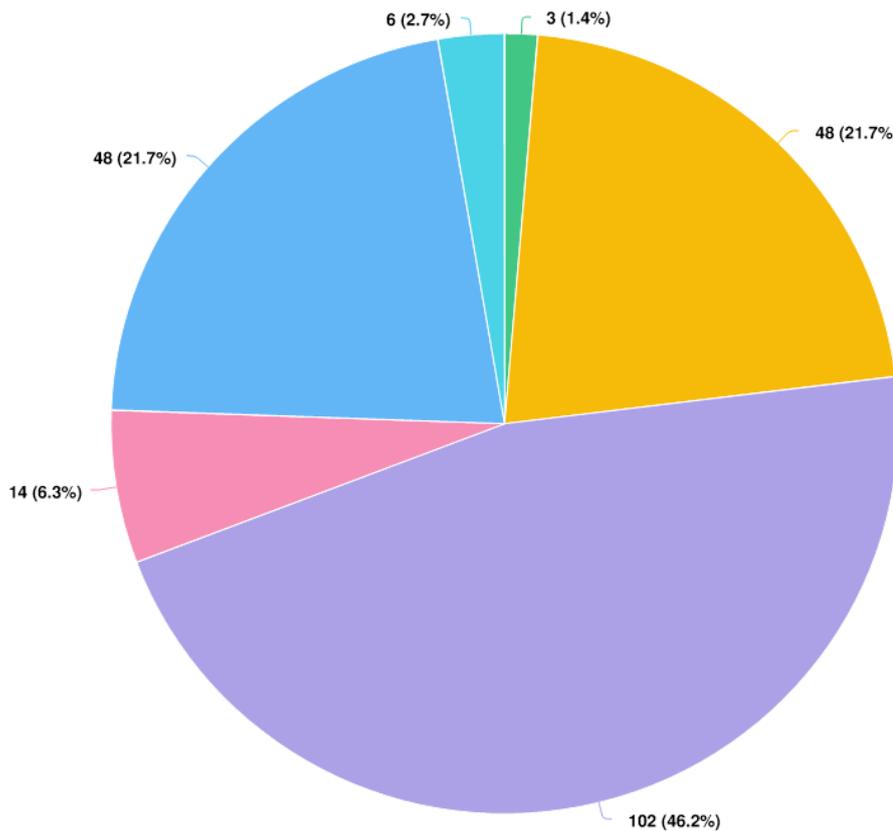
- Other (please specify)
- I would need more information
- No, we should not be putting infrastructure on the coast
- No, infrastructure such as car parks is important and should be defended instead of relocated
- Yes, as facilities reach the end of their functional life or are damaged, they should be relocated
- Yes

Optional question (220 responses, 2 skipped)



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q15 Over the next 50 years, the Surf Lifesaving Club may be at risk of erosion as a result of major, rare storms. Potential options to reduce erosion risk to this building include an offshore breakwater or a multipurpose, offshore artificial reef (a constructed reef that encourages public interaction with developing marine ecosystems, whilst reducing wave energy that causes erosion). Which options do you support?



Question options

- Neither, for reasons specified below
- I would need further information
- Neither, the club should be relocated away from risk areas
- Artificial reef or an offshore breakwater
- Artificial reef only
- Offshore breakwater only

Optional question (221 responses, 1 skipped)

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q16 | The future predicted shoreline recession at Coogee Beach will likely result in the gradual reduction in the size of the public reserve whilst public usage demands of the foreshore is expected to increase. In view of these challenges, please rank the following options (1 best, 3 worst)

OPTIONS	AVG. RANK
Managing the reserve to reduce natural and built areas in equal proportion	1.44
Remove existing built infrastructure space (landscaping, buildings, parking, etc) for natural areas, to replace those areas of dune lost through erosion	2.09
Retaining or increasing the amount of space for built infrastructure at the expense of natural areas	2.44

Optional question (213 responses, 9 skipped)



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q17 Any further comments:

- XXX
2/11/2020 09:20 AM
Question 8 is ambiguous. Yes, extra vegetation would increase my enjoyment of the beach area, and no, extra vegetation would not decrease my enjoyment of it. Caravan park dwellers should have no say in this process. I would like to know why coastal sand is no longer being replenished from both the Success Bank to Catherine Point, and this beach the subject of this survey from the Parmelia Bank. Is it purely predicted sea level rise, or does dredging also play a part?
- XXX
2/11/2020 09:55 AM
I would like to be able to take my dog on a leash onto the beach
- XXX
2/11/2020 11:48 AM
Coogee beach is so beautiful. I appreciate having so close to my doorstep.
- XXX
2/11/2020 02:45 PM
There needs to be better control of people congregating in the dunes and destroying the vegetation holding the sand together.
- XXX
2/11/2020 04:24 PM
The foreshore at city Beach and Cottesloe with the grassed area overlooking the beach is lovely. Some dunes can be left but a retaining wall has been at City beach and Cottesloe and has lasted for years.
- XXX
2/11/2020 04:26 PM
N/A
- XXX
2/11/2020 05:14 PM
No
- XXX
2/11/2020 05:23 PM
Stop cockburn cement dredging the sand and you won't have to replace it. It's criminal what they are doing. I can see it from my house all night just sucking up everything and spitting out what they don't want. Where do you think the sand is going to keep coming from.
- XXX
2/11/2020 05:47 PM
Question 13 is poorly punctuated and could be difficult to understand.
- XXX
2/11/2020 06:27 PM
I would like you to work to increase the dining facilities available at the beach so families can enjoy dining experiences on the coast line.
- XXX
2/11/2020 07:55 PM
I have seen many storm fronts hit this coastline and it is amazing how the sandy beach and dune area recovers itself. I always thought sand erosion was an expected consequence of the Port Coogee planning development, so wasn't sand pumping an expected projection for the beach area south of the marina anyway?
- XXX
2/12/2020 09:41 AM
The cycling network along Coogee beach is convoluted, windy and not intuitive for cyclists. There needs to be a better north south main route that is more direct. The shark net is a great asset that should remain.
- XXX
2/12/2020 10:47 AM
I feel that the over promotion of the Omeo wreck site is degrading the wreck.

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

<p>XXX 2/12/2020 04:34 PM</p>	<p>The entrance to Coogee Beach at Powell Road is profoundly unsafe. On the weekends it is a bottle neck with people trying to enter and leave. Cars wanting to turn right or South out of Powell Road need to deal with cars traveling at a minimum of 60km with only a short line of site both North and South. Looking to the North in particular, all types of vehicles heading South appear around the bend. I have been amazed at the closing time of vehicles that show aggression because I wanted to enter Cockburn Road and I am not a overly cautious driver. I feel that the entrance to all the Coogee carpark area, AND the caravan park should be from a new entrance just South of Beach Road and North of the tennis courts, with a roundabout on Cockburn Road and Powell Road to be closed. Once off Cockburn Road the traffic can travel along a similar path to the current bike path and enter the carpark or directly into the caravan park in a safer manner. It would mean that the current road that runs along the grassed area to the caravan park becomes parking and eliminate the heavy traffic of caravan and service vehicle into the caravan park. I have been concerned about this for many years with children and older people dodging vehicles moving at fast pace to get to carparks and the caravan park. I would be happy to submit my ideas if anybody thought it had any merit.</p>
<p>XXX 2/12/2020 05:44 PM</p>	<p>Would love to have a foreshore like at Rockingham Beach. Lawn, swings and more picnic areas.</p>
<p>XXX 2/13/2020 03:22 PM</p>	<p>Love the Coogee area and both the natural and built infrastructure.</p>
<p>XXX 2/13/2020 04:49 PM</p>	<p>Cost for management of the coastline from erosion should be tabled to the public and can be included in the shire rates. I am happy to pay for extra</p>
<p>XXX 2/14/2020 01:13 PM</p>	<p>I love Coogee Beach more than any other beach on our coast. Let's keep it as pristine as possible.</p>
<p>XXX 2/14/2020 03:22 PM</p>	<p>i prefer no changes except dealing with erosion.</p>
<p>XXX 2/16/2020 11:11 AM</p>	<p>I would like to see the marine ecosystem be a priority while we are still able to enjoy the area and facilities if possible. Perhaps protect what we have but not to build too much more if it's going to be detrimental to the marine life</p>
<p>XXX 2/16/2020 11:16 AM</p>	<p>Infrastructure design in the future should allow for relocation as required by environmental conditions.</p>
<p>XXX 2/16/2020 04:53 PM</p>	<p>This is going to be a challenge to protect natural and manmade assets and balance access with conservation. The surf club building is magnificent, but probably doesn't need to be so ostentatious. If rebuilt, it could be humbler.</p>
<p>XXX 2/16/2020 08:20 PM</p>	<p>1. The private caravan park should be removed at end of lease for enjoyment by greater public ... and potentially redeveloped into something far more interesting and inclusive such as art garden, with small business pavilions and community buildings and other infrastructure. 2. beach near caravan park should allow dogs, as there are no beaches within easy walking distance for coogee and port coogee residents. 3. The north end of the study</p>



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

<p>XXX 2/17/2020 09:43 AM</p>	<p>area should be developed to be more publically accessible and open with greater uses and improved view opportunities, potentially adding auditorium-style steps facing beach (similar to Scarborough Beach) that can also be designed to protect the land against climate change.</p> <p>Would also like to see the possibility of adding dog exercise areas during off peak times of day (early mornings) or during winter months. There is no beach provision or dedicated dog exercise area for those living in the Port Coogee estate</p>
<p>XXX 2/17/2020 09:56 AM</p>	<p>I would like to see an upgraded playground so that people in wheelchairs can access the playground. It is currently on top of sand which makes it impossible for wheelchairs to access the playground. (Whether it is a child in a wheelchair who can't access it with their friends/siblings; or if it is a parent in a wheelchair who cannot access it in order to safely supervise their children)</p>
<p>XXX 2/17/2020 10:43 AM</p>	<p>Yes we do need trees but please allow for ocean lovers to enjoy as well. Building a rock wall as what Port Beach is currently doing is both sensible and practical satisfying all beach goers and council future headaches.</p>
<p>XXX 2/18/2020 09:05 AM</p>	<p>the natural environment is more important to me. There is a lot of land on the east side of the road that can be used carparking and other planned infrastructure.</p>
<p>XXX 2/18/2020 12:33 PM</p>	<p>With increasingly hotter summers I would like to see permanent beach shelters erected on the beach front - similar to those erected on Silver Sands Beach in Mandurah. This would provide much needed shade and subsequent sun protection.</p>
<p>XXX 2/19/2020 11:33 AM</p>	<p>It is vital not to pre-empt possible environmental hazards/changes. I have not been privy to the reports suggesting the loss of the dune areas, but it is vital not to act rashly. There are generally many possible explanations or theories for possible change. It is therefore important that all expert opinions are sought and all given equal opportunities to voice their findings and concerns/suggestions. It may be that an artificial reef could resolve the problems of not only the surfclub building, but also the dunes along that area.... These issues are never simple and opening one's eyes to all solutions is imperative to avoid making irremediable mistakes.</p>
<p>XXX 2/22/2020 07:50 AM</p>	<p>Question 13 is biased in the options it offers. There should have been a box whereby citizens, especially those residing in Cockburn, could have put their comments in. What does " Managing the reserve to reduce natural and built areas in equal proportion" actually mean? Does it mean reduction of what is here now or in the future? Please explain!</p>
<p>XXX 2/22/2020 02:30 PM</p>	<p>Get rid of the caravan park Don't increase car parking - increase public transport options</p>
<p>XXX 2/22/2020 02:35 PM</p>	<p>Need to end lease for caravan park. Create area for dogs to be allowed on beach.</p>
<p>XXX 2/22/2020 04:18 PM</p>	<p>Nature strip is a must to keep. Locals are extremely passionate about this remaining as such. Increasing the usage areas at the reserve could increase the overall usage and help with erosion if thought through properly</p>
<p>XXX</p>	<p>Ensure the contiguous nature of tgis area, port coogee and future</p>

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

2/22/2020 09:39 PM	improvements to power station foreshore.
XXX 2/23/2020 10:33 AM	No development in foreshore, community is most important, need to restrict dogs and enforce
XXX 2/23/2020 10:50 AM	Cheaper rates
XXX 2/23/2020 11:03 AM	Keep communicating to the public regarding the plan
XXX 2/23/2020 11:07 AM	Access for personal water craft is important to me. I.e kayaks, windsurfers
XXX 2/23/2020 11:09 AM	Keep natural as possible
XXX 2/23/2020 11:23 AM	Develop and build facilities
XXX 2/23/2020 11:27 AM	Like to see more open grass in balance with natural landscape
XXX 2/23/2020 11:32 AM	Build a sea walls,
XXX 2/23/2020 01:07 PM	Q7 and Q8 are poorly written and ambiguous. By "affect your enjoyment" do you mean improve it, or reduce it? Revegetation of the dunes would, most likely, improve the quality of the overall environment, but could mean that people will need to stay with purpose-built access ways and walk some additional distance to do so. Pumping sand brings the benefit of wider swathes of beach, but likely suffocates benthic flora and fauna and so counteracts some of the benefits of the as yet poorly enforced marine reserve. More beach also attracts more visitors, in vehicles for which there is already grossly underdeveloped parking.
XXX 2/23/2020 03:02 PM	Keep shark barrier and regular maintenance of shark barrier. More community safe security to reduce vandalism.
XXX 2/24/2020 01:27 PM	Do not underestimate the value of enabling and supporting recreational fishing access and enrichment. Ammo jetty is significant to the rev fishing community. Also note the huge snapper guardians turnout at jervoise bay.
XXX 2/24/2020 03:18 PM	What evidence is there that storms are more frequent or that the sea is rising, the anchor steel pole at the northern end of the shark barrier is now only half a metre high when is was installed it was 1.5 meters high the sand is acre-ting. If sand is required it should be replenished by dredging the shipping channel in cockburn sound. Cockburn Cement dredging needs to be monitored to ensure that it is not destroying sea grass and thereby causing sand movement which affects the Coogee Beach Shoreline
XXX 2/24/2020 05:58 PM	I feel that the beach is increasing, the pole at the end of the shark barrier is now only half a meter high it was much higher when first placed there.



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

XXX 2/25/2020 08:20 AM	Any future commercial development to be well away from beach
XXX 2/26/2020 07:25 PM	In questions 7 and 8, where you asked if something would affect my enjoyment of Coogee Beach, I assumed you meant affect it negatively.
XXX 2/27/2020 01:00 PM	I strongly oppose using ratepayer money to support the surf club. The building serves a limited group and is already the source of negative environmental impacts.
XXX 2/28/2020 08:36 AM	Many swimming clubs and regular exercisers use the section between the two jetties all year round for regular (daily/weekly swims). I regularly swim and walk along the beach in the water (as do many others) and I believe there should be a total beach all year fishing ban in this area between the two jetties because: 1. The fishers generally do not bring in their lines as I/we walk in the water or swim past 2. This area should be a conservation area (marine park)....jetty fishing on woodman point could remain. 3. To reduce litter - I have picked up lots of fishing waste (lines, bait bags etc) 4. This activity attracts sharks to our premier swimming beach, especially during April - May when the fishers are trying to catch migrating salmon. If a marine sanctuary is not an option then perhaps a daylight hour ban could be an option to prevent lines entangling swimmers and walkers.
XXX 2/28/2020 02:54 PM	Development here is necessary and the bush is very unattractive.
XXX 2/29/2020 12:22 AM	I believe that the natural environment that currently exists in the area should be preserved, and the natural coastal dune scrubland of the area should be restored as much as possible. Any reef and/or seagrass beds in the adjacent water will also be affected by any action or inaction taken on the beach and dunes. As both the marine and terrestrial ecosystems contribute to the qualities of Coogee Beach and influence each other, they must both be considered in the management plan. Conserving and restoring the natural ecosystems at Coogee Beach will have immediate and long standing benefits, particularly in economic, health/safety, and social terms. Protecting the dunes and restoring those already damaged provides the best and most cost effective defence against coastal erosion from future climatic and weather extremes.
XXX 2/29/2020 05:57 PM	I think the general users of Coogee Beach appreciate the simple unadorned environment which enables bird and animal life to co-exist. (Dolphins, night herons, seabirds, Oyster catchers etc.) and neither disturbing the other. Ongoing revegetation of native flora to continue and upgrading designated pathways to be ongoing to prevent damage to dune & surrounding flora. Dogs definitely to be kept off the beach and away from non designated areas as this is an ongoing problem.
XXX 3/03/2020 02:14 PM	You guys are doing a great job . I would like to see adult exercise equipment remain at the park near Coogee jetty as I and many others use it regularly.
XXX 3/04/2020 02:40 PM	Restrict fishing to the jetty's only. Beach fishing does not mix with beach use of swimming walking and other recreational beach activities. Marine

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

XXX

3/06/2020 11:35 AM

sanctuary between Woodmans point jetty and the shark net would be preferable.

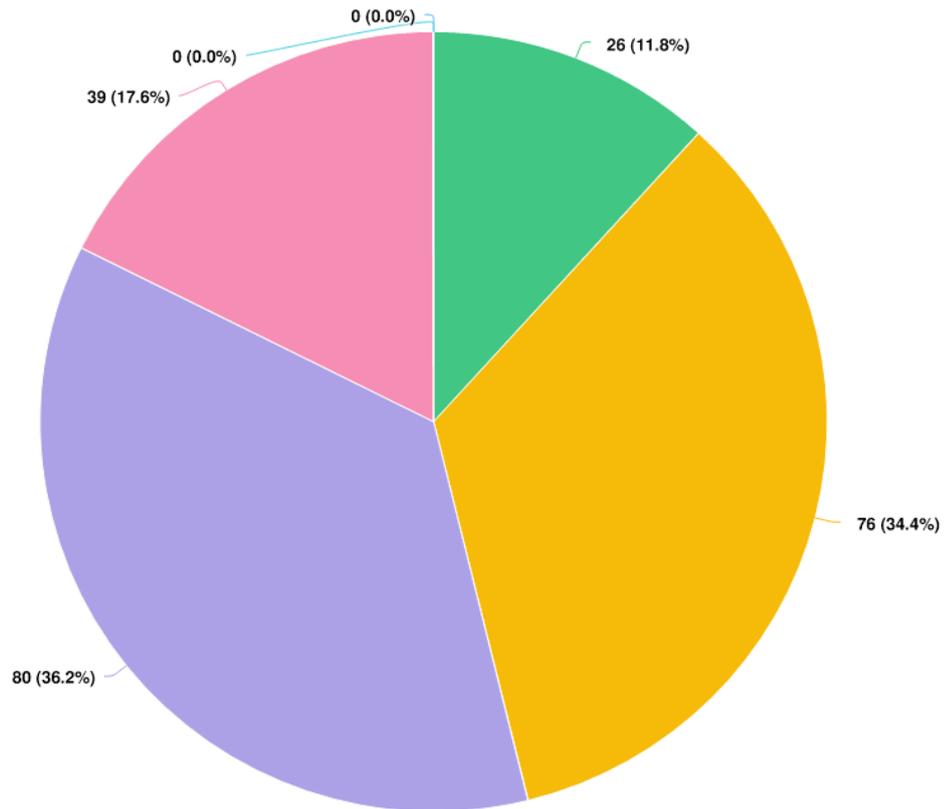
concerned there would be no small breaking waves as a result of erosion mitigation structures (q12)

Optional question (57 responses, 165 skipped)



Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q18 How old are you



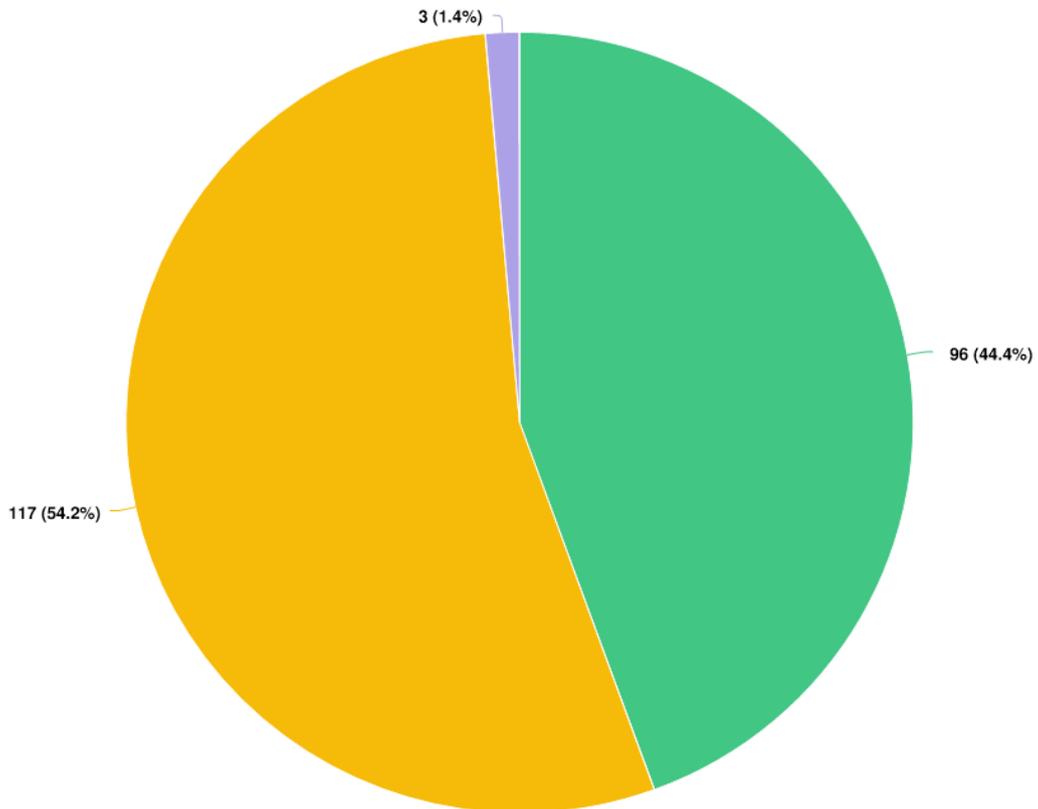
Question options

- Under 18
- 80+
- 65-79
- 50-64
- 35-49
- 18-34

Optional question (221 responses, 1 skipped)

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q19 What gender are you?



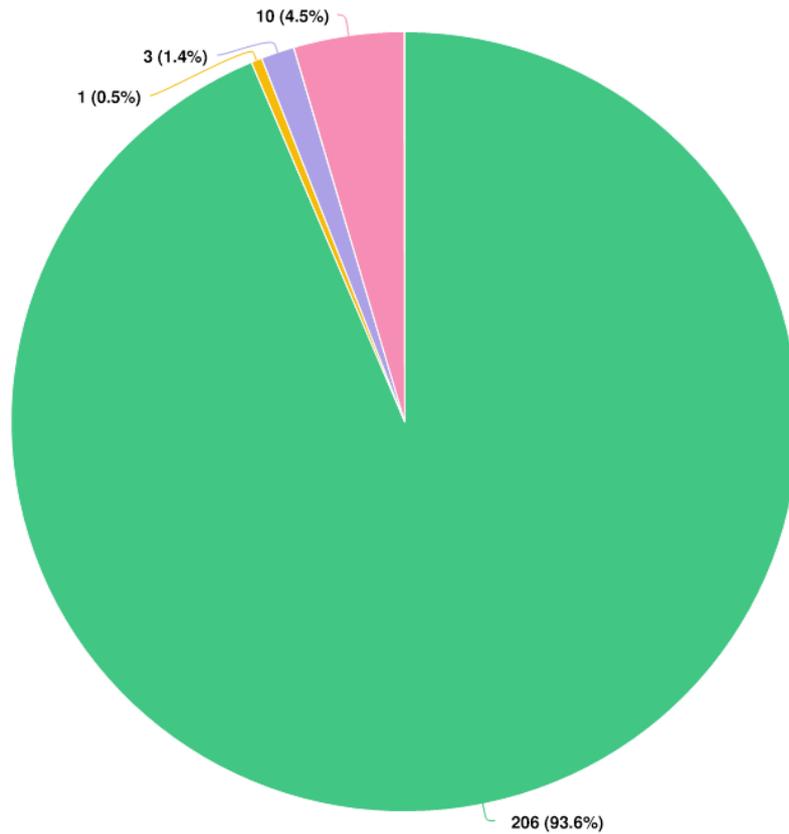
Question options

- Prefer not to say
- Female
- Male

Optional question (216 responses, 6 skipped)

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q20 Where do you live?



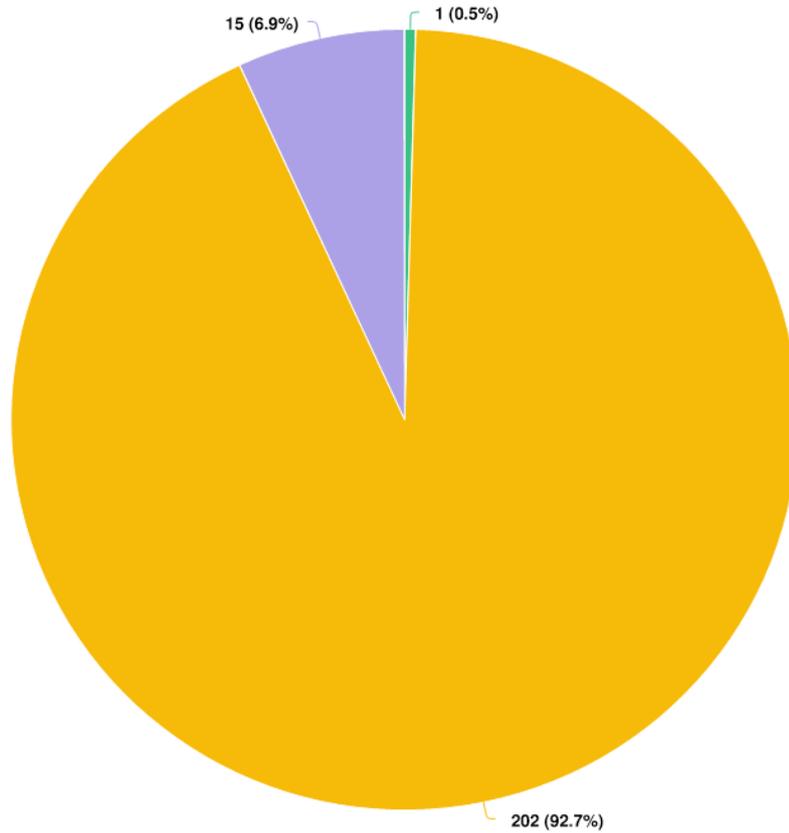
Question options

- Other (please specify)
- City of Fremantle
- Town of Kwinana
- City of Cockburn

Optional question (220 responses, 2 skipped)

Community Values and Future Management Priorities : Survey Report for 09 February 2020 to 06 March 2020

Q21 Are you an Aboriginal or a Torres Strait Islander?



Question options

- Prefer not to say
- No
- Yes

Optional question (218 responses, 4 skipped)



September 2020: Comment on Draft Plan

SURVEY RESPONSE REPORT

03 September 2020 - 29 September 2020

PROJECT NAME:

Managing the Coogee Coast

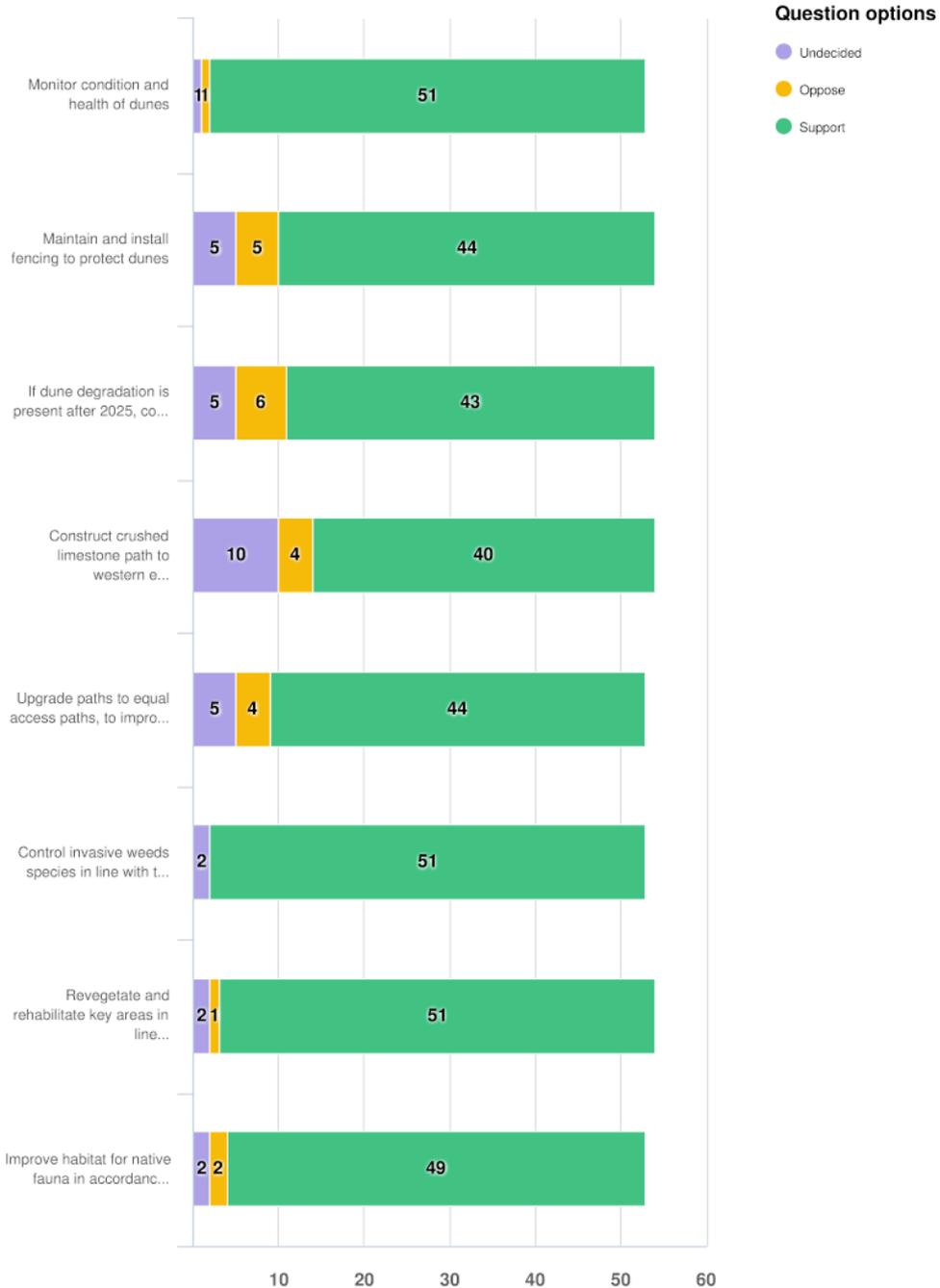


September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

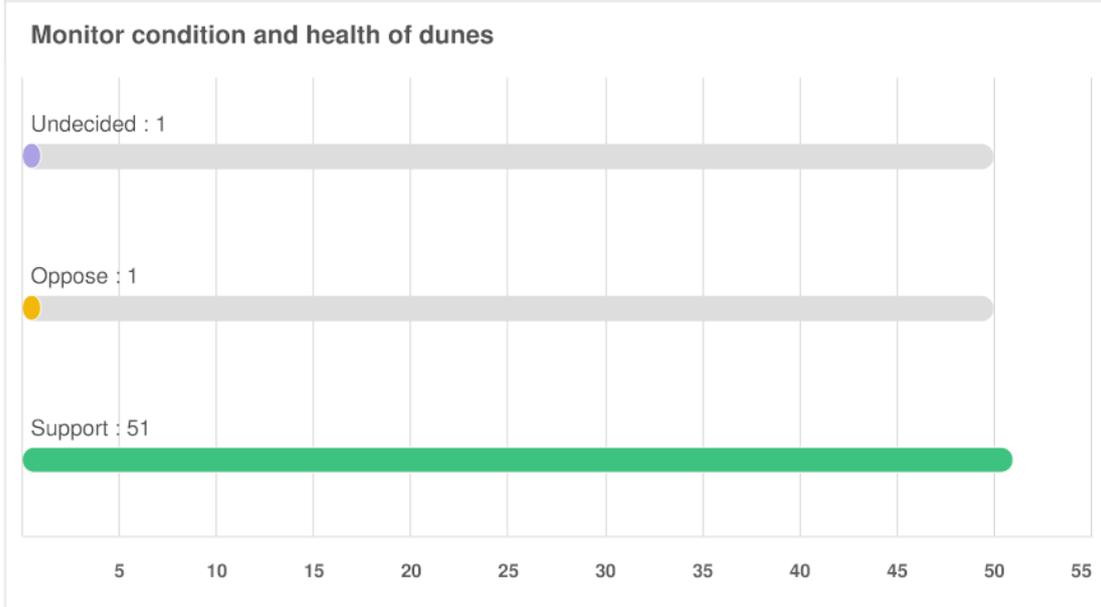
Q1 Beach dunes provide critical protection against long and short term erosion. The following actions relate to dune preservat...



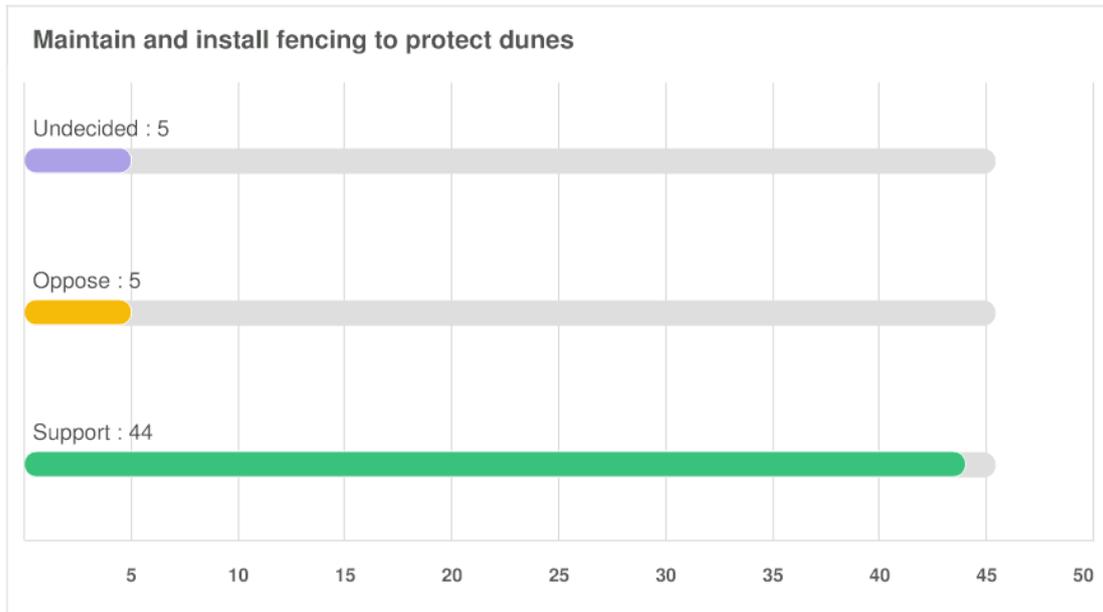
Optional question (54 response(s), 0 skipped)
Question type: Likert Question

September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

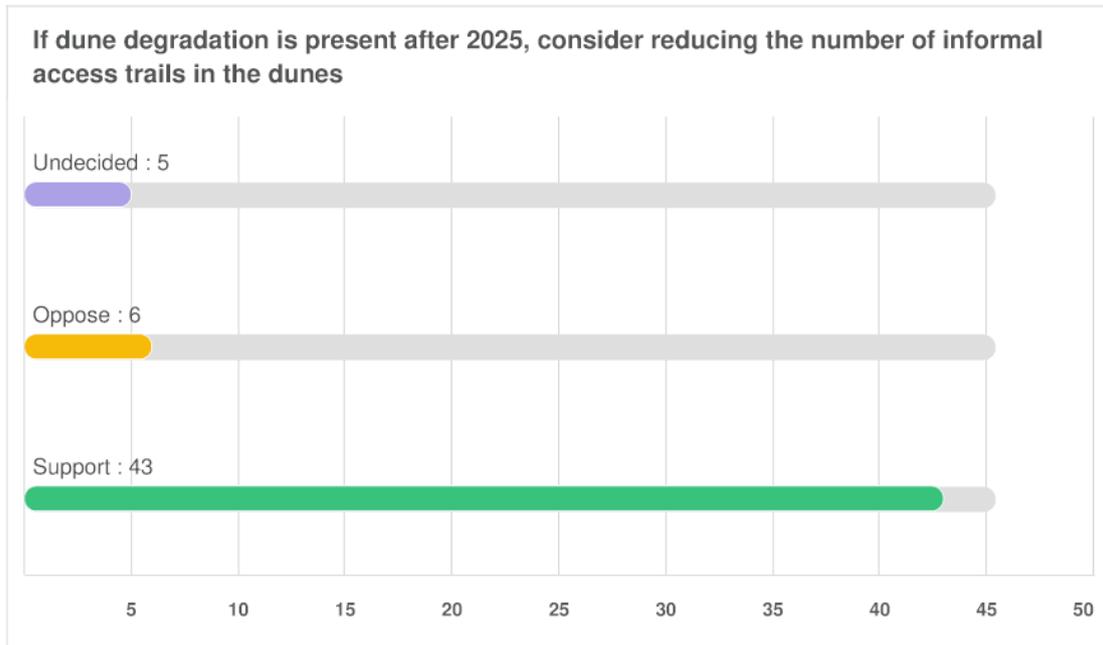
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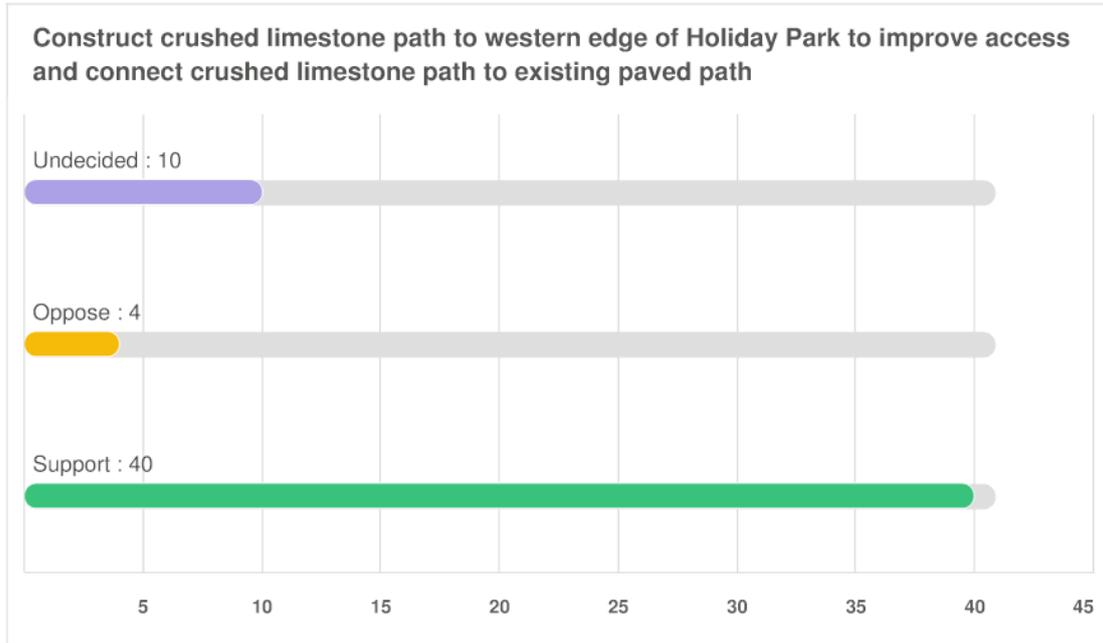
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



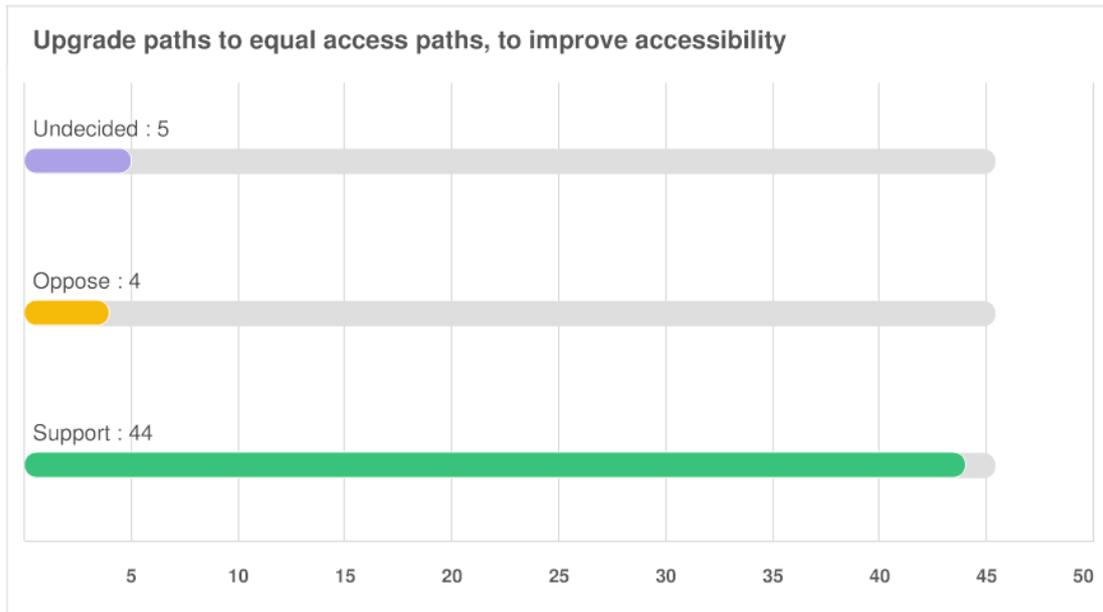
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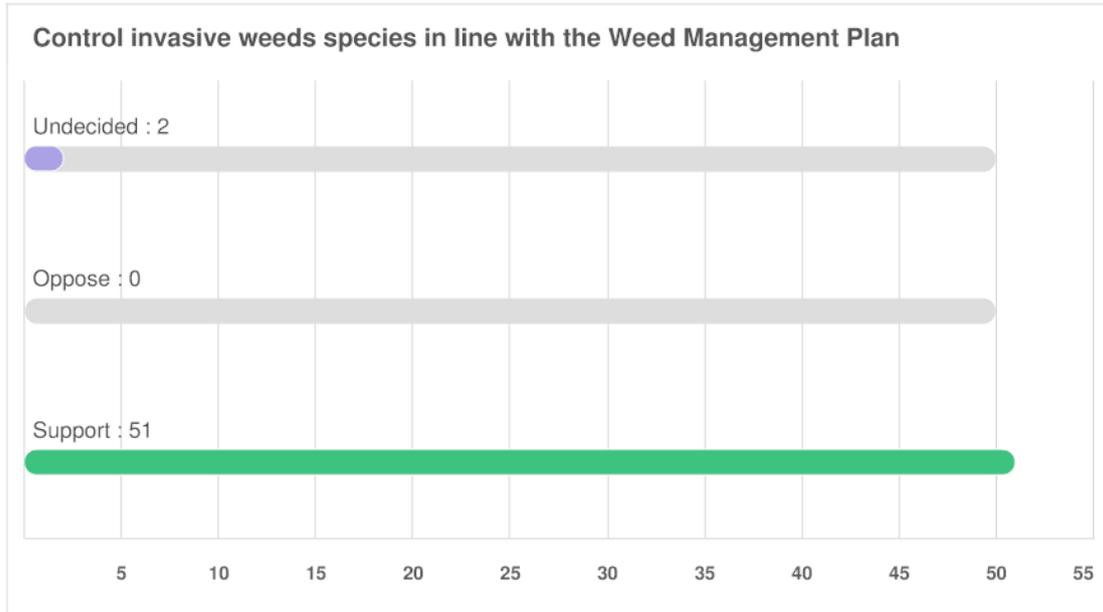
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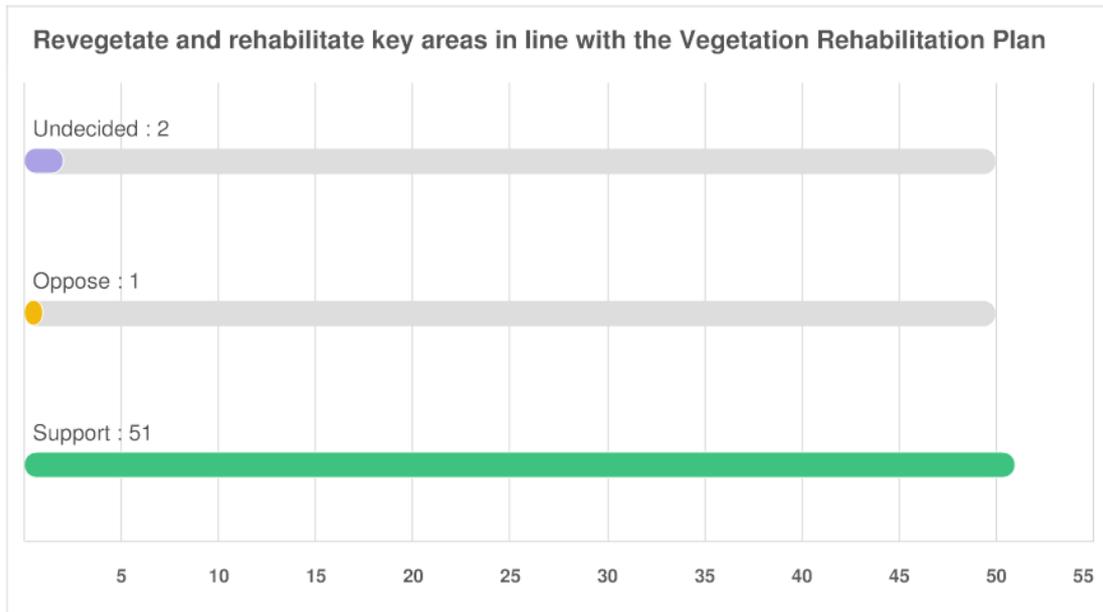
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



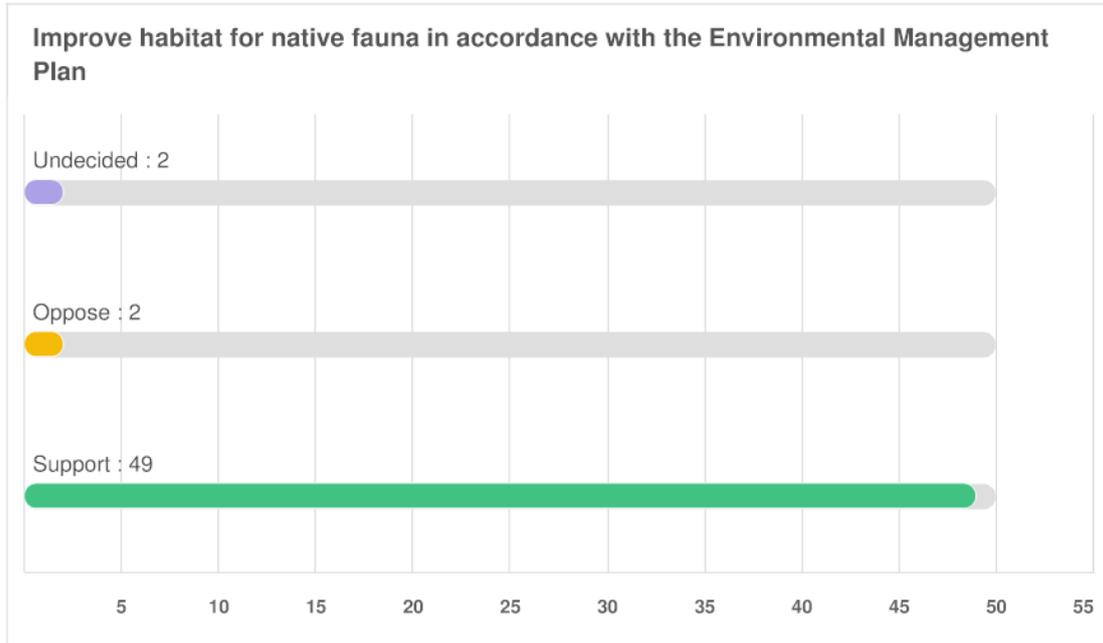
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



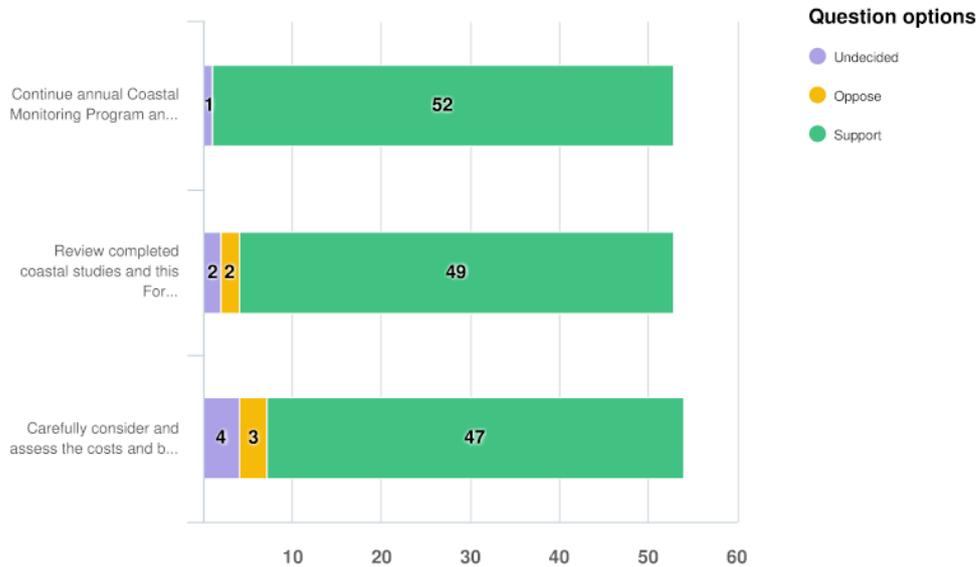
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



Q2 Scenarios may change over time, so some actions in the Plan are meant to be flexible. This allows final decisions to be mad...

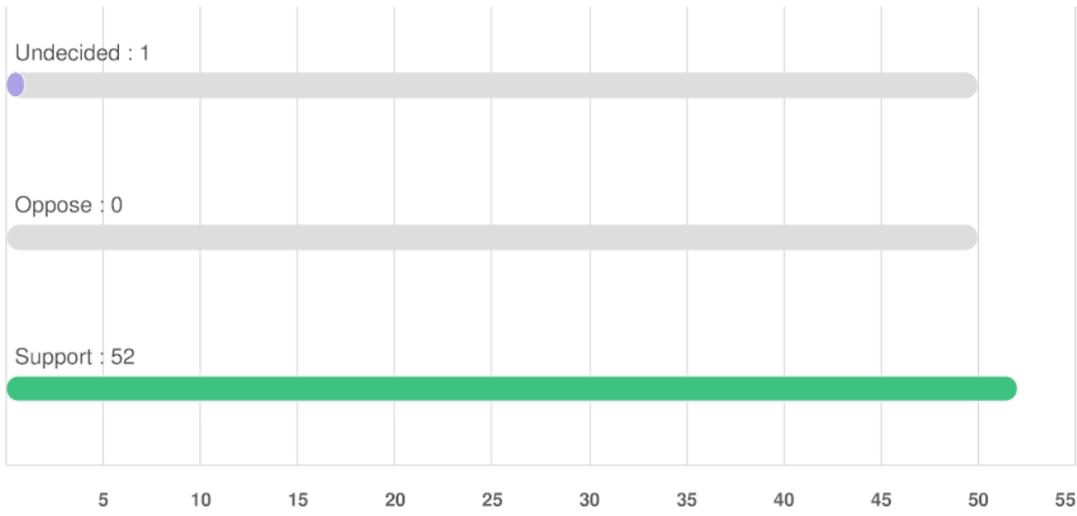


Optional question (54 response(s), 0 skipped)
Question type: Likert Question

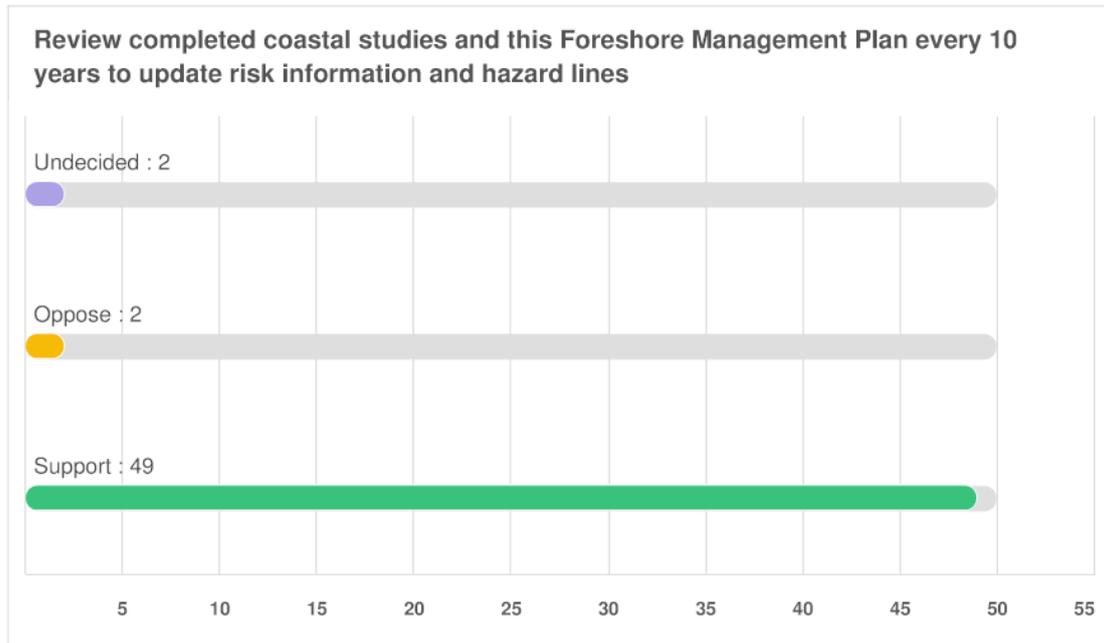
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

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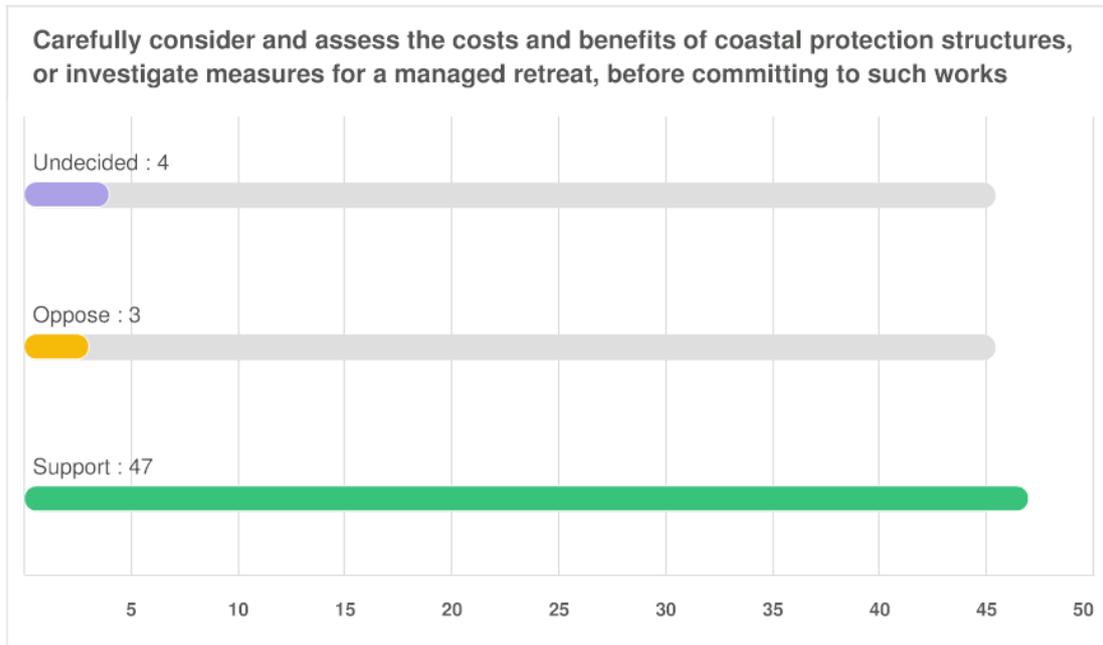
Continue annual Coastal Monitoring Program and incorporate annual review of trigger points



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

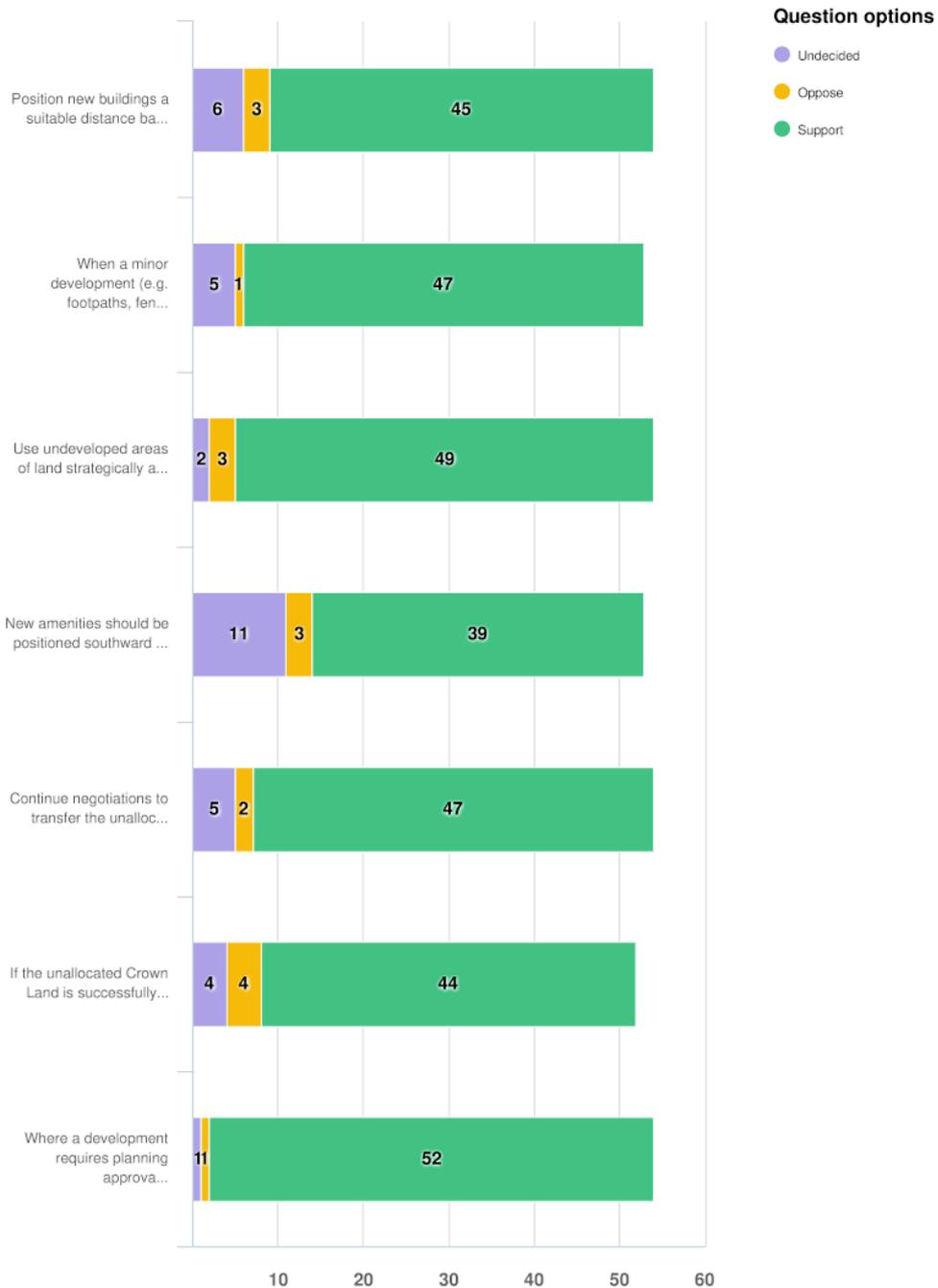


September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

Q3 The Plan provides guidance on how new buildings or developments on the foreshore should be considered, given the potential ...

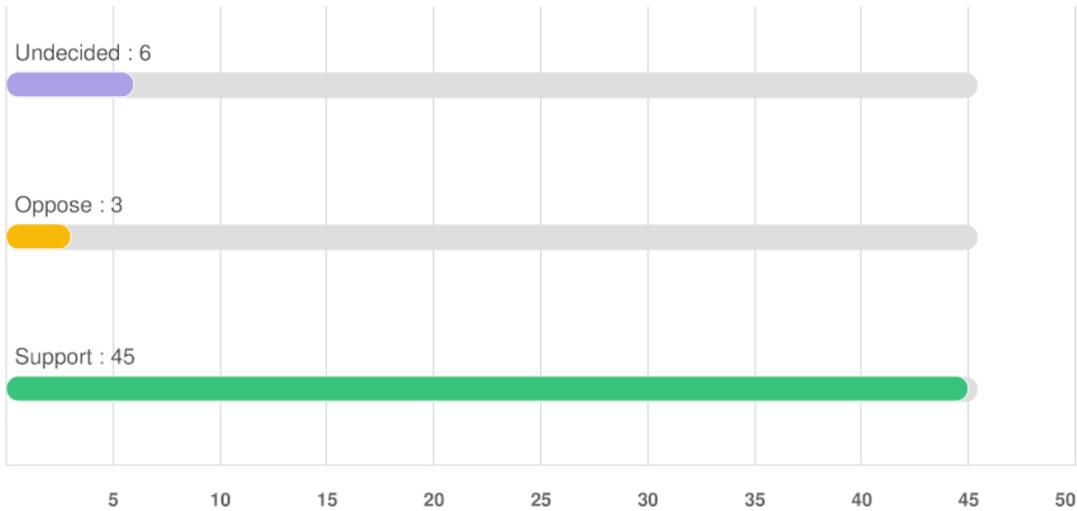


Optional question (54 response(s), 0 skipped)
Question type: Likert Question

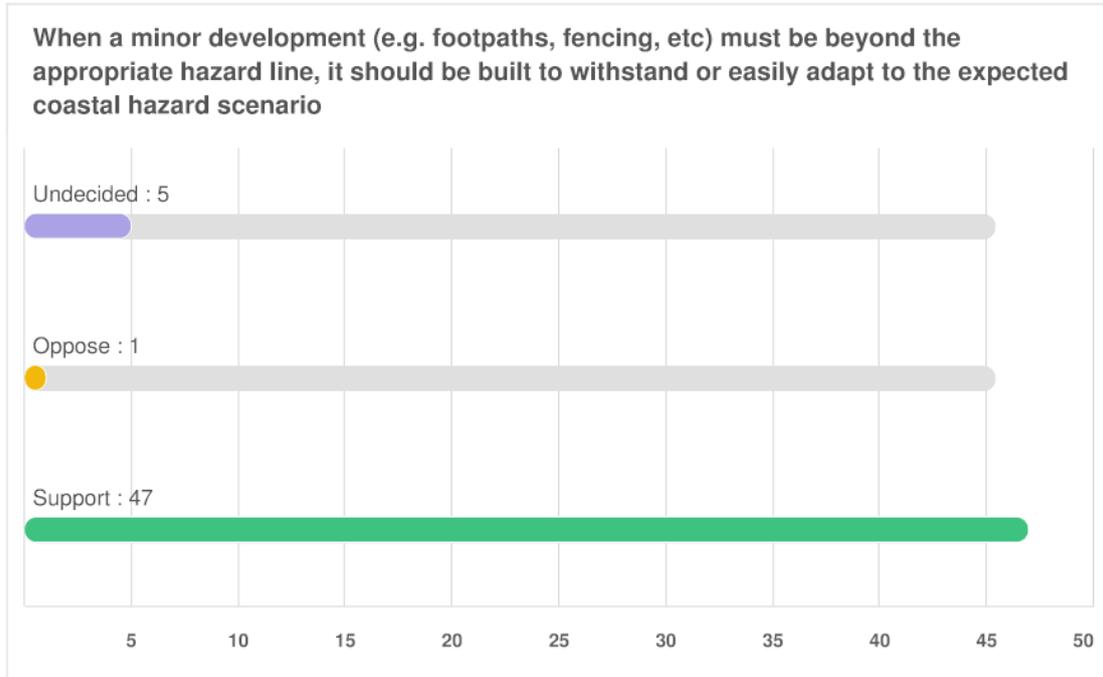
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

Q3 The Plan provides guidance on how new buildings or developments on the foreshore should be considered, given the potential ...

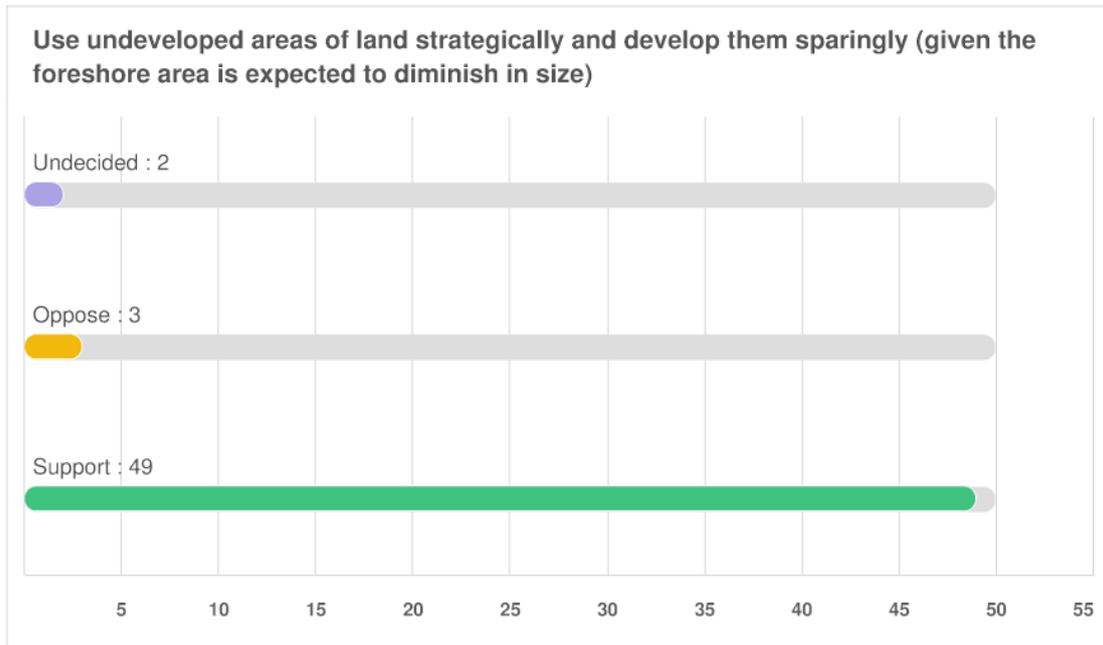
Position new buildings a suitable distance back from the coastline, considering their intended lifespan



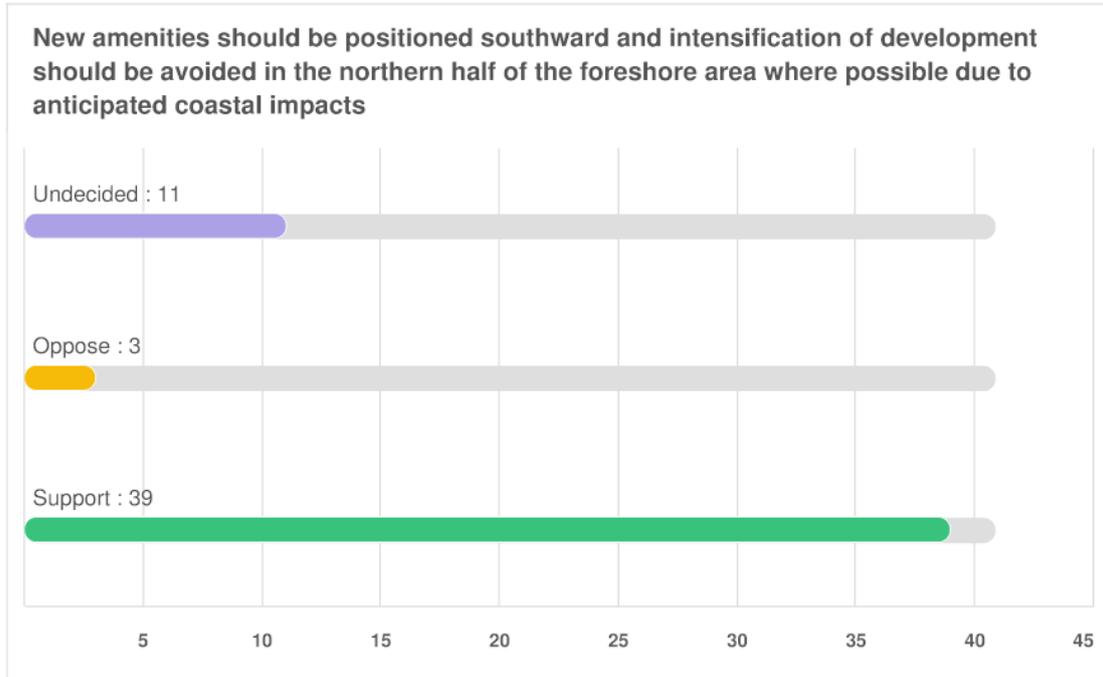
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



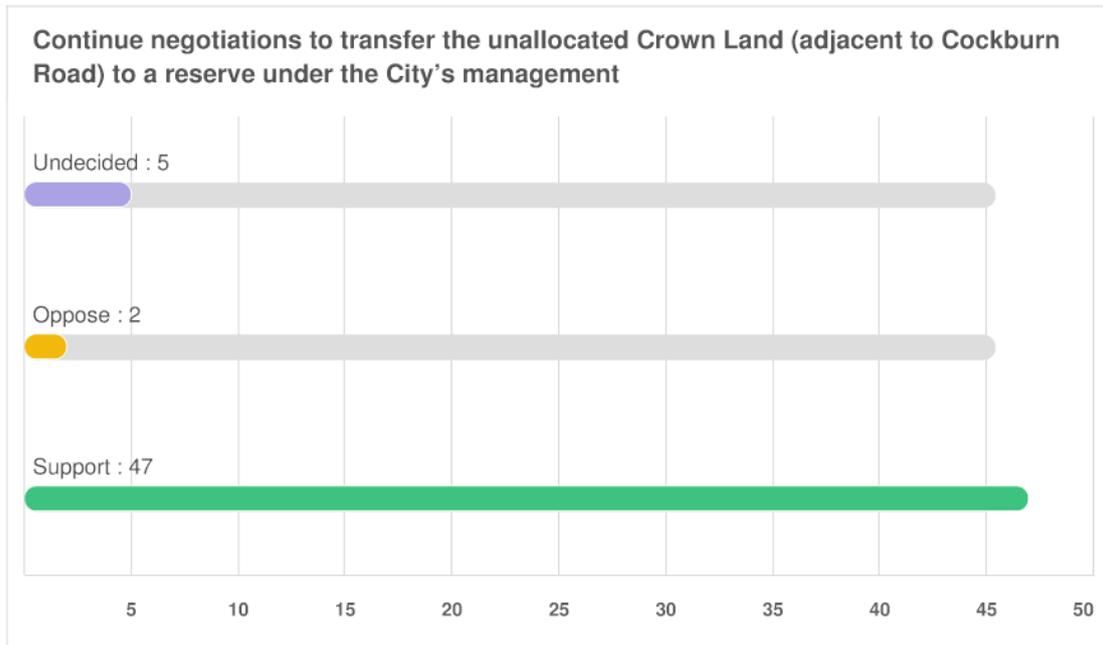
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



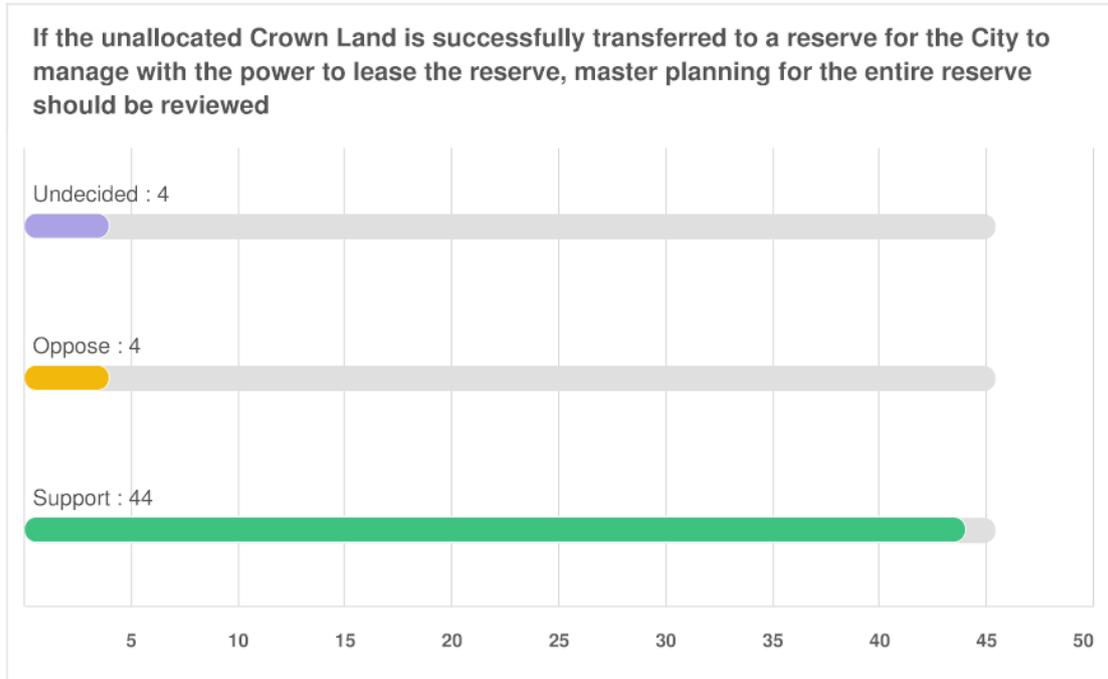
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



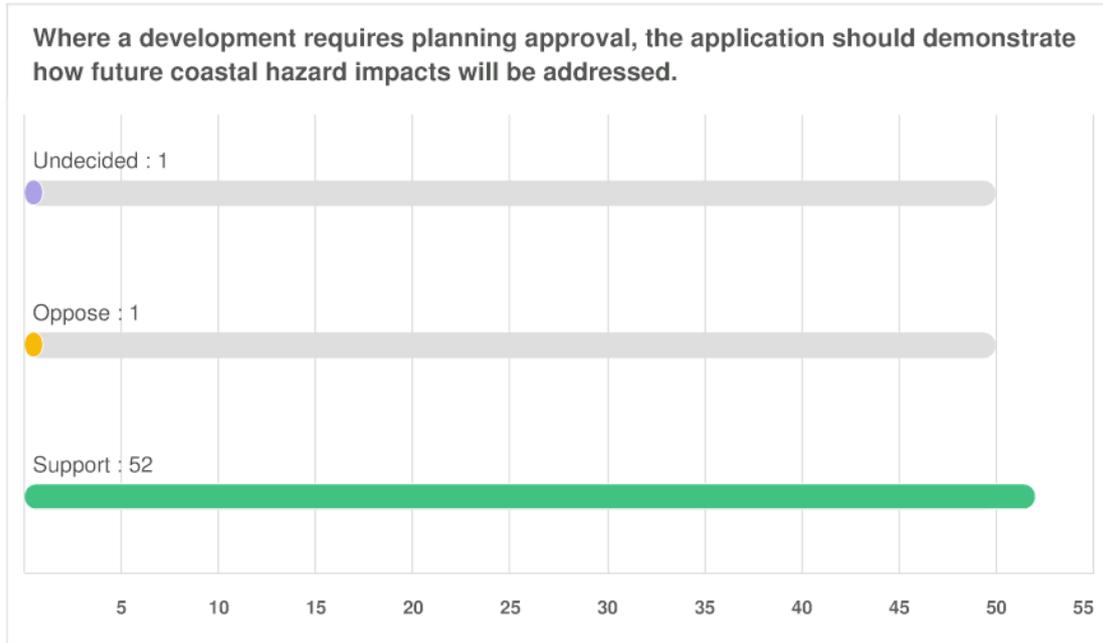
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



Q4 At Port Coogee and C.Y. O'Connor Beach, the City occasionally sources and transports sand to replace what is lost through e...



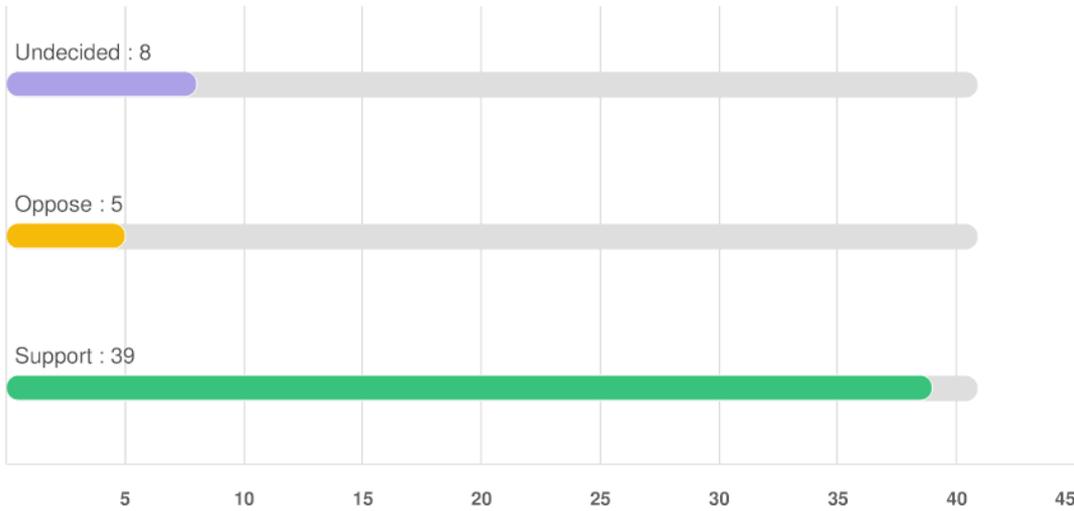
Optional question (53 response(s), 1 skipped)
Question type: Likert Question



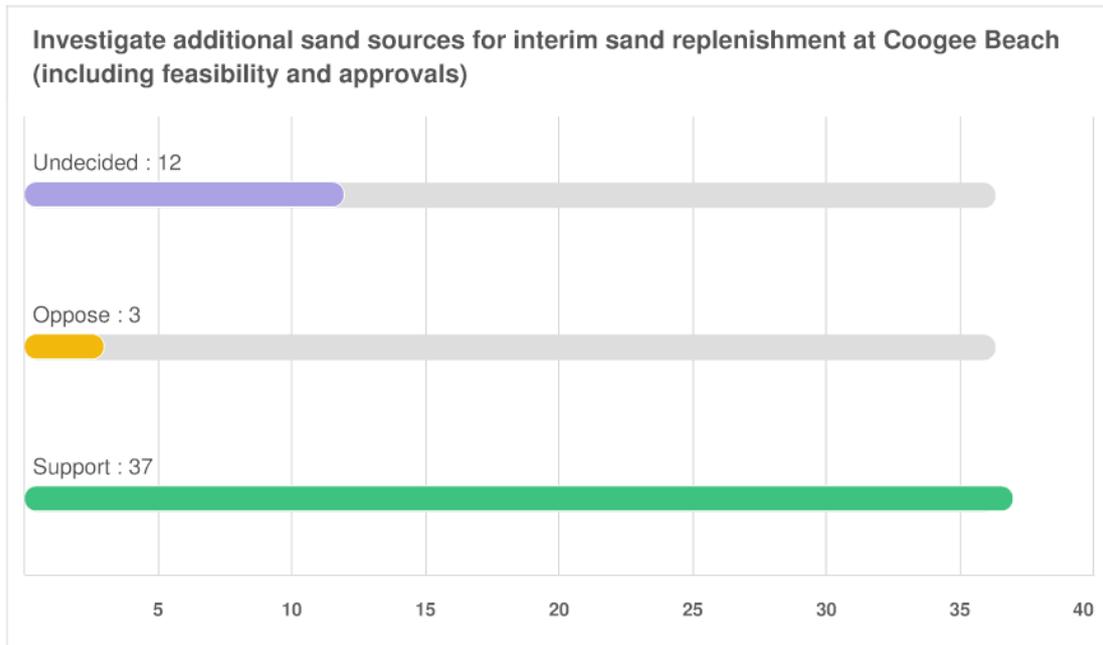
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

Q4 | At Port Coogee and C.Y. O'Connor Beach, the City occasionally sources and transports sand to replace what is lost through e...

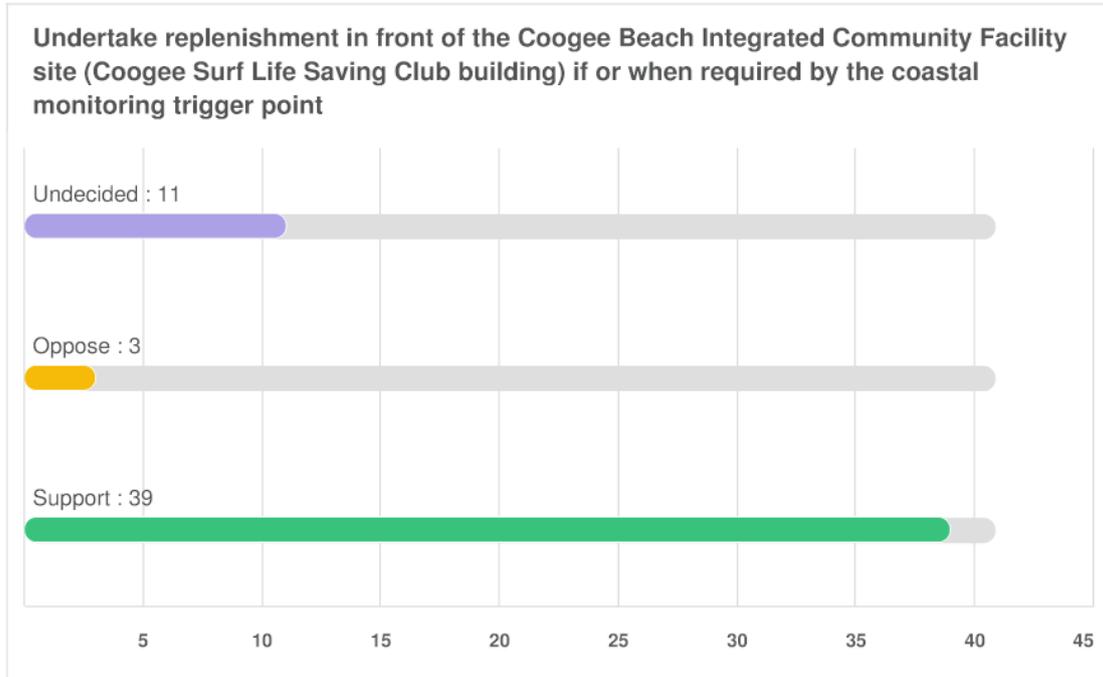
Continue 3-yearly Port Coogee sand bypassing works with necessary target quantities to prevent shoreline recession south of Port Coogee



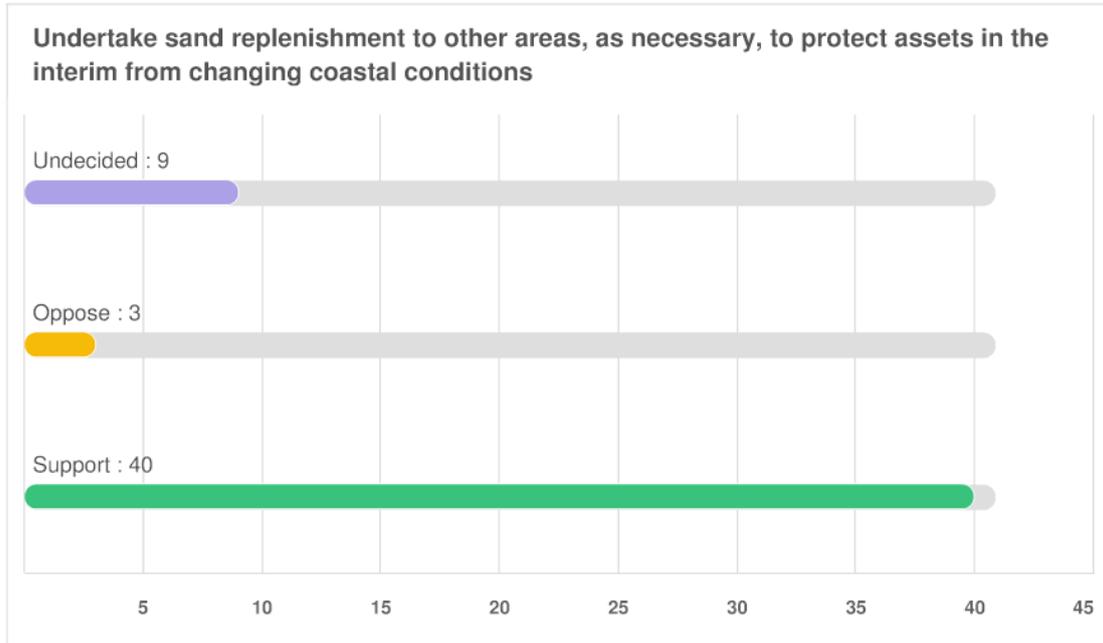
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



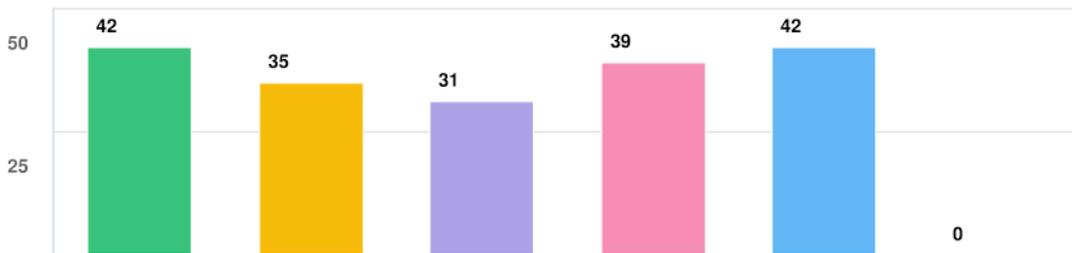
September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020



Q5 Coogee Beach Jetty(please select any actions you support)



Question options

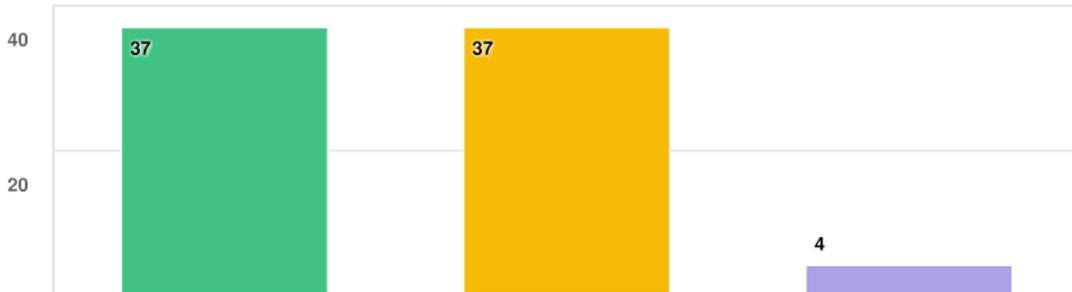
- I do not support any of the above actions
- Adapt the jetty design to coastal changes over the long term or rebuild it at end of it's useful life in accordance with coastal changes
- Upgrades need to consider the jetty's useful lifespan
- Reconfigure the asphalt access way to the jetty to improve access and maintenance costs
- Install accessibility ramp and close the unviable ramp currently there
- Monitor usability of the jetty

Optional question (54 response(s), 0 skipped)
Question type: Checkbox Question



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Q6 Coogee Beach Integrated Community Facility (the surf club building)(please select any actions you support)

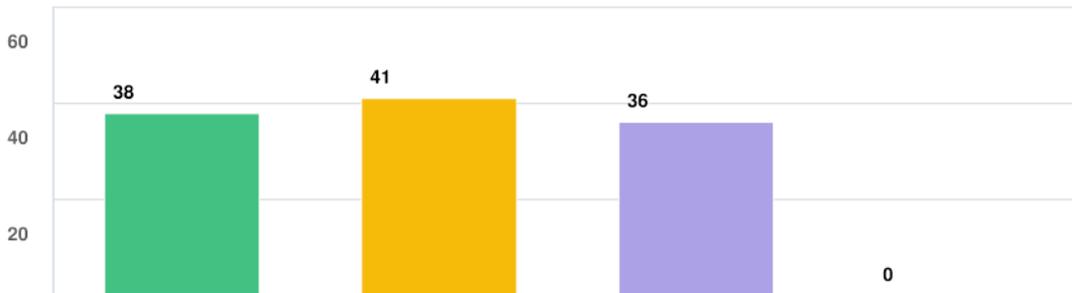


Question options

- I do not support any of the above actions
- When erosion risks can no longer be viably managed through sand replenishment, install hard protection (e.g. sea wall) or rebuild at alternative site at end of useful life
- Protect with a 30m dune buffer maintained via sand replenishment as necessary

Optional question (52 response(s), 2 skipped)
Question type: Checkbox Question

Q7 Car Parks and Site Access(please select any actions you support)



Question options

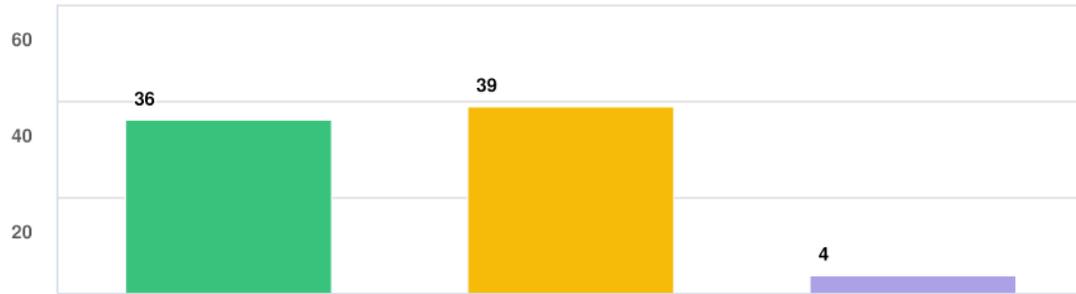
- I do not support any of the above actions
- Develop a long term master plan to assess suitable locations for assets requiring retreat including possible locations nearby but outside the foreshore area
- Advocate for improved public transport and pedestrian links
- Monitor and maintain a 40m dune width

Optional question (53 response(s), 1 skipped)
Question type: Checkbox Question



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Q8 Minor Structures(please select any actions you support)

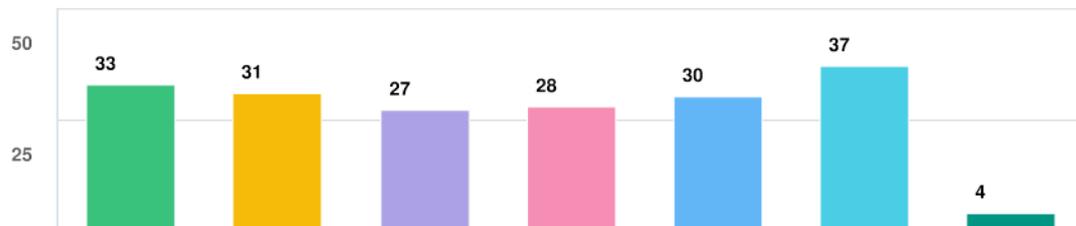


Question options

- I do not support any of the above actions
- Facilitate a movable observation tower in coordination with Coogee Beach Surf Life Saving Club and adjust as required
- Move structures further inland when they become unviable in their current locations due to increasing erosion, or at their end of useful life (whichever is first)

Optional question (54 response(s), 0 skipped)
Question type: Checkbox Question

Q9 Holiday Park Infrastructure(please select any actions you support)



Question options

- I do not support any of the above actions
- Monitor shoreline movements in coastal monitoring program
- Ensure leasing arrangements reflect risks and hazards present for the property and controls in place
- Plan a managed retreat for the future (repositioning of assets) to maintain a 40m public foreshore reserve width and undertake any necessary rehabilitation to dunes
- Staged repositioning (to behind the buffer line) as existing permanent assets reach end of useful life

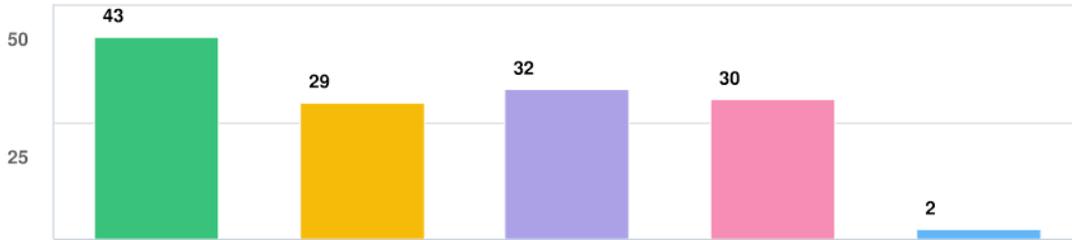
▲ 1/2 ▼

Optional question (51 response(s), 3 skipped)
Question type: Checkbox Question



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

Q10 | **Perlinte View (please select any actions you support)**

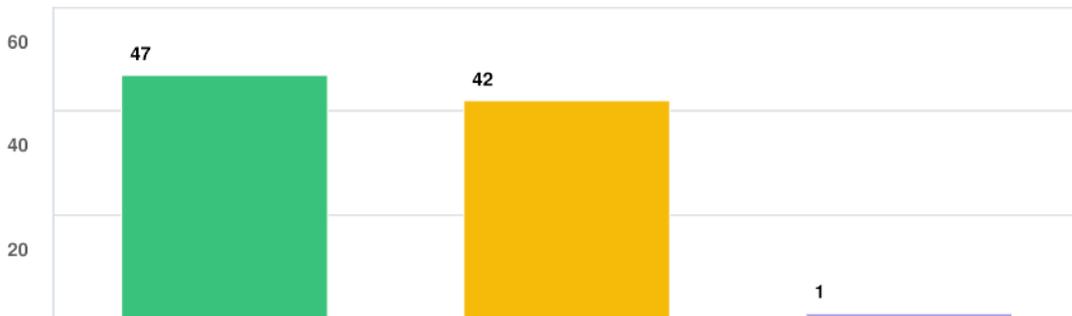


Question options

- I do not support any of the above actions
- Conduct a detailed assessment of costs and benefits to confirm if construction of protection structures is still preferred strategy to manage erosion risks at this location
- Investigate and assess funding options for erosion adaptation measures for Perlinte View and consider establishing a reserve fund for this purpose
- Monitor beach and dune width as part of coastal monitoring program
- Implement adaptation measures when the appropriate trigger point is reached

*Optional question (52 response(s), 2 skipped)
Question type: Checkbox Question*

Q11 | **Waste Collection (please select any actions you support)**



Question options

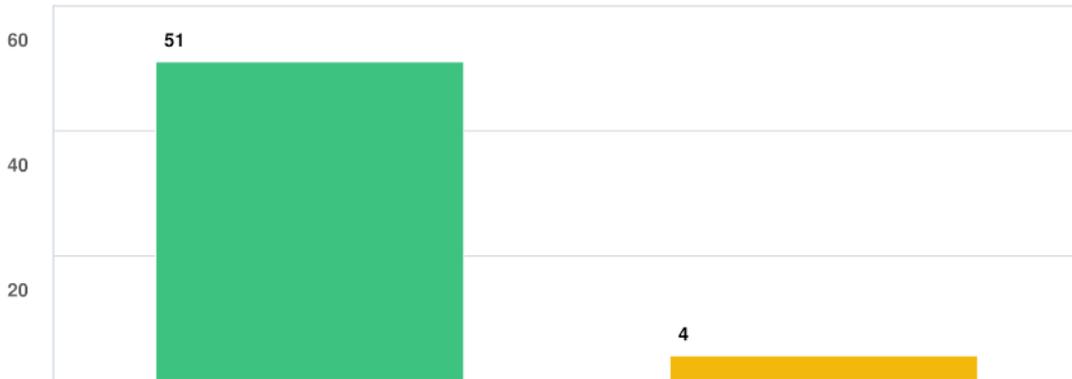
- I do not support any of the above actions
- Adapt bin locations and collection schedules as required to respond to erosion and seasonal use
- Continue beach bin trial on permanent basis

*Optional question (54 response(s), 0 skipped)
Question type: Checkbox Question*



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

Q12 CCTV(please confirm if you support the following action):Maintain and expand CCTV network at Coogee Beach in accordance wit...

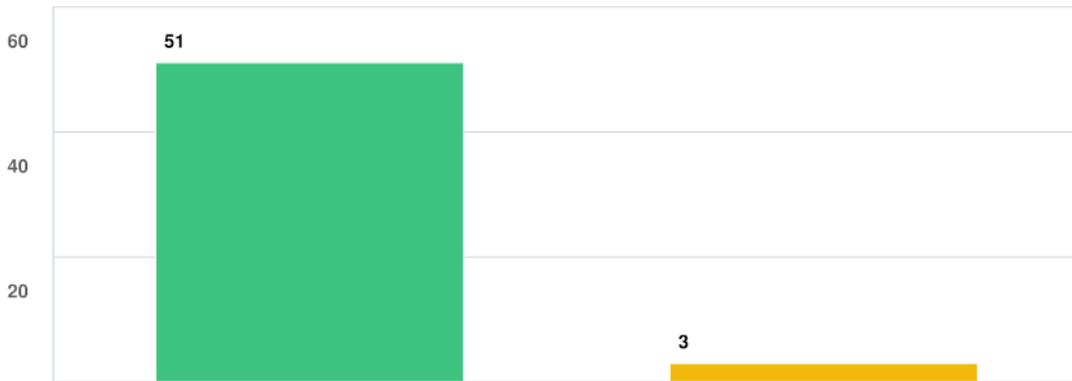


Question options

- No
- Yes

Optional question (54 response(s), 0 skipped)
Question type: Checkbox Question

Q13 Coogee Beach Cafe Building(please confirm if you support the following action):Maintain and position any extensions or rede...



Question options

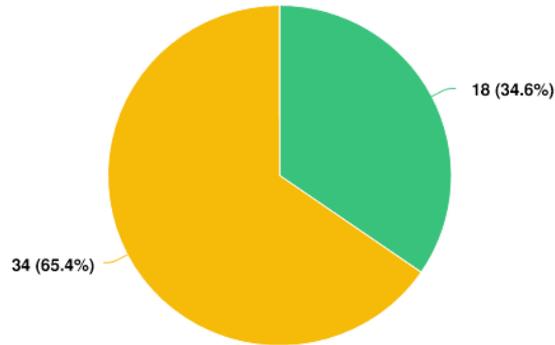
- No
- Yes

Optional question (54 response(s), 0 skipped)
Question type: Checkbox Question



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

Q14 Is there anything missing from the Plan that requires consideration?



Question options

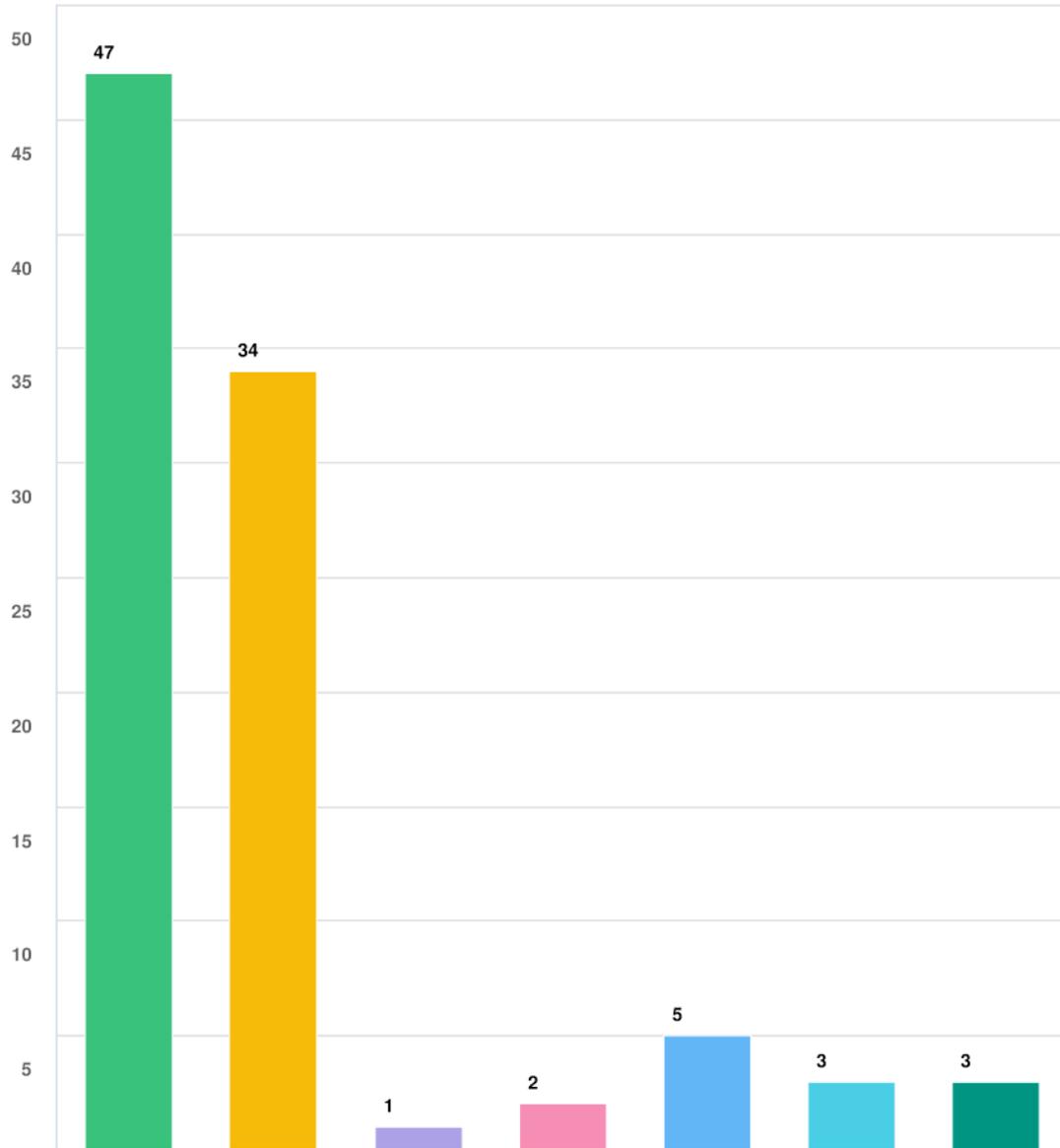
- No
- Yes

*Optional question (52 response(s), 2 skipped)
Question type: Radio Button Question*



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

Q15 What is your relationship to Cockburn?



Question options

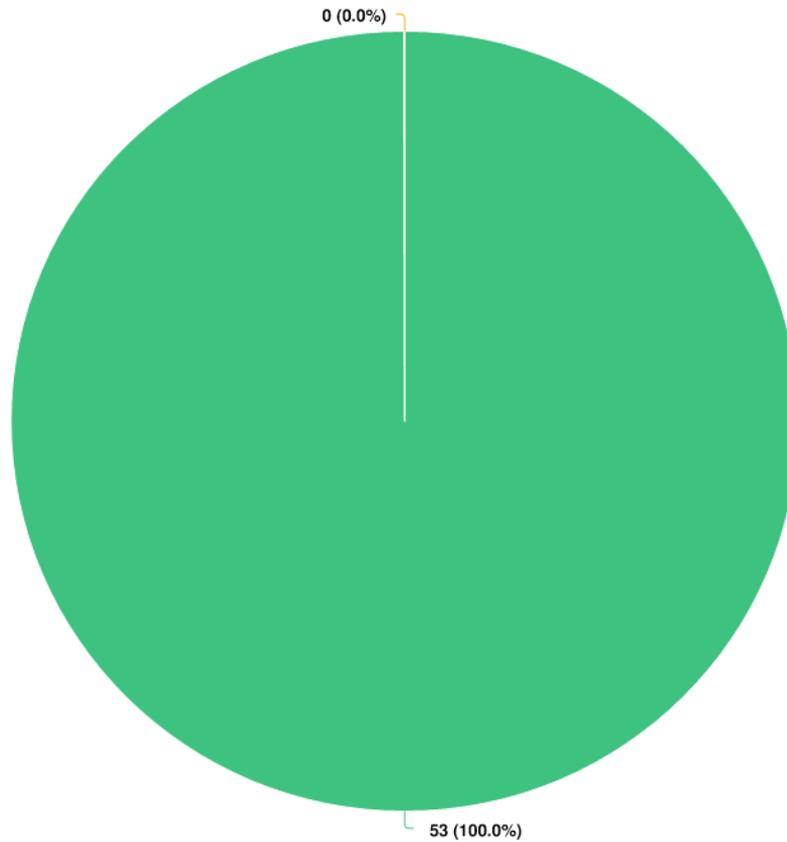
- Other (please specify)
- City of Cockburn staff
- Work in Cockburn
- Business owner/operator
- Visitor
- Ratepayer
- Resident

Optional question (54 response(s), 0 skipped)
Question type: Checkbox Question



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

Q16 Are you completing this survey on behalf of a business, group, government body or organisation?



Question options

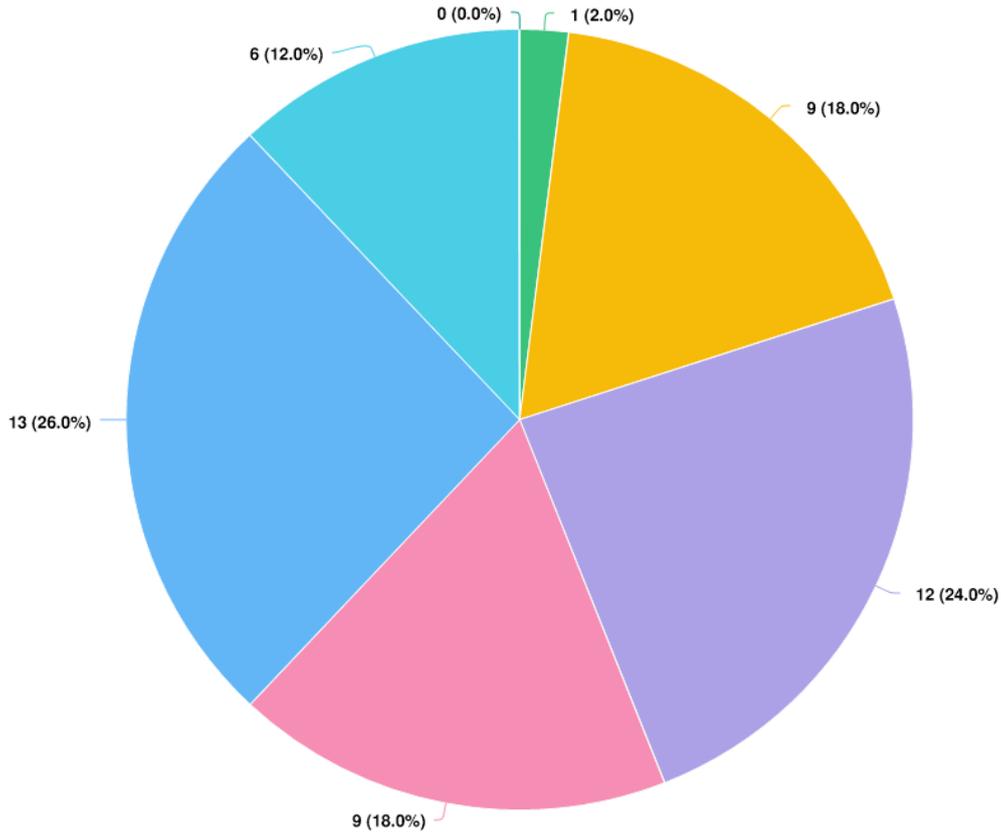
- Yes
- No

Optional question (53 response(s), 1 skipped)
Question type: Radio Button Question



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Q17 Age:



Question options

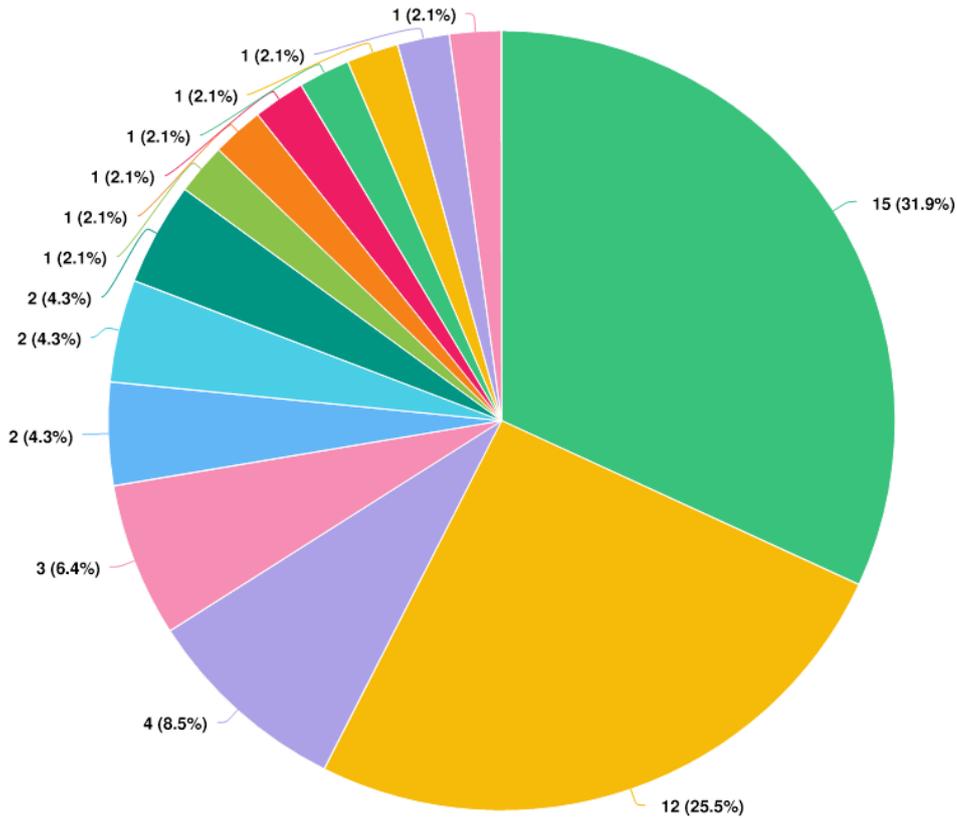
- Under 18
- 66 +
- 56 - 65
- 46 - 55
- 36 - 45
- 26 - 35
- 18 - 25

Optional question (50 response(s), 4 skipped)
Question type: Dropdown Question



September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

Q18 Suburb:



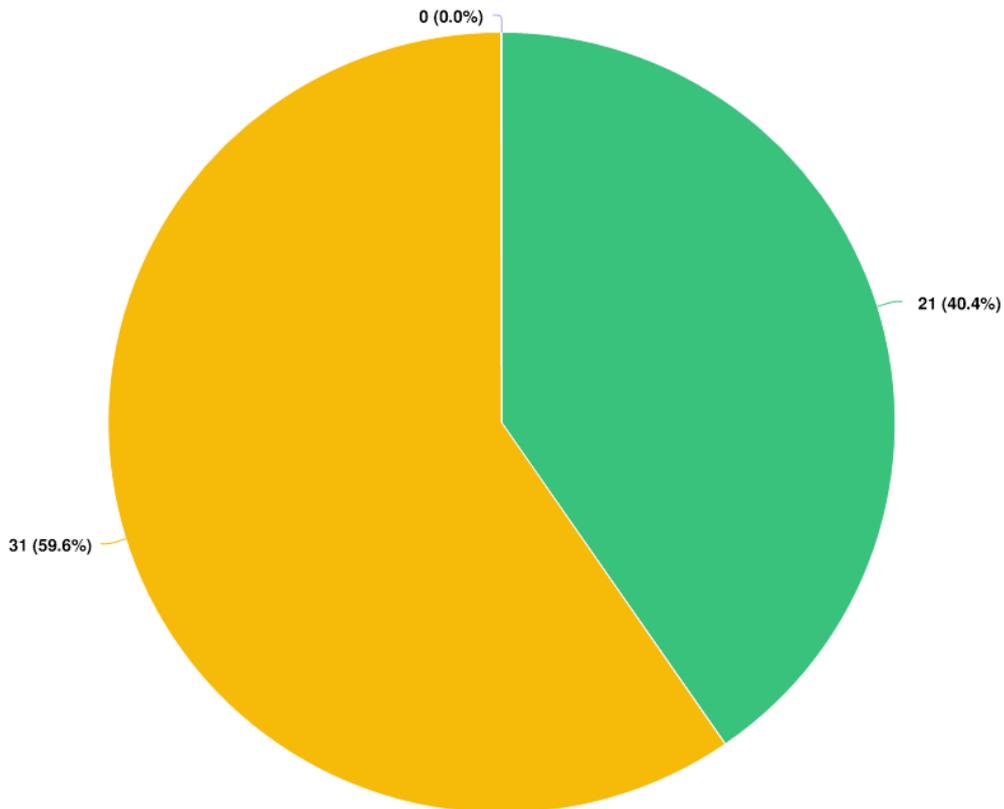
Question options

- LAKE COOGEE, WA COCKBURN CENTRAL, WA BEELIAR, WA HAMMOND PARK, WA HILTON, WA
- AUBIN GROVE, WA SUCCESS, WA TREEBY, WA HAMILTON HILL, WA YANGEBUP, WA
- ATWELL, WA SPEARWOOD, WA NORTH COOGEE, WA COOGEE, WA

Optional question (47 response(s), 7 skipped)
Question type: Region Question

September 2020: Comment on Draft Plan : Survey Report for 03 September 2020 to 29 September 2020

Q19 Gender:



Question options

- Other
- Female
- Male

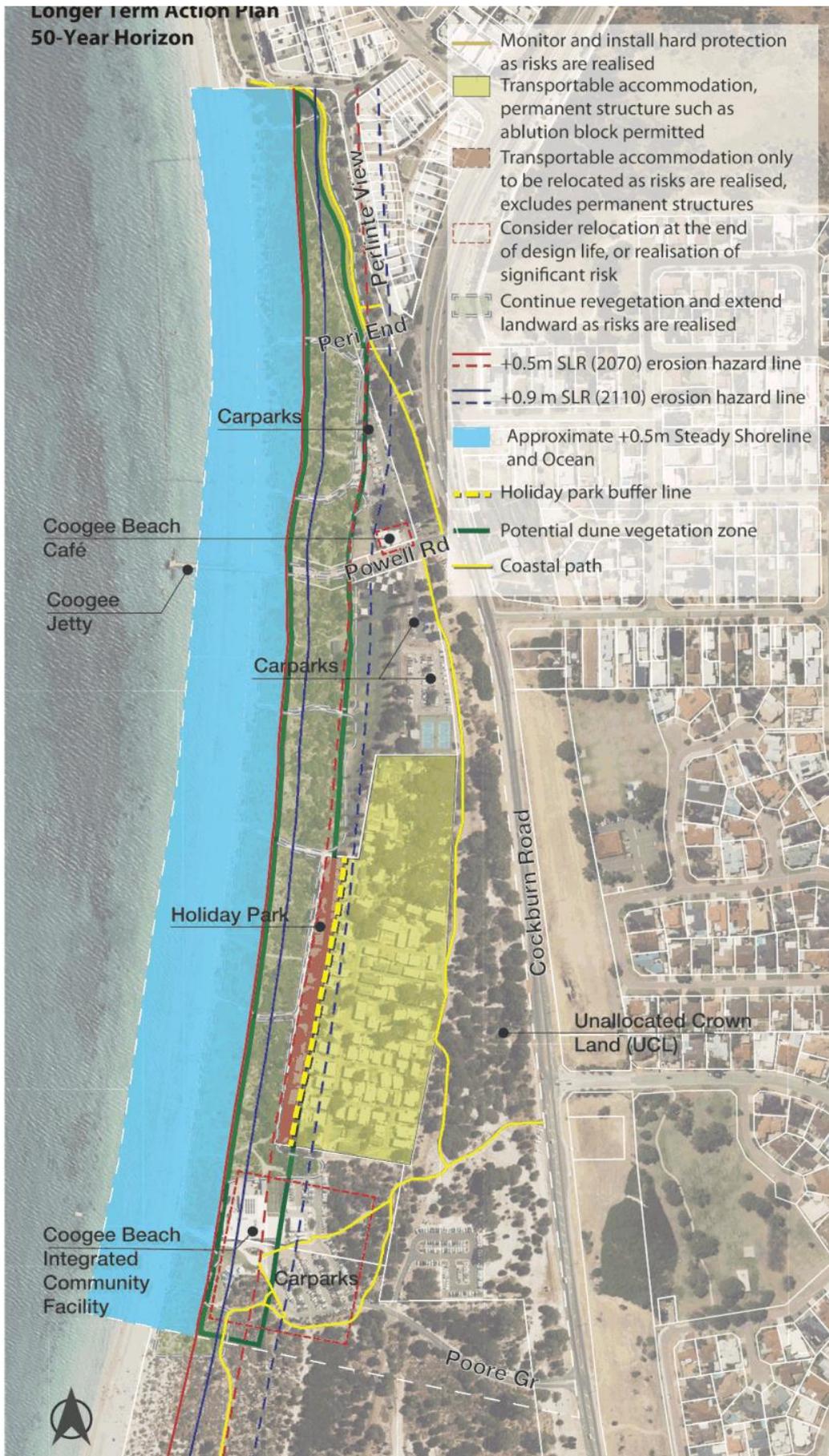
Optional question (52 response(s), 2 skipped)
Question type: Radio Button Question



Appendix D – Implementation Plans









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 21/https://projectsportal.ghd.com/sites/pp18_04/cityofcockburncoogee/ProjectDocs/12523367-REP-2_City of Cockburn Coogee Beach FMP.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
A	N Hoey R O'Keeffe	D Horn	On file	D Horn	On file	09.04.2020
B	G Bertrand X Byrne R O'Keeffe	D Horn	On file	D Horn	On file	18.06.2020
0	G Bertrand X Byrne R O'Keeffe	D Horn	On file	D Horn	On file	14/08/2020
1	R O'Keeffe	D Horn	On file	D Horn	On file	26/08/2020
2	G Bertrand	D Horn	On file	D Horn	On file	16/10/2020
3	G Bertrand	D Horn		D Horn		28/10/2020



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**16.7 (2020/MINUTE NO 0237) NON-COMPLIANT CROSSOVERS
INSTALLED AT 49 CASTELLON CRESCENT, COOGEE**

Author	J Kiurski
Attachments	<ol style="list-style-type: none"> 1. Crossover Construction Application (CONFIDENTIAL) 2. Non Compliance Letter - August 2018 (CONFIDENTIAL) 3. Non Compliance Letter - January 2019 (CONFIDENTIAL) 4. Kott Gunning Advice Letter (CONFIDENTIAL) 5. City Response to Crossover Construction Application (CONFIDENTIAL)

RECOMMENDATION

That Council:

- (1) note the report, and
- (2) issue the Notice under Regulation 13 of the Uniform Local Provisions (ULP) Regulations to the owner of 49 Castellon Crescent, Coogee requiring the owner to construct or repair the crossover and damaged footpath in accordance with the City's specifications.

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr T Widenbar

That the recommendation be adopted.

CARRIED UNANIMOUSLY 9/0

Background

The owner of the property at 49 Castellon Crescent, Coogee lodged an application for approval to construct the two crossovers on either side of the property frontage on 20 February 2018. In the application submitted to the City, the owner advised the crossovers would be constructed by removing the City's brick paved footpath and the full concrete driveway in both locations (refer Attachment 1).

By letter dated 19 March 2018, the City advised the applicant that the application had not been approved, primarily due to the applicant's intention to remove the footpath and replace it as part of an overall combined concrete crossover and driveway. The City provided a copy of the City's detailed specifications for the installation of crossovers to assist the applicant (refer Attachment 2).

Although the non-approval was given by the City, the applicant proceeded to install the two crossovers on either side of the property frontage, by removing the existing City footpath and laying a combined aggregate driveway to the carport of the house, and the second



driveway up to the footpath along the side boundary with 47 Castellon Crescent.

The subject site of this report is 49 Castellon Crescent, Coogee (refer Figure 1 below).

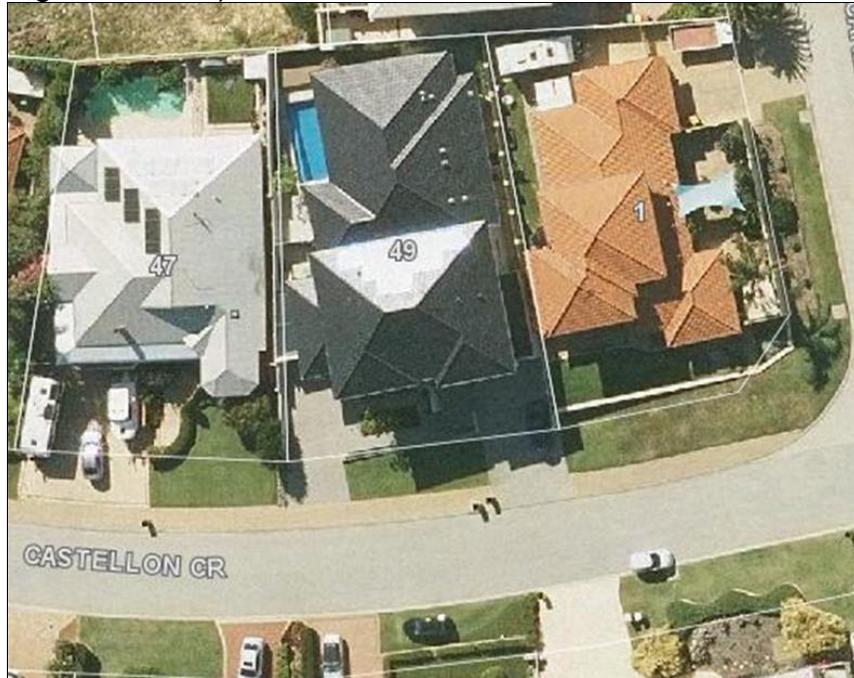


Figure 1

Submission

A customer request from the owner of 47 Castellon Crescent was received in August 2018, requesting the City's action and resolution of storm water from 49 Castellon Crescent running into the garden of his property due to the significant side slope of the new driveway constructed in 49 Castellon Crescent.

Report

Under the provisions of Schedule 9.1, clause 7 of the *Local Government Act 1995* and the *Local Government (Uniform Local Provisions) Regulations 1996*, landowners must make application to the City of Cockburn for approval to construct a crossover. Crossovers must be constructed to the satisfaction of the City of Cockburn.

The owner of the property at 49 Castellon Crescent, Coogee lodged an application for approval to construct the two crossovers on either side of the property on 20 February 2018.

The application for the proposed crossovers had not been approved because the proposal is not compliant with the City's Crossover Specifications. According the Crossover Specifications, the crossovers are to be constructed without removing the footpath, the footpath is to remain as part of the connective network providing pedestrians and bicycle users safe passage.



On August 2018, the City was notified of the removal of the footpath and extension of the driveway at 49 Castellon Crescent, which caused a safety hazard for pedestrians using the footpath. A complaint has been submitted to the City regarding storm water runoff.

The City inspected the site and found that the crossover at 49 Castellon Crescent failed to meet the standards set in the City's Crossover Specifications.

Non-compliant matters at 49 Castellon Crescent, Coogee include:

- Removal of the footpath as stated in the attached Crossover Specification (page 5, section 2.1.5),
- Non-compliant boundary offset from property boundary on either side of properties at 47 Castellon Crescent and 1 Careening Way (page 8, section 2.6.2),
- Non-compliant boundary offset from utilities, such as Western Power Dome (page 8, section 2.6.5),
- Location of crossover interferes with the Non Trafficable Sewerage Access Chamber (confirmed by Water Corporation),
- Failure to meet Policy for second crossover (page 10, section 2.10.1),
- Width of crossovers exceeds width requirements (page 10, section 2.11.1),
- Failure to supply adequate drainage of stormwater on both crossovers.

The City wrote to the owner on two separate occasions with identical letters dated 27 August 2018 (refer Attachment 3) and 8 January 2019 (refer Attachment 4), outlining the non-compliance and requesting the owner to remedy the non-compliance.

Until now, the owner has not responded to or attempted to rectify the crossovers as requested by the City. In July 2020, the City sought legal advice from Kott Gunning on its options/remedies regarding the non-compliant crossovers installed at 49 Castellon Crescent, Coogee.

Kott Gunning noted that the Local Government Act/ Regulations may authorise Notice in regard to crossovers (Attachment 6). By the Schedule 9.1, clause 7(3) of the *Local Government Act 1995* provides that:

Regulations may authorise a local government to require a person to make or repair a crossing from a public thoroughfare to —

- '(a) private land that the person owns or occupies; or*
- (b) a private thoroughfare serving private land that the person owns or occupies,*

and, if the person fails to do so, to do so itself and recover 50% of the cost as a debt due from the person.'



In addition, Kott Gunning considers the Uniform Local Provisions Regulations and explained it in full below:

'(1) A local government may, subject to regulation 14(2), give a person who is the owner or occupier of private land a notice in writing requiring the person to construct or repair a crossing from a public thoroughfare to the land or a private thoroughfare serving the land.

(2) If the person fails to comply with the notice, the local government may construct or repair the crossing as the notice required and recover 50% of the cost of doing so as a debt due from the person.

(3) A person given a notice under subregulation (1) must comply with the notice.

Penalty: a fine of \$5 000'

Regulation 13 of the ULP Regulations will allow the City to issue a Notice to the owner requiring the owner to construct or repair the crossover in accordance with the City's specifications. Pursuant to regulation 13 the City may proceed to:

- 'a) construct or repair the crossover in accordance with the particulars set out in the notice given to the owner; and*
- b) demand 50% of the City's cost of doing so as a debt due from the owner.'*

Kott Gunning is of the opinion the ULP Regulation 13 is the preferred way by which to address the matter. They advised that if this process is to be pursued, the City needs to ensure that the delegation/authorisation to issue a notice under Regulation 13 is correctly in place under the legislation.

There is no specific Delegated Authority from Council which covers this statutory provision from being carried out administratively, but it could be triggered by the Acting Through provisions of the Act. However, given the nature of the issue and the amount of time which has elapsed, it was recommended that the matter be taken to Council for a resolution.

Strategic Plans/Policy Implications

Community, Lifestyle and Security

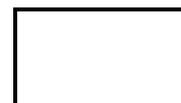
A vibrant healthy, safe, inclusive and connected community.

- Facilitate and advocate for increased community safety.

Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Ensure good governance through transparent and accountable, planning, processes, reporting, policy and decision making.
- Listen to, communicate, consult and engage with our residents, businesses and community in a timely, open and collaborative manner.



Budget/Financial Implications

City Officers have estimated the legal advice from Kott Gunning for their options and remedies regarding non-compliant crossovers installed at 49 Castellon Crescent Coogee could cost in the order of \$6,000, excluding GST, and would be funded in the 2020/21 operational works program by using the account for Crossover –Private Works OP8515.

Legal Implications

Under section 3.25 of the *Local Government Act 1995 (WA)*, local governments are given the power to issue Notices upon owners and occupiers of land for certain purposes.

Community Consultation

N/A

Risk Management Implications

A moderate level of non-compliance with statutory requirements exists should Council not support the recommendation.

Advice to Proponents/Submitters

The proponents and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 November 2020 Ordinary Council Meeting.

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

Nil



17. COMMUNITY SERVICES DIVISION ISSUES

17.1 (2020/MINUTE NO 0238) LIBRARY SERVICES STRATEGY 2020-2025

Author(s) L Seymour

Attachments 1. Library Services Strategy 2020-2025 [↓](#)

RECOMMENDATION

That Council adopts the City of Cockburn Library Services Strategy 2020-2025, as attached to the Agenda.

COUNCIL DECISION

MOVED Cr L Smith SECONDED Cr K Allen

That the recommendation be adopted.

CARRIED UNANIMOUSLY 9/0

Background

Cockburn Libraries consists of three fixed service sites at Spearwood, Coolbellup and Success. A home library service operates out of the Spearwood Library. The Library Service also has an award winning local history website bringing together digitised library collections and a wealth of historical research and writing.

A comprehensive website is also managed by the library service, as an increasing number of interactions with customers occur online. The website allows residents to borrow eBooks, eMagazines, reading programs, and to interact with their borrowing record to renew or request library items. Social media platforms such as Facebook are also heavily utilised to promote and market library services.

In December, 2019, upon the impending expiry of the Library Strategic Plan 2014-2019, an RFQ process was initiated to appoint a suitably qualified consultant to assist in the development of a Cockburn Libraries Strategy, as well as an associated action plan to set the direction for library services from 2020-2025.

I & J Management Services were appointed, having provided evidence of a thorough understanding of research into the role of public libraries in strengthening communities, the interests of stakeholder groups, and library services.

Submission

N/A



Report

The focus of the Library Services Strategy 2020-2025 over the next five years will be centred on transforming public awareness about what libraries do, and improving public perception of the services provided. The fact is that libraries are constantly evolving and it is vital that the Service informs and educates the community about what they have to offer.

Libraries reach and support the whole community regardless of age, gender, socioeconomic status or educational attainment. Library spaces provide community members with social engagement, which is particularly important as more people in our community live alone. They provide a cost-effective way of ensuring that people are connected to services they need, and when they need them. Importantly, Cockburn Libraries will measure the value of the library service and how the contribution to social capital in the community contributes to Council's Strategic Community Plan 2020-2030.

Another important outcome of the Plan is to increase the knowledge of our workforce and increase customer service skills, technology support, and the ability to engage in the support of library programs.

The Library Strategy 2020-2025 has been informed by detailed analysis of the Cockburn community and the library services that are most relevant in different communities and for people of different ages and interests. It is also based on a deep understanding of trends in the provision of modern public library services in WA, Australia and around the world.

Key objectives and actions identified through the strategy are below:

1. Delivering great customer experiences by:

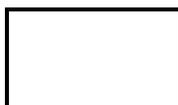
- Providing collections, programs, spaces and the website in a way that encourages library users to come back again and again,
- Putting the customer first every time,
- Building the capacity and confidence of the library team to deal with the different needs of the community.

2. Reach out and connect by:

- Better understanding the Cockburn community.
- Using targeted approaches to increase awareness of modern library services,
- Expanding the number and range of community programs,
- Using outcome focused measurement approaches.

3. Innovative service delivery:

- Continually look for opportunities to improve service and operating efficiency through investment in Information and Communications Technology (ICT),



- Strengthen collaboration with other city services and community partners,
- Participate in the city's forward planning to ensure library facilities and infrastructure recognises the community's library service needs.

Strategic Plans/Policy Implications

Community, Lifestyle and Security

A vibrant healthy, safe, inclusive and connected community.

- Provide a diverse range of accessible, inclusive and targeted community services, recreation programs, events and cultural activities that enrich our community.
- Provide community, sport, recreational, and cultural facilities and infrastructure to meet our community needs.

City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

- Plan to provide residents with great places to live, activated social connections and high quality open spaces.

Budget/Financial Implications

Many of the actions outlined in this strategy will be resourced through existing operational funding provided for Cockburn Libraries. Where additional and/or capital funding is required to achieve the Strategy's goals, this will be sought through participation in normal City budget and planning processes (annual budgets, Workforce Plan, infrastructure planning).

Legal Implications

N/A

Community Consultation

Cockburn Libraries conduct annual surveys of up to 1,000 library users to assess the level of satisfaction with library services and opportunities for improvement. The City is currently rated at 94%. Library users help shape the collection through regular requests for books and resources, and provide feedback through post-program satisfaction surveys. The community were also engaged in planning for future library services through the development of the libraries' 2019 Communication Strategy.



This strategy was further informed by responses to a Comment on Cockburn community survey run in March 2020. The consultant also held several 'Listening at the Libraries' sessions at each of the branch libraries during the consultation period. Elected members and key City management were invited to participate in interviews to support the planning process. The consultation feedback is summarised below.

- High degree of community satisfaction with, and stakeholder support for, the provision of library services in Cockburn,
- Libraries seen as community hubs and valuable assets offering a diverse range of services to people of all ages, circumstances, interests and lifestyles,
- Libraries should complement their focus on a strong collection by:
 - supporting digital inclusion and facilitating access to current and emerging technologies;
 - expanding their learning and social programs,
 - promoting themselves as safe meeting places and community learning hubs.
- The challenge for the future is to stay relevant to changing community needs and to maximise community use of library services and facilities, especially for targeted population groups (pre-schoolers, youth, migrants, elderly and socially isolated).
- Effective libraries possess a mix of quiet spaces, activity spaces, individual spaces and group spaces, co-working and leisure spaces. Interesting places and spaces encourage people to come and spend productive or relaxing time in the library.
- Libraries should continue to develop collaborative partnerships with other Council services and community partners to increase access and service efficiency.
- The success of Cockburn Libraries will be measured by high levels of community use.

These consultation findings were considered in the development of the Strategy.

Risk Management Implications

There is a "Moderate" level of "Brand/Reputation" risk in the adoption of the Library Services Strategy 2020-2025, as the ability for the library service to stay relevant to the Cockburn community will be severely impacted should Council not support it.

Advice to Proponents/Submitters

N/A

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

Nil





City of Cockburn
**Library Services Strategy
2020-2025**

Imagine. Connect. Grow.



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Acknowledgement of Country

The Mayor, Councillors and staff of the City of Cockburn acknowledge the Whadjuk Nyungar people of Beeliar boodja as the traditional custodians of this land.

We pay our respect to the Elders, past, present and emerging.

Executive Summary

Cockburn Libraries are well-loved well-used community hubs that provide a diverse range of collections, programs and services to people of all ages, circumstances, interests and lifestyles. Every day and in many ways libraries change the lives of people who live and work in Cockburn.

The City of Cockburn is growing and changing, so the libraries must change too. This Strategy Plan sets a vision for Cockburn Libraries over the next five years. Informed by demographic analysis, community consultation and industry research the Plan will ensure library services respond to current and emerging community needs and will serve as a tool to proactively guide future directions and decision-making. Through this Plan we will:

- promote the library to increase service use and reach people who aren't aware of what services we have to offer
- expand our programs for adults and young people
- develop a collaborative approach with other services in the City and the community to deliver more efficient and impactful outcomes

Cockburn Libraries

Welcoming, inclusive libraries in the heart of our community

Imagine Connect Grow

- Goal 1 Deliver great customer experiences.
- Goal 2 Reach out to and connect more strongly with the Cockburn community.
- Goal 3 Explore innovative approaches to ensure library services reflect best industry practice.

"I signed up a couple where the wife was illiterate and they both wanted access to books and audio books so they could read/listen together and he could read to her."

"I photocopied, enlarged and laminated two tiny photographs that were all a man had to remember his deceased children."

"I helped someone who was stressed out battling custody for kids with help photocopying and scanning legal documents."

"I helped a man who spent months looking for work. I helped him upload his resume and apply for jobs. The pride in his voice when he told me he got a job was amazing."



Introduction

The City of Cockburn Library Services Strategy 2020-2025 revises and updates the previous plan that guided the growth of the library service from 2014 to 2019. This plan:

- provides an evidence-based blueprint to ensure library services match current and emerging community interests and needs
- recognises the need to adjust service models, staffing expertise and library infrastructure to meet these needs
- serves as a tool to proactively guide future directions and Cockburn Libraries' decision-making to achieve its identified priorities
- seeks to engage stakeholders in a discussion about the role and value of the City's libraries

Library Services in a Changing World

Cockburn Libraries

The City of Cockburn delivers public library services to the community through a network of three library branches, the library website and a local history website, a home library service and outreach services delivered with partners in the Cockburn community. Significant achievements of Cockburn Libraries over the life of the previous plan were the opening and development of the new Success Library and refurbishments at Spearwood.

Spearwood was the City's first library, built in 1976. Servicing a relatively older demographic the library had an extensive makeover to the public area in 2018. Demand is expected to grow in the coming years as the catchment in new suburbs along the coast doubles in size.

The community library at **Coolbellup** is the smallest of the three branches. Its catchment is concentrated in this older suburb which is transforming as younger families take advantage of the convenient location, affordable housing prices and access to transport.

The internationally-recognised award-winning **Success** Library is Cockburn's newest library – opened in 2014 and the centrepiece of the Cockburn Health & Community building in Success. This location provides unique opportunities for collaborative program development to meet the needs of a fast-growing population in the City's centre and south-east.

Cockburn Libraries are also operating in a dynamic industry environment as WA public libraries are currently transitioning through a period of strategic reform. The 2017 WA Public Libraries Strategy aligns with recommendations of the State Government's Service Priority Review aimed at reforming the way library services are delivered to the WA community. It has been the impetus for increased collaboration around a shared strategic vision and sector-wide efficiencies in WA.

Active community hubs

The popular and well-loved Cockburn Libraries have always been early adopters of new technologies and innovative service delivery options (for example RFID, self-checkout,

ebooks, digitised historical collections). The opening of Success Library with dedicated children's, youth, quiet study, technology and meeting spaces created opportunities for the library service to engage with and serve a much greater number of people in new and different ways.

The number of loans made, the number of reference and support enquiries, and the number of participants in library programs continues to increase.

Cockburn Libraries 2018-19

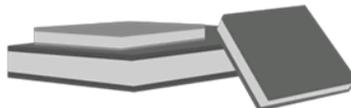


30,800 library members
27% of Cockburn population



368,600 visits to library branches

130,300 physical collection items



Books, magazines, journals, CDs/DVDs, large print, talking books

637,400 loans of physical items



59,500 downloads of ebooks and digital resources

Libby, BorrowBox, Rocket Languages, RBDigital, Kanopy



123,600 reference, eResource, technical and support enquiries

26,300 participants in **1,200** onsite/offsite library programs and activities



Pram Jam, Story Time, STEAM programs, school holiday, book clubs, author talks, craft, information

45 public access computers



816,400 hits on website

45,700 wifi connections



Striving to serve our community

For nearly 50 years Cockburn Libraries have adapted and evolved to meet the needs of a growing and more diverse community, to incorporate new technologies and changing service models, and to complement Council in providing safe, attractive healthy programs and civic infrastructure.

In looking to the future, Cockburn Libraries must continually respond to the current and emerging challenges that exist in its operating environment.

Changing population: The City of Cockburn's population is forecast to grow from 112,000 in 2018 to 151,000 by 2031. More people mean greater demand for library services in high growth areas such as North Coogee, Hamilton Hill, Treeby, Cockburn Central and Success. Cockburn will be home to a greater proportion of people aged 60 years and over, more people living alone, more young families, more people who speak languages other than English, more people reliant on casual or part-time work, more people with disabilities and more people affected by mental health, drug and alcohol addiction, homelessness or family violence.

Literacy and lifelong learning: Cockburn Libraries are committed to providing programs, events and opportunities to meet the community's need for dynamic lifelong learning, and to providing meaningful opportunities for social connection and engagement for people of all ages. These are delivered in partnership and collaboration with key community stakeholders and evaluated with the aim of continuous improvement and innovation.

Cultural diversity and inclusion: The City of Cockburn is a culturally diverse community with 45% of residents having both parents born overseas and 21% speaking a language other than English. Cockburn Libraries are committed to addressing the literacy and learning needs of culturally and linguistically diverse (CALD) community members, Aboriginal and Torres Strait Islander people and vulnerable people, such as members of the LGBTI+ community. We provide a safe place where everyone can fulfil their reading and information needs.

Books vs ebooks: While more people are downloading ebooks, more than 90% of loans are from the libraries' physical collections. The shift in format is occurring slowly and requires the library to provide users with easy to access to all collections – both physical and digital. The borrowing of ebooks nearly doubled during the COVID-19 pandemic.

Maximising library use: Cockburn Libraries have a solid platform for future growth – a very good service with excellent facilities, collections and programs. However, comparison with WA library averages and similar sized libraries in the Perth metropolitan area shows that while borrowing rates for the populations are on par; Cockburn has below average library membership, visits and participation in library programs. It is important that the libraries reach out to attract new audiences that are not aware of what the libraries have to offer. Benchmarking also shows that Cockburn Libraries have around 15% fewer staff per capita than similar libraries.

Return on investment: Councils are under constant pressure to ensure that they deliver best value to ratepayers. Research shows that for every \$1 invested in public libraries by Councils and other sources there is a high return of \$3.80 to the

community through efficient access to collections and educational, social, health and employment benefits. Increasingly library programs are seen as the area where libraries can deliver greatest value to their community by promoting reading, learning, community information and social engagement.

New service models: Libraries around the world continue to transform the way they work to enhance the user experience, increase access and improve service efficiency. Increasingly libraries are offering, for example, bookshop-style displays, external reservation pick-up, small local library lounges, 1-on-1 technology support, makerspaces, business and co-working spaces, outreach into the community and 24-7 access to library branches.

Workforce transformation: New technologies, new resources, new service approaches and changing community expectations are driving the demand for transformation in the library workforce. Critical librarianship and information management skills are now being complemented by people with experience in education, customer service, social work, marketing and community engagement.



Vision, Values and Goals

City of Cockburn	
Vision	Cockburn, the best place to be
Values	Excellence Safety Sustainability Customer Service Accountability

Cockburn Libraries strive to make the City’s vision the everyday reality for people who live and work in Cockburn. All employees think and act according to the City’s five values which influence our workforce culture and assist our staff to deliver quality services for the community.

Our vision for the library, strategic goals and service commitment will ensure that every decision we make in the next five years is focused on making the City a better place and changing people’s lives for the better.

Cockburn Libraries

Welcoming, inclusive libraries in the heart of our community

Imagine Connect Grow

Strategic Goals

1. Deliver great customer experiences.
2. Reach out to and connect more strongly with the Cockburn community.
3. Explore innovative approaches to ensure library services reflect best industry practice.

Service Commitment

Cockburn Libraries offer excellent library services which include quality and welcoming facilities and a collection that is varied and current. Great customer service connects customers to what they need. It leaves them satisfied, happy and eager to return to the library because they feel that the library is the ideal place to fulfil their needs. Library staff provide friendly, efficient and accurate service to all clients at all times.

Service Impact

At Cockburn Libraries :

- Children and adults develop, build and cherish the most essential life skill – the ability to read.
- Everyone has a chance to learn, to discover and to fuel their imagination.
- No-one is alone, unwelcome or disconnected from the internet.
- People can relax, be safe and comfortable, and have a better day.



Links to the Strategic Community Plan 2020-2030

The City of Cockburn’s Community Perception and Customer Satisfaction Surveys consistently show that Cockburn Libraries are one of Council’s strong performers, with a high proportion of the community delighted by the service they receive at their library. The libraries contribute directly to the achievement of the City’s vision and the strategic objectives described in the City of Cockburn Strategic Community Plan 2020-2030. The major connections are into the City’s Community, Lifestyle and Security outcome area, although the libraries also support social, economic and environmental outcomes through provision of universally accessible social, cultural and creative spaces.

Outcome 3: Community, Lifestyle and Security

A vibrant, healthy, safe, inclusive and connected community.

1. Provide a diverse range of accessible, inclusive and targeted community services, recreation programs, events and cultural activities that enrich our community.
3. Foster local community identity and connection through social inclusion, community development, and volunteering opportunities.
4. Facilitate and support health, and well-being outcomes for our community.
5. Recognise and celebrate the significance of cultural, social and built heritage including local Indigenous and multicultural groups.
6. Provide community, sport, recreational, and cultural facilities and infrastructure to meet our community needs.



Cockburn Libraries

- Community-focused physical and digital collections
- Responsive information and reference services
- Reading, learning, social and cultural programs
- Free access to computers, wifi and printers
- Safe comfortable spaces to read, relax, learn, study or work

Outcome 4: City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

1. Plan to provide residents with great places to live, activated social connections and high quality open spaces.



Strategic Goals and Key Actions

Cockburn Libraries' Strategic Plan describes three goals which we will strategically pursue over the next five years. Action Plans for each goal will be developed, reviewed and updated annually to ensure that we continue to progress toward achievement of our vision for the Cockburn community.

Strategic Goal 1 – Customer experiences

Deliver great customer experiences.

Our customers' experience of the library is influenced by the look and feel of the places they visit (onsite and online), the collections and services they use, and the way we interact with them.

Key actions	
1.1.	<p>Present library collections, programs, spaces and the website in a way that encourages library users to come back again and again.</p> <p>Expand the Newmarket collection to showcase popular reads and suggested reading and purchase more copies of popular titles – physical, e-book and e-audio.</p> <p>Ensure constant attention to the standard of presentation of the library collections and spaces.</p> <p>Periodically review the layout of the libraries to allow maximum use of the space.</p>
1.2.	<p>Put the customer first every time – with a consistent approach to all customer interactions that allows flexibility where appropriate.</p> <p>Review existing rules and procedures that may place barriers, either directly or indirectly, to community members using the library service.</p> <p>Develop a customer service model of engagement that enables staff to promote events, programs and outreach</p>
1.3.	<p>Build the capacity and confidence of our team to deal with the different needs of different library users.</p> <p>Increase staff training to enable all staff to provide customers with good technology support.</p> <p>Develop a stronger team culture by providing more opportunities for collaboration between teams and between branches.</p>

Strategic Goal 2 – Reach out and connect

Reach out to and connect more strongly with the Cockburn community.

Libraries have the power to change people’s lives in many different ways. We can best serve our community by maximising use of library services.

Key actions	
2.1.	Better understand the Cockburn community – their interests and changing needs.
	<p>Ensure collection decisions are informed by analysis of loan statistics and customer suggestions and develop a circulation analysis infographic for individual branches and Cockburn Libraries.</p> <p>Review demographic trends.</p> <p>Review opening hours, with community input, with the aim of increasing access for people who are currently not library users.</p>
2.2.	Use targeted approaches to increase awareness of modern library services and increase use of our libraries.
	<p>Implement the Cockburn Libraries 2019 Community Engagement Plan.</p> <p>Develop an Outreach Plan and increase targeted outreach activities.</p> <p>Actively promote libraries as meeting places for community connections and activities.</p>
2.3.	Expand the number and range of community programs on offer through the libraries.
	<p>Increase program staffing and funding to allow more staff to become involved in program design and delivery.</p> <p>Use Culture Counts to facilitate community generated programming and measure quality of programs.</p> <p>Prepare a bi-annual Program Delivery Plan which includes events for all three branches.</p>
2.4.	Develop outcome-focused measurement approaches that demonstrate the impact of library services in the Cockburn community.
	<p>Participate in library sector industry initiatives to develop outcome measures to quantify the value of the library service to our community.</p> <p>Develop outcome-focused evaluation templates for all services and programs.</p> <p>Develop a new Programs and Collection Usage reporting structure with infographics.</p>



Strategic Goal 3 – Innovative service delivery

Explore innovative approaches to ensure library services reflect best industry practice.

Cockburn Libraries continuously evolve to respond to the changing needs of our community and align with Council's objectives. The library service will continue to look for, trial and implement new, more efficient and more effective ways of achieving our goals.

Key actions	
3.1.	Leverage the power of new and emerging technologies to deliver service improvements.
	Continually look for opportunities to improve service and operating efficiency through investment in ICT.
3.2.	Strengthen collaboration with City business units and community partners to achieve mutually beneficial outcomes.
	Explore regional improvement opportunities within the South West Metro Public Libraries Group. Work more closely with Council business units to complement service delivery, promote library services and programs and engage new library customers.
3.3.	Participate in the City's forward planning to ensure library facilities and infrastructure recognises the community's library service needs.
	Apply for funding to upgrade facilities at the Coolbellup Library to provide additional physical spaces for people who seek community contact, learning places and study areas. Engage with the community in shaping library services for the Learning for Life Hub at Spearwood. Ensure funding for any future library redevelopment/relocation is included in Infrastructure Plans.

Summary of Community Consultation

Cockburn Libraries conduct annual surveys of up to 1,000 library users to assess the level of satisfaction with library services and opportunities for improvement. Library users help shape the collection through regular requests for books and resources, and also provide feedback through post-program satisfaction surveys. The community also engaged in planning for future library services through the development of the libraries' 2019 Communication Strategy.

This Strategy Plan was further informed by responses to a Comment on Cockburn community survey run in March 2020 (32 responses received from library users and non-users). Elected members and key City executives were invited to participate in interviews to support the planning process.

The consultation feedback is summarized below.

High degree of community satisfaction with and stakeholder support for provision of library services in Cockburn.

Libraries seen as community hubs – valuable assets that offer a diverse range of services to people of all ages, circumstances, interests and lifestyles.

Libraries should complement their focus on a strong collection by:

- supporting digital inclusion and facilitating access to current and emerging technologies
- expanding their learning and social programs
- promoting themselves as safe meeting places and community learning hubs.

The challenge for the future is to stay relevant to changing community needs and to maximise community use of library services and facilities – especially for targeted population groups (for example pre-schoolers, youth, migrants, elderly and socially isolated).

Effective libraries possess a mix of quiet spaces and activity spaces, individual spaces and group spaces, co-working and leisure spaces. Interesting places and spaces encourage people to come and spend productive or relaxing time in the library.

Libraries should continue to develop collaborative partnerships with other City services and community partners to increase access and service efficiency.

The success of Cockburn Libraries will be measured by high levels of community use.

Resourcing the Plan

Many of the actions outlined in this Strategy Plan will be resourced through normal operational funding provided for Cockburn Libraries. The library service currently operates on an annual budget of around \$5M and employs 31.8 full-time equivalent staff (in total approximately 50 full-time, part-time and casual employees).

Where additional operating and/or capital funding is required to achieve the Plan's strategic goals this will be sought through participation in normal City processes (that is, annual budgets, Workforce Plan, infrastructure planning).

The anticipated move of the Council Administration offices to new facilities in Cockburn



Central will involve changes to the housing of library services in Spearwood and the City's northern and western catchment.

Performance Measures

Cockburn Libraries' success in delivering welcoming and inclusive library services to the Cockburn community will be demonstrated by increases in the number of people who use the libraries and their experience of the service.

Performance measure	2018-19
Library members as % of the population	27%
Library visits per capita	3.2
Library loans per capita	5.6
Attendance at library programs per 1,000 population	232
Customer satisfaction	95%

Cockburn Libraries will capture and share customers' stories to demonstrate the impact of library services on individuals, families and communities in terms of:

- Literacy and lifelong learning
- Personal development and wellbeing
- Digital inclusion
- Stronger and more creative communities.

The libraries will also participate in statewide initiatives through PLWA (Public Libraries Western Australia) that explore the development of outcome-focused performance measures.

Reporting

Cockburn Libraries are accountable to the community through regular reporting to Elected Members on library use, achievements and emerging issues. The libraries will produce an annual statement for Elected Members in October each year that documents progress in implementation of the Library Strategy and tracks library use against our key performance measures and industry benchmarks.

Reference and Demographic Information

Great libraries work actively with their unique communities to provide services that are responsive to local needs and build individual and community capacity. The Library Strategy 2020-2025 has been informed by detailed analysis of the Cockburn community and the library services that are most relevant in different communities and for people of different ages and interests. It is also based on a deep understanding of trends in the provision of modern public library services in WA, Australia and around the world.

City of Cockburn Strategic Community Plan 2020-2030
City of Cockburn Community Profile, 2016 ABS census data, profile.id
City of Cockburn Population forecasts, ABS data, profile.id
Australian Early Development Census, Community Profile Cockburn 2018
Australian Digital Inclusion Index 2019, Telstra
Cockburn Libraries Customer Satisfaction Surveys
WA Public Libraries Strategy 2017
WA Public Library Statistics 2017-18 and 2018-19, State Library of Western Australia
Guidelines, Standards and Outcome Measures for Australian Public Libraries,
ALIA/APLA
City of Cockburn Libraries 2019 Communication Strategy, Clarity Communications and
2017 Branding Strategy, Research Solutions
The Value of Public Libraries in Victoria, 2017, SGS Economics and Planning
Environmental scan of trends in contemporary library services.

Cockburn Libraries manage risk in accordance with the City's Risk Management Framework and participate where appropriate in strategic risk reviews to ensure that sound risk management practices and procedures are fully integrated into strategic projects and day to day business practices.



Appendix1. Library Services Strategy Action Plan

Strategic Goal 1 – Customer experiences

Action	Service focus	Year	Responsible (full titles Appendix 2)	Budget Impact	Measurements
1.1. Present library collections, programs, spaces and the website in a way that encourages library users to come back again and again					
1.1.1 Expand the Newmarket collections to showcase popular reads and suggested reading, including more copies of popular and heavily reserved items.	Collections	Ongoing	BMs, CDT	N/A	Branch Managers to appoint appropriate staff to be responsible for development and display of collections.
1.1.2 Ensure constant attention to the standard of presentation of the library collection (e.g. face out, sorted, upright).	Collections	Ongoing	BMs, LOs	N/A	Branch Managers to oversee branch collection presentation and ensure collections are maintained and presented appropriately.
1.1.3 Increase the size and range of ebooks and eaudiobooks in the collection.	Collections	Ongoing	CDL	Increase Eresource budget - \$10,000 21-22	Budget consideration.
1.1.4 Ensure wifi speed and reliability is consistent with community expectations.	Technology	Ongoing	LTC	N/A	Library Technology Coordinator in liaison with ICT support staff to ensure service meets community expectations.
1.1.5 Periodically review the layout of the libraries to allow customers to make maximum use of the space.	Places and spaces	Ongoing	BMs	N/A	As far as possible, provide dedicated and unassigned spaces within the libraries that attract library users to stay and enjoy themselves (e.g. children's areas, parent-child seating, teen

					spaces, private and group study areas, quiet areas, co-working spaces). Branch Managers in liaison with their staff to review design and arrangement of library spaces annually pre budget submissions.
1.1.6 Showcase Australian authors and Australian non-fiction titles.	Collections	2020-21	CDT	N/A	Collection Development Team to ensure Australian authors that meet the library collection guidelines are profiled in collections.
1.1.7 Increase face out display of the collection, with a potentially smaller collection on display and/or replacement items held in the back room to update displays.	Collections	2020-21	BMs	N/A	Collection Development Team to monitor regular turnover of stock displayed in the collections.
1.1.8 Promote and support digital literacy and access to technology for people who do not have home internet connections.	Customer service	2020-21	ASC, MCE	\$5,000	'Be Connected' to be investigated as potential funding grants for digital training by ASC.
1.1.9 Promote librarian and reader recommendations to increase interest in different titles.	Customer service	2021-22	MCE	N/A	Promotion complete
1.1.10 Develop a more accessible website.	Technology	2021-22	LTC, LTS	\$20,000 - \$30,000	Budget Submission 2021-22
1.1.11 Investigate the children's areas more interactive/free form in a way that does not necessarily disturb other library users.	Places and spaces	2023-24	ML, YSC	Yes	When opportunities occur such as branch refurbishment or redevelopment consideration to be given for design opportunities for children's areas that minimize disturbance to other library clients.
1.1.12 Increase use of the space outside Spearwood Library for special events (e.g. movies, music) and casual library use.	Places and spaces	2023-24	ML, BM(Spe)	Potential	To be considered in future library Learning for Life redevelopment.
1.2. Put the customer first every time – with a consistent approach to all customer interactions that allows flexibility where appropriate					
1.2.1 Review existing rules and procedures that may include barriers either directly or indirectly to community members using the library service.	Customer service	2020-21	MCE, BMs, LOs	N/A	Simplify procedures, guidelines and rules to provide less complicated access to library resources and for the staff to interpret and administer. Standardise operating procedures across all library branches, including conditions



					where staff can exercise judgment in responding to customer circumstances.
1.2.2 Develop a customer service model of engagement that enables staff to promote events, programs and outreach.	Customer service	2021-22	MCE, BMs, LOs	Provision within normal funding	Investigate suitable training. Sample customer service in other public libraries and service settings with the aim of developing high service standards and delivering customer service our customers enjoy. Prioritise customer facing service over other functions (e.g. customer support, collections to shelves, program support). Adopt a more proactive approach to service delivery where staff are encouraged to anticipate customer needs.
1.3. Build the capacity and confidence of our team to deal with the different needs of different library users					
1.3.1 Hold regular staff workshops to share information, generate improvement, ideas and work on possible solutions.	Customer service	Ongoing	MCE, BMs	NA	Schedule developed to ensure workshops occur.
1.3.2 Regularly update training on cultural competence and sensitivity.	Customer service	Ongoing	BMs	Provision within normal funding	Ensure staff attend Learning & Development training opportunities
1.3.3 Increase staff training to enable all staff to provide customers with good technology support.	Technology	2021-22	LTC, LTS	Provision within normal funding	Technology standard staff requirements developed and where applicable staff to undertake suitable training.
1.3.4 Develop a stronger team culture by providing more opportunities for collaboration between teams and between branches.	Other	2021-22	BMs, LOs	NA	Increase staff-interchange and collaboration between branches.



Strategic Goal 2 – Reach out and connect					
Action	Service focus	Year	Responsible (full titles Appendix 2)	Budget Impact	Measurement
2.1. Better understand the Cockburn community – their interests and changing needs					
2.1.1 Ensure collection decisions are informed by analysis of loan statistics and customer suggestions and develop a circulation analysis infographic for individual library branches and Cockburn Libraries.	Collections	Ongoing	BMs, CDT, CDL	N/A	Ensure the community has input into the library collection.
2.1.2 Review demographic trends.	Community engagement	Ongoing	BM - SPE	N/A	Use community and statistical data to inform library decisions wherever possible. Complete review after 2021 census.
2.1.3 Review opening hours, with community input, with the aim of increasing access for people who are currently not library users.	Customer service	2021-22	ML	\$25,000 to \$50000 - salary oncosts	Business case for Sunday opening developed for 2021-22 Budget submission including review of using existing staff to subsidise costs.
2.2. Use targeted approaches to increase awareness of modern library services and increase use of our libraries					
2.2.1 Implement the Cockburn Libraries 2019 Community Engagement Plan.	Community engagement	2020-21	ML, PALM	Increased Promotion & Marketing budget	Meet engagement plan targets



2.2.2 Run training sessions to enable library users to better use the library catalogue, website and other library technology.	Technology	2021-22	LTC, MCE, ASC	N/A	Participant feedback
2.2.3 Develop an Outreach Plan and increase targeted outreach activities.	Community engagement	2021-22	MCE, ASC, YSC, CDL, LHO	N/A	Meet Targets developed in the Outreach Plan
2.2.4 Actively promote libraries as meeting places for community connections and activities.	Community engagement	2021-22	ASC, MCE	N/A	Increase use of the libraries as venues for City and community activities (e.g. community consultation). Maintain spaces and platforms where the community can engage with each other without needing staff involvement.
2.2.5 Consider options for provision of targeted services in population growth areas where there is no library branch (e.g. pop-ups, 'connected' lounge in City facility, shopping centres).	Customer service	2023-24	ML, PALM	Setup costs \$\$	Measures to be developed if proceeding
2.2.6 Explore provision of business co-working spaces and resources in City facilities.	Places and spaces	2023-24	ML, BMs	N/A	Consideration in future library Learning for Life redevelopment.
2.2.7 Investigate a Cockburn Libraries app to increase remote access to and use of library collections, services, information and promotions.	Technology	2023-24	LTC	~\$5000	Investigation complete
2.3. Expand the number and range of community programs on offer through the libraries					
2.3.1 Increase program staffing and budget allocation to allow more staff to be involved in program design, development and delivery.	Programs	2021-22	BMs	Increase to Promotions budget	Number and range of programs increased

2.3.2 Use Culture Counts to facilitate community generated programming and measure quality of programs.	Programs	2021-22	ASC, YSC	Annual licence fee	Seek library user and community ideas for new programs and involve them in shaping and promoting the programs.
2.3.3 Prepare a bi-annual Program Delivery Plan which includes events for all three branches.	Programs	2021-22	MCE, BMs, ASC, YSC	Increase to program & events budget	Expand the range of library programs to engage more community interest:
2.3.4 Implement wait lists to increase attendance at library programs.	Programs	2021-22	ASC, YSC	N/A	Wait lists created and maintained
2.3.5 Hold more events at Spearwood and Coolbellup libraries.	Programs	2021-22	ASC, YSC	Increase to program & events budget	Increased number of events
2.3.6 Introduce weekly early years literacy programs for children aged 18 months to 3 years.	Programs	2022-23	YSC	Increase to program & events budget	New Early Years literacy programs operational
2.4. Develop outcome-focused measurements approaches that demonstrate the impact of library services in the Cockburn community					
2.4.1 Develop Annual Plans and produce an annual report on achievements for City and the community.	Other	Ongoing	ML	N/A	Annual report completed and distributed
2.4.2 Participate in library sector industry research projects to develop outcome measures to quantify the value of the library service to the community.	Other	Ongoing	ML	N/A	Number of projects
2.4.3. Develop outcome-focused evaluation templates for all services and programs.	Other	2020-21	ML, PALM	N/A	Templates developed
2.4.4 Develop a new Programs and Collection Usage reporting structure with infographics.	Other	2021-22	LTC	N/A	Reporting structure developed



Strategic Goal 3 – Innovative service delivery					
Action	Service focus	Year	Responsible (full titles Appendix 2)	Budget Impact	Assessment
3.1. Leverage the power of new and emerging technologies to deliver service improvements					
3.1.1 Continually look for opportunities to improve service and operating efficiency through investment in IT.	Technology	Ongoing	LM, LTC	Budget BC to be submitted if and when required	Work more closely with the City's IT department to remove unnecessary blocks on accessing library services and collections.
3.2. Strengthen collaboration with City business units and community partners to achieve mutually beneficial outcomes					
3.2.1 Collaborate with Cockburn Youth Centre on youth programs.	Programs	Ongoing	YSL	N/A	Number of programs where collaboration has occurred
3.2.2 Work with the Spearwood Seniors Centre on complementary programs for older persons.	Programs	2021-22	ASC	N/A	Collaboration meetings held
3.2.3 Promote library services and events in Corporate emails, newsletters and publications.	Community engagement	Ongoing	CMT	N/A	Increased Library promotion occurring
3.2.4 Explore regional improvement opportunities within the South West Metro Public Libraries Group.	Community engagement	Ongoing	ML	Budget BC to be submitted as required	Number of regional opportunities explored

3.2.5 Work with local historical societies to preserve and display Cockburn's cultural heritage.	Community engagement	Ongoing	CHO	Budget BC to be submitted as required	Local History Officer to engage and collaborate with Azelia Ley Museum and Historical Society.
3.2.6 Participate as far as possible in City and community festivals and events (e.g. Teddy Bears Picnic, Spring Fair).	Community engagement	Ongoing	YSC	N/A	Number of events where participating has occurred
3.2.7 Partner with City Support Services and community groups to support social inclusion for older people, people living alone, people with disabilities and people with physical and mental health conditions.	Community engagement	Ongoing	ASC	N/A	Increased accessible social inclusion opportunities provided.
3.2.8 Target and work more closely with community groups and partners to promote library services and programs and engage new library customers.	Community engagement	2020-21	YSC, YSC, MC	N/A	Increased promotion through these channels
3.2.9 Encourage community groups to hold relevant events in the library (e.g. Stories in Chinese).	Community engagement	2020-21	YSL, ADS	N/A	Number of contacts with community groups promoting library space use
3.2.10 Work more closely with the City's business units to complement service delivery, promote library services and programs and engage new library customers.	Community engagement	2021-22	BLs, AD	Budget BC to be submitted as required	Deliver more special events or one-off programs complementing City or community initiatives. Target administration staff and citizenship ceremony attendees for library membership.
3.3. Participate in the City's forward planning to ensure library facilities and infrastructure recognise the community's library service needs					
3.3.1 Apply for funding to upgrade facilities at the Coolbellup Library to provide additional physical spaces for people who seek community contact, learning places and study areas.	Places and spaces	2021-22	ML, BL -COO	21/22 BC Budget Submission	To be developed as part of business case



3.3.2 Engage with the community in shaping library services for the Learning for Life Hub at Spearwood.	Places and spaces	2024-25	ML	Budget BC to be submitted as required	Development of Community engagement plan for the Learning for Life Hub
3.3.3 Ensure funding for any future library redevelopment/relocation is included in Infrastructure Plans.	Places and spaces	2024-25	ASC, YSC, ML	Budget BC to be submitted as required	Recreation & Community Safety Manger kept informed of Library Services Infrastructure needs

Appendix 2. Officer Name Codes

Officer Codes	
ML	Manager Library Service
BMs	Branch Managers
ASC	Adult Services Coordinator
YSC	Youth Services Coordinator
LTC	Library Technology Coordinator
MCE	Marketing & Customer Experience Lead
CDT	Collection Development Team
CDO	Cockburn History Officer
CDL	Collection Development Librarian
LT	Library Technician
LTS	Library Technical Support
LOs	Library Officers



Coolbellup Library

90 Cordelia Avenue, Coolbellup WA 6163

T 08 9411 3830

E coolib@cockburn.wa.gov.au

Spearwood Library

Spearwood, 9 Coleville Crescent, Spearwood WA 6163

T 08 9411 3800

E spelib@cockburn.wa.gov.au

Success Library

Success, 11 Wentworth Parade,
(Ground Floor - Cockburn Health & Community),
Success WA 6164

T 08 9411 3840

E suslib@cockburn.wa.gov.au



This information is available in alternative formats upon request



Paper from responsible sources

library.cockburn.wa.gov.au

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

Declaration of Interest

Mayor Howlett advised the meeting he has submitted a Declaration of Impartiality Interest, pursuant to Regulation 11 *Local Government (Rules of Conduct) Regulations 2007* for this item.

The nature of the interest is that Mayor Howlett is a member of the Historical Society of Cockburn.

22.1 (2020/MINUTE NO 0239) ACTIVITIES AT THE MANNING PARK/AZELIA LEY MUSEUM PRECINCT, INCLUDING THE WAGON SHED

Author C Cooper

Attachments 1. Future Use of Stables, Museum Precinct, Manning Park - Evaluation Report [↓](#)

RECOMMENDATION

That Council notes the report.

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr P Eva

That Council commissions an independent investigation into the claims made in relation to matters involving the Azelia Ley Museum, including:

1. the reasons and actions undertaken to prevent two individuals from entering the Museum, and
2. all other matters raised in the Matter for Investigation and addressed in the Officer Report And present the outcomes of the investigation to the February 2021 Council Meeting.

CARRIED UNANIMOUSLY 9/0

Reason for Decision

The Report provided is an internal assessment which does not include the perspective of those affected by the decisions made by City officers. An independent assessment commissioned by the City will afford all parties the opportunity to provide information in a fair and equal manner prior to being considered by Council.

Background

At the 13 August 2020 Ordinary Council Meeting, a Matter for Investigation without Debate, was raised by Cr Allen as follows:



A report is requested into the activities at the Manning Park/Azelia Ley Museum precinct, including the Wagon Shed and the report to specifically address the points outlined in the reasons below.

Reasons

- 1) *Is the Azelia Ley Museum and Wagon Shed currently open to the public during advertised open hours, and if so why are City staff refusing entry to members of the public?*
- 2) *What are the advertised hours of operation? Where are the hours advertised? How often are the advertised hours of operation actually adhered to?*
- 3) *Why have long standing volunteers to the museum been formally advised by City staff that; "In accordance with S57A(2)(b)(ii) of the Occupational Safety and Health Act 1984 (the Act), your continued attendance to the Azelia Ley Museum Precinct, inclusive of the homestead, wagon houses, outdoor machinery display areas, stables and immediate grounds, constitutes a hazard to those who work, volunteer or visit the precinct, and in accordance with S57A(3)(b) of the Act, you are instructed, effective from the date of this letter, not to return to the Azelia Ley Museum Precinct until 30 September 2021", without being provided with any detail of their supposed offences, or being given the opportunity to respond to any allegations.?*
- 4) *On whose authority were these advisements sent and why?*
- 5) *Why wasn't an external independent investigator appointed to review the issue before the unilateral decision to send letters to long standing volunteers and community members advising them they couldn't attend the museum site until 2021? Where is the evidence justifying such actions? How could this happen without a truly independent investigation?*
- 6) *Why has the Wagon Shed been closed to volunteers and the public by the City, with machinery and equipment deteriorating without any maintenance?*
- 7) *Why are machinery and equipment items important to Cockburn's market garden history, some items on loan to the museum by community members, being removed and disposed of by City staff, with some items in scrap bins?*
- 8) *What financial support is being provided directly to the Azelia Ley Museum Precinct, both by the employment at the museum of unsupervised City staff, as well as direct grants to the Cockburn Historical Society to support museum activities?*
- 9) *What is the authority by which it has been determined that loaned items become museum property after a 10 year period? Are the owners of the loaned items informed of this and/or contacted prior to the ownership of said items being transferred to the museum? If not, why not?*



- 10) *Have the number of volunteers at the Azelia Ley Museum Precinct declined over the past year or so, and if so what is the reason?*
- 11) *Is it likely that the Cockburn Historical Society may hand management of the Azelia Ley Museum Precinct back to the City due to the decline in volunteers to support its activities?*
- 12) *Why have the old stables at Manning Park become derelict and rat infested, with little or no conservation activities for this heritage building?*
- 13) *Have the old stables at Manning Park not been made available to other community groups, who have an interest in Heritage restoration and use of the facility?*
- 14) *How many schools have visited the museum in the past two years?*
- 15) *When was the last time any schools were invited to visit?*
- 16) *What is the museums response to COVID and how are they going to re-build the museum? What activities are planned? What new initiatives are planned? How are they looking to attract younger audience and members?*

Submission

NA

Report

Officers have researched and prepared the following report in response to Cr Allen's questions:

- 1) *Is the Azelia Ley Museum and Wagon Shed currently open to the public during advertised open hours, and if so why are City staff refusing entry to members of the public?*

The Azelia Ley Homestead is open to the public on Sundays from 1.30pm to 4.30pm.

The City does not and would not refuse entry to members of the public, unless members of the public act in an intimidating or threatening manner to volunteers, or are under the influence of substances or alcohol. Volunteers and City employees have a right to be safe in their workplace in accordance with S57A(2)(b)(ii) of the *Occupational Safety and Health Act 1984*.

The Wagon House is opened during this time if there are enough volunteers to attend in person. For safety reasons there must be at least two people in the Museum and two at the Wagon House.

The Museum will be closed to the public in November 2020 for some remediation work, however the Wagon House will continue to open during that time.



- 2) *What are the advertised hours of operation? Where are the hours advertised? How often are the advertised hours of operation actually adhered to?*

The museum is open to the public on Sundays from 1.30pm to 4.30pm. If there are people in the museum, doors will stay open until they have had the opportunity to view all that is in the museum. A 4.00pm last entry policy is practiced.

Over the years the museum has opened every Sunday, except for Easter Sunday and where Christmas Day falls on a Sunday.

Opening hours are advertised on a sign outside the museum, on the museum page of the History website and other websites, in brochures, as well as on billboards currently.

The Museum is also promoted directly to schools and other groups.

- 3) *Why have long standing volunteers to the museum been formally advised by City staff that; "In accordance with S57A(2)(b)(ii) of the Occupational Safety and Health Act 1984 (the Act), your continued attendance to the Azelia Ley Museum Precinct, inclusive of the homestead, wagon houses, outdoor machinery display areas, stables and immediate grounds, constitutes a hazard to those who work, volunteer or visit the precinct, and in accordance with S57A(3)(b) of the Act, you are instructed, effective from the date of this letter, not to return to the Azelia Ley Museum Precinct until 30 September 2021", without being provided with any detail of their supposed offences, or being given the opportunity to respond to any allegations?*

Staff and the volunteers have been subjected to ongoing issues with two specific community members for a number of years, and after a recent spate of threats and intimidating behaviours, the City has intervened to keep volunteers and staff safe.

- 4) *On whose authority were these advisements sent and why?*

The correspondence was sent on advice from the City's Human Resources Manager and signed by the Director, Governance and Community Services, following a series of complaints regarding bullying and threatening behaviour towards volunteers. This has been an ongoing issue over several years. Below are some examples of how the situation has progressed and the behaviour of two individuals in particular, who have taken up a disproportionate amount of officer time, in addition to displaying intimidating behaviour. Please note this is not a complete record of all correspondence:

November, 2010

Threatening altercation between one individual and a previous City Museum Officer - mediation was attempted and unsuccessful between the two parties.



August 2015

The individual resigns from the Historical Society as curator after a disagreement between himself and the Historical Society Committee on restoration procedures and expenditure issues.

November 2015

A Councillor requests a meeting to be set up regarding the establishment of a Restoration Club.

December 2015

A meeting to discuss establishing a Restoration Club was held. City Officers write a follow up letter outlining the steps to consider in establishing a Restoration Club.

May 2016

A proposal was received regarding the establishment of a Restoration Club, to which the City responded. City staff met with the proponents, asking for further information and for them to consult with the Historical Society. Nothing eventuated from that meeting.

June 2016

Historical Society of Cockburn sent a letter to the City of Cockburn relating concern over their lack of involvement/consultation on the idea of a Restoration Club at the Museum, and giving a brief overview of activities at the Museum, as they were being described as dysfunctional by a disgruntled former member of the Society. Elected Members were invited to tour the Museum.

November 2016

Historical Society members presented to Elected Members to give an overview of activities, amenities, number of visits and volunteer hours.

Museum Officer emailed the Arts and Cultural Coordinator regarding various matters, including that an individual had, *'bailed me up as I was locking the front gate one afternoon to say that he supposed he would have to fight me, as well as the Historical Society, to win the Wagon House Project.'*

August 2017

Letter from Events and Cultural Coordinator advising the City did not support the Restoration Club co-locating at Manning Park due to differing philosophies, but thanking them for their submission:

'Having considered both group's submissions the City feels that the Historical Society, who were made custodians of the Azelia Ley Complex, have been successful in maintaining the site to museum standards and grown visitor numbers.

The City believes that the Historical Society of Cockburn should continue to solely manage the site and wishes you all the best in your future endeavours.'



August 2017

The same individual visited the former caretaker's cottage at the Coleville Crescent site (where Corporate Communications were based at that time) unannounced, and proceeded to loudly and threateningly verbalise his issue with the Restoration Club and the museum not being able to be co-located due to opposing restoration policies. His tone, volume and behaviour were not appropriate and he was asked to leave the premises. This was witnessed by a number of staff members.

October 2019

Following a number of informal approaches to the City regarding the Restoration Club using the stables, the City sent an email to a third party, who had offered to be the main liaison point for the Restoration Club, with a report (refer Attachment 1) regarding future use of the stables. The report determined that the stables were completely unsuitable for use by the Restoration Club and with limited use for any other activities.

Developing this report involved ten officers and various Council departments, as each department has a role and the proposal involves applying various building and other codes, legal statutes and heritage issues.

October 2019

Email sent from the City to the third party, who had taken a call from a member of the Historical Society, who was very upset and shaken after a confrontation with two individuals who were threatening to take over the AGM of the Historical Society and the organisation itself.

7 October 2019

An email was received by the City from the Museum Officer, regarding the two individuals accosting volunteers at the Museum and at their homes, threatening and intimidating them and demanding they be elected onto the Committee. One individual allegedly raised his voice to members at the Museum.

The email referred to the fact that Historical Society volunteers can't tolerate the intimidation, with threats to 'stack' the meeting and a conviction that two individuals intended to take the Garage and Wagon House and half their funding from them.

3 June 2020

Museum advises the City that one individual has been emailing Historical Society members to say that an officer is 'in trouble'.

June 2020

The City received an email from the Restoration Club accusing the Historical Society of incorrect methods of disposal of items. This and one further accusation regarding disposal were responded to.



6 July 2020

The Museum Officer emailed the City to advise she had received reports from Historical Society members who were at the Museum on 5 July 2020, of an individual intimidating them.

The individual was demanding entry to the Wagon House to check it out and some of the items in there, and that he, *'had the right to due to his life membership'* (despite resigning). He accused the Museum of lying. He had also been contacting Historical Society members, using terms like *'rot in hell'*, *'not to ring Council, it's all over'*.

The Historical Society requested a clear directive from the City in writing, restraining the person from contacting the volunteers. The volunteers reported that as soon as visitors turned up, the individual left. This report was lodged in the City's Risk Management and Safety System.

July 2020

The City received correspondence from another person questioning the safety issue of starting machinery at the Museum site.

City staff discussed the matter, expressing that this situation is no longer tenable. The Cockburn Historical Society volunteers should not have had to suffer this level of intimidation and inappropriate behaviour, which has been sustained over the years.

The State Heritage Council of WA recognises the Historical Society of Cockburn *'for having demonstrated excellence over many years in outstanding commitment to the principles of good heritage management, museology and effective community engagement.'*

The significant time wasted by City officers over the years in dealing with allegations of wrong-doing is disproportionate.

A letter was written to both individuals directing them not to attend the precinct until October 2021.

8 September 2020

The Historical Society again invited Elected Members to visit the Museum and observe its operations.

September 2020

More recently, further letters were received from the two individuals objecting to the allegations.

As a further gesture of goodwill, the City responded to both parties reducing their restriction on entering the site to 1 February 2021.

5) *Why wasn't an external independent investigator appointed to review the issue before the unilateral decision to send letters to long standing volunteers and community members advising them they couldn't attend the museum site until 2021? Where is the evidence justifying such actions? How could this happen without a truly independent investigation?*



Due to the fact that there is documented evidence of poor behaviour over the years, the City saw no need to spend money on engaging an independent investigator.

Both complainants are former 'longstanding' volunteers who have resigned from the Historical Society, so can no longer be regarded as members, and the status of "longstanding past volunteer" does not excuse inappropriate behaviour.

The decision to direct them to stay away from the precinct was only undertaken after repeated requests from the Historical Society for the City to intervene and stop the ongoing intimidation and threats. The Society identified that it was the City's responsibility to provide a 'safe' work place for the volunteers and City of Cockburn staff. There have been a number of different witnesses to this behaviour over the years, as detailed above.

6) *Why has the Wagon Shed been closed to volunteers and the public by the City, with machinery and equipment deteriorating without any maintenance?*

The Wagon House is not closed to the public or to volunteers. It is opened when there are enough volunteers available to attend both the Museum and the Wagon House, and for safety purposes this is done in pairs, so it is not always open every Sunday, but is opened for school and other booked tours.

Regular cleaning and maintenance is carried out by volunteers, and equipment is not deteriorating. Machines are just no longer started due to safety concerns.

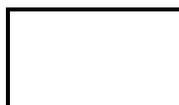
In 2019 the City undertook a safety audit of the Museum and Wagon House as part of its inspection program for all Council property, and stopped the unsafe practice of starting machinery in the Wagon House.

The audit uncovered the practices of:

- Tractors/machines being started and idled for extended periods of time in an unventilated, enclosed space, thus exposing the public and volunteers to toxic diesel fumes and noise pollution,
- Starting the tractors with no restraining devices affixed to stop them from moving. If they were to make contact with the public or volunteers, it could create a legal liability for the City.

The following is an assessment of what would need to be done for machines to be started:

1. Formal and comprehensive risk assessment of the Wagon House and each piece of plant and equipment that is to be operated.
2. Additional specialist ventilation to be installed within the building to funnel away toxic fumes produced by running the machines in an enclosed area.
3. Review and update fire suppression equipment to meet any newly identified risks in line with Australian Standard (AS) 2444.



4. Review and update emergency plans and procedures.
5. Retraining staff and volunteers in updated emergency plans and procedures.
6. Registration and licence of plant and equipment as required.
7. Inspection and regular maintenance of plant and equipment by a competent person (qualified mechanic).
8. Installation of extensive guarding to plant and equipment as identified through inspection to ensure plant is not able to move or be moved.
9. Safe operating procedures to be created for each piece of plant and equipment.
10. Verification of competency to be conducted for any staff or volunteer prior to being allowed to operate each piece of plant or equipment.
11. Safe fire proof storage of flammable materials used in operating the machines.

Consultants would need to be commissioned to address many of the above points, as the City does not currently employ people with these skills, and they must hold the formal qualifications required to comply.

To keep these machines running would incur a considerable expense to make the location comply with all the safety regulations, including considerable refurbishment of the sheds to install the required venting and guarding, which would result in some other exhibits needing to be moved or disposed of, plus the ongoing costs associated with a qualified mechanic being employed to maintain the machinery on a regular basis.

7) *Why are machinery and equipment items important to Cockburn's market garden history, some items on loan to the museum by community members, being removed and disposed of by City staff, with some items in scrap bins?*

City staff have no role in disposing of items that form part of the Museum collection. As discussed later at question 9, there are no loaned items at the Museum, and anything disposed of is done using the procedures in place as part of the Museum's Policy on deaccessioning of items, and the decision to dispose of an item is at the recommendation of the Curator, and as agreed by the Historical Society.

An example of a recently disposed item was a chicken incubator which contained asbestos. This was first taken to a professional to investigate the possibility of remediation at a cost of \$1,900. To repair/restore the item and make it asbestos free would have incurred far more expense. Given the actual value of the item, and that it could not be guaranteed to be free from asbestos, there was a strong likelihood that the item would be irreparable, and was therefore disposed of.



- 8) *What financial support is being provided directly to the Azelia Ley Museum Precinct, both by the employment at the museum of unsupervised City staff, as well as direct grants to the Cockburn Historical Society to support museum activities?*

The City employs a part time History Officer for 22 hours per week. The role is to assist Historical Society members with general administrative duties, to prepare grant applications for relevant history based projects by the Historical Society and other community based heritage projects, assist with research projects, take bookings for group tours, promote the Museum and activities to encourage increased attendance, keep policies and procedures current, and ensure Occupational Health and Safety (OH&S) procedures are adhered to.

The History Officer has no role in the curation of museum collections or operating the Historical Society, other than to print out agendas and minutes for meetings and to prepare a monthly report of this position's activity for the meeting. This position is not unsupervised. The office has daily contact with their direct supervisor.

The City allocates \$14,000 to the Museum to assist with operating costs and small projects at the Museum, to keep it in good repair.

Of this amount, \$3,000 is for cleaning in lieu of using City contracted cleaners, and \$2,500 is for a Curator honorarium.

The remainder is used to upskill volunteers on Museum best practice courses and for projects in and around the Museum, such as updating display cabinets, lighting replacement and curtain cleaning.

This funding is also used to source external funding with an additional \$50,000 granted over the past five years to conserve costumes, including Azelia Ley's wedding dress, along with conservation repairs to the old rest room, coachman's cottage, chimney and undercroft.

The closing of the eaves and making the stables more secure was at a cost of \$14,000.

- 9) *What is the authority by which it has been determined that loaned items become museum property after a 10 year period? Are the owners of the loaned items informed of this and/or contacted prior to the ownership of said items being transferred to the museum? If not, why not?*

When the Museum was first established, the original curator would, after 10 years of an item being on loan, either return the item, or encourage the owner to transfer ownership of the item to the Museum.

This has not been the curatorial practice since, and instead the curators have worked to remove loaned items from the Museum and move to an inventory of museum ownership for these items.



The practice of loan items was largely discontinued in 2001, and from 2011 loan items have not been accepted. Any items that were on loan have been returned to their owners, or the owners have donated the items and ownership to the Museum.

- 10) *Have the number of volunteers at the Azelia Ley Museum Precinct declined over the past year or so, and if so what is the reason?*

Membership at the Historical Society has not declined and has remained steady, although two members have passed away during that time.

- 11) *Is it likely that the Cockburn Historical Society may hand management of the Azelia Ley Museum Precinct back to the City due to the decline in volunteers to support its activities?*

The Historical Society of Cockburn is currently a very active organisation and has no intention of returning management of the Museum to the City. There has been no noticeable decline in membership and they are still providing a very well operated and maintained facility that is highly regarded in the heritage and local museums sector, schools, and the broader community. The Historical Society of Cockburn is seen externally as a successful example of how to run a museum and collection.

- 12) *Why have the old stables at Manning Park become derelict and rat infested, with little or no conservation activities for this heritage building?*

The old stables are not derelict. The issue was that the eaves at the top of the building were open which enabled vermin to enter.

A baiting program for rats and other rodents is in place across the precinct, as is white ant protection. It is unfortunate that in one instance rats made their way into the stables and caused some damage, mainly in the form of faecal contact to a few items. Most of the items disposed of included old carpet, chairs and a few already damaged items that became further contaminated by the rats.

Work has been carried out by a qualified heritage repairer to close the eaves. The stables are used by the Historical Society mainly as a storage space for the more robust items that are not currently on display in the Wagon House or Museum, as they may need some minor maintenance or be a duplication of something already on display.

- 13) *Have the old stables at Manning Park not been made available to other community groups, who have an interest in Heritage restoration and use of the facility?*

The old stables have previously been used by school groups as part of their tour program at the Museum, as a meeting space for oral history projects, a cinema, Artist in Residence, and other community focussed groups.



When a request came for the stables to be used for a Heritage Restoration Group, due process was undertaken, including an audit by the City, to determine the suitability of the building for that purpose.

The audit uncovered many issues with the building and use by any group for any purpose is extremely limited, unless considerable funding is made available to bring the building up to code. See attached report.

In addition to that, the stables are not a suitable size for machinery. If the stables were upgraded the Historical Society would revert to using it for their own activities as they have a lack of space and would like to be able to open the whole of the house to the public, as currently the breezeway and kitchen area at the southern end of the house are used for office space and storage.

14) *How many schools have visited the museum in the past two years?*

School tours occur on average every second week during school term. Local schools are made aware of the museum via the school newsletter that is sent out to all the schools each term, which contain all the City's programs and activities aimed at young people.

Visitor figures to the Museum for the previous two years are as follows, to give an indication of the variety of attendees the museum hosts annually.

2019: Breakdown of Numbers of Visitors to Museums

Homestead and Wagon House - Sundays 1,560

Stables and Outbuildings - incidental visitors - 500

School holiday program attendees - Wednesdays – 110

School excursions-mid week attendees – 550 (approx. 23 schools)

Tours other than schools - mid week - 614

Launches, reunions, donations, projects, public research visitors - 660

Heritage Festival attendees (includes Machinery/Quilt day) – 2,500

High Tea - 200

Several thousand people attend City Events Teddy Bears picnic, Spring Fair/Soul Festival – held in the Museum grounds and the Museum opens its doors on those days

2018: Breakdown of Numbers of Visitors to Museums

Homestead and Wagon House - Sundays 1,040

Stables (before they were deemed unsuitable for public use) and incidental visitors– 58

School excursions- mid week - 500 students (approximately 20 schools)

School holiday program attendees - Wednesdays - 100

Tours other than schools - mid week- 550 people

Launches, reunions, projects, donations and public research visitors – 390 people

Heritage Festival (includes Machinery/Quilt day) – 2,000 people

High Tea – 180



Several thousand people attend City Events Teddy Bears picnic, Spring Fair/Soul Festival – held in museum grounds and the museum opens its doors on those days

15) *When was the last time any schools were invited to visit?*

School bookings are being taken for term four. The Museum is promoted to the schools via the City's school information pack that is distributed every term to all the schools via email. The last school visit was from Perth Ladies College in March 2020, just prior to COVID restrictions being put in place.

16) *What is the museum's response to COVID and how are they going to rebuild the museum? What activities are planned? What new initiatives are planned? How are they looking to attract younger audience and members?*

The Museum is opening on Sundays under a stage four COVID plan and small group bookings are being allowed to visit the museum.

School tours have been a regular occurrence for many years and schools are already making enquiries to visit in term four. The Historical Society also provides regular school holiday programs at the Museum on Wednesdays for children and their parents.

Historical Society membership has remained very steady over the years, and like all community groups some people leave and others join.

The Historical Society of Cockburn and the Leeming Area Community bands have come together to present a series of ensembles at the Museum on Sunday afternoons.

Strategic Plans/Policy Implications

Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

- Facilitate a thriving tourism and ecotourism industry.

Community, Lifestyle and Security

A vibrant healthy, safe, inclusive and connected community.

- Foster local community identity and connection through social inclusion, community development, and volunteering opportunities.
- Recognise and celebrate the significance of cultural, social and built heritage including local Indigenous and multicultural groups.

Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Provide high quality accessible customer service and experiences for all our community.



Budget/Financial Implications

The building is not derelict, however the following items would need to be reviewed and/or built/installed before full occupation:

- All services would need to be designed, supplied and distributed, such as power, lighting, security, fire;
- Access to/from the facility needs to be upgraded and made compliant to relevant accessibility legislation;
- Structural assessment and any associated improvements/repairs.

The cost to do the above, including the structural assessment, is estimated at between \$100,000 and \$200,000.

Legal Implications

The *Occupational, Safety and Health Act 1984* refers.

Community Consultation

NA

Risk Management Implications

There is a "Substantial" level of assessed "OH&S/Well Being" risk associated with this item, in allowing disgruntled former members of the Historical Society of Cockburn to engage in threatening behaviours to staff and volunteers.

There is a "High" level of assessed "Brand/Reputation" risk associated with the ongoing tarnishing of the Historical Society's image within the community.

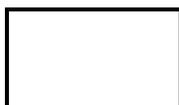
There is a "Moderate" level of assessed "Financial Impact" risk associated with the continued waste of officer time responding to unfounded accusations regarding Museum operations.

Advice to Proponents/Submitters

N/A

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

Nil





Future use of Stables, Museum Precinct, Manning Park Evaluation Report,

September 2019

**Samantha Seymour-Eyles
Manager Corporate Communications**

1

Document Set ID: 8665382
Version: 6, Version Date: 12/12/2019



Background

The 'stables' are located in Manning Park in the Azelia Ley museum precinct in Hamilton Hill. The custodians of the precinct, the Cockburn Historical Society (formed 1975) have an interest in future use of the stables, and a further local group called the Restoration Club has shown an interest since November 2015.

The following departments at the City have a professional interest in what occurs at this site and would be part of the approval process for any future use:

- Statutory Planning
- Environmental Health
- Building
- Strategic Planning
- Infrastructure services
- Parks
- Environment (*as opposed to Environmental Health*)

The West Australian Planning Commission must also approve any development on the site.

A representative from each department has visited the stables and provided details of what plans, legislation and policies are relevant to the site, and what implications they would have in terms of possible proposed uses.

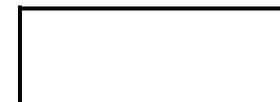
The Historical Society has previously used the stables to provide talks to school children when it is raining; when they have large groups they split them between the venues. However, due to structural issues and rodents, they stopped using it for now and are currently only using it for storage. They would like to use it in the future for school groups but there is a lot of work and a lot of expense that would be incurred to enable it to be suitable and approved for any future public use. This research has determined that it cannot currently be used for anything except for storage until appropriate works are undertaken and relevant approvals given, dependent on specific use.



Proposed activities from both groups are detailed below and a response is provided by each service unit in a table below.

Possible activities include:

- Using the stables for storage
- Using the stables to speak to school groups
- Occasional displays of restored and unrestored historical machinery and equipment in and outside the building
- Periodic public displays of machinery – small numbers of interested community
- Historical vehicle and machinery restoration using manual workshop tools and small power tools.
- Use of vehicle and machinery oils and greases, and small cans of spray paint. Effectively a 'Mens Shed' type activity
- Anticipated average number of people coming and going on weekdays / weekends
 - Restoration and Club activities: Weekdays – 4-6 persons; weekends 6-8 persons, in the short to medium term, - anticipated growth long term. Normally 9am to 4pm.
 - Historical Society – school groups visiting the museum when it is raining weekdays
- Vehicle movements anticipated for movement of old machines / vehicles requiring restoration estimated at 2 – 4 per month, generally by utility, and trailer, or occasionally small truck less than 4 tonne.



Relevant Plans, Policies and Legislation

Plan /Legislation/Policy	Relevance to use of stables	\$ implications	Business Unit
<p>Planning and Development (Local Planning Schemes) Regulations 2015</p>	<p>The proposed development (the use of the reserve – use is referred to as ‘development’) would require planning approval under the Planning Regulations; therefore a Development application and associated plans would be required.</p>	<ul style="list-style-type: none"> • Fees associated with the lodgement of the Development Application. • Fees associated with the preparation of appropriate plans etc for the lodgement of the Development Application. 	<ul style="list-style-type: none"> • Statutory Planning
<p>Town Planning Scheme No. 3</p>	<p>The subject site is the subject of Heritage Listings known as ‘Azelia Ley Homestead’ and ‘Manning Park’. These being Heritage Plans 1, 33 and 61.1.</p> <p>City officers would need to determine whether the uses proposed are in keeping with the intended purpose of the reserve and its heritage significance under Town Planning Scheme No. 3.</p> <p>There could be amenity and heritage loss if structures need to be altered which do not meet the intent of Town Planning Scheme No. 3.</p> <p>The City officer who deals with heritage matters does</p>	<ul style="list-style-type: none"> • Cost implications may include alterations and changes to a heritage listed structures. 	<ul style="list-style-type: none"> • Statutory Planning • Strategic Planning



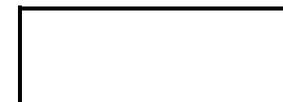
Plan /Legislation/Policy	Relevance to use of stables	\$ implications	Business Unit
	<p>not believe that restoration activities are within the intended objectives of the heritage listing under Town Planning Scheme No. 3. – it would be properly assessed if an application were to be received and also may need to be referred to the Heritage Council of WA for comment.</p>		
<p>Metropolitan Region Scheme</p>	<p>Under Part II of the Metropolitan Regional Scheme (MRS) the subject site is reserved as Parks and Recreation (and a portion as Primary Regional Road), which means any development (new use) is subject to approval by the Western Australian Planning Commission.</p>	<ul style="list-style-type: none"> • Fees associated with the lodgement of the Development Application. 	<ul style="list-style-type: none"> • Statutory Planning
<p>State Planning Policy 3.7 – Planning for Bushfire Protection and the associated Guidelines</p>	<p>The subject site is identified within the bushfire prone mapping. Therefore any development is subject to compliance with SPP 3.7 and the associated Guidelines.</p> <p>There are requirements to upgrade structures (which may conflict with the environmental significance and heritage significance) to bring the structures into compliance with the SPP 3.7 and to comply with AS 3959.</p> <p>The use may also be considered a ‘vulnerable’ land use by virtue of the congregation of people that are considered vulnerable (the aged or children).</p>	<ul style="list-style-type: none"> • Fees associated with the preparation of the Bushfire Management Plan and the Emergency Evacuation Plan. • Cost of alterations and changes to heritage listed structures if permitted. • Cost if there was a fire in the park 	<ul style="list-style-type: none"> • Statutory Planning • Building Services • Environmental Services



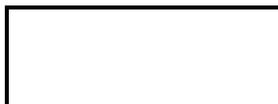
Plan /Legislation/Policy	Relevance to use of stables	\$ implications	Business Unit
<p>City of Cockburn Local Planning Policy 4.4 Heritage Conservation Design Guidelines https://www.cockburn.wa.gov.au/getattachm ent/e3eb83c1-03bb-433b-84d4-d97cf23b8f26/ECM 45 17607 v6 Heritage-Conservation-Design-Guidelines-LPP4-docx.aspx</p>	<p>Therefore a Bushfire Management Plan may be required and an Emergency Evacuation Plan to address compliance with SPP 3.7.</p> <p>Any use of grinding and/or welding equipment would be an issue.</p> <p>Uses would most likely need to be referred to DFES The subject land is included on the State Register of Heritage Places, and the Manning Estate, Hamilton Hill Conservation Plan (2011) provides a framework to guide development and use of the land.</p> <p>The site is significant as an intact example of a precinct of farm buildings, and is representative of a family farming use, large landholdings use for market gardening and pastoralism no longer practiced in the Cockburn area. In modern times it has social value as a recreational reserve that is well utilised by the community. The museum use of the Azelia homestead is noted to be a compatible use in the State Register listing.</p> <p>The proposed men’s shed type activity is akin to a ‘workshop’ use, which is not considered to have a connection to the historical use of the land and the</p>		<ul style="list-style-type: none"> • Strategic Planning



Plan /Legislation/Policy	Relevance to use of stables	\$ implications	Business Unit
	<p>heritage significance of the place as outlined in the State Register Place Record and Statement of Significance.</p> <p>In accordance with the Burra Charter, in considering the appropriateness of an adaptive re-use, consideration should be given to the extent to which the use has the ability to reveal and interpret the heritage significance of the place. The proposed 'Men's Shed' workshop use does not have the potential to contribute to this, and has the potential to detract from the heritage significance of the place by introducing a new unrelated use. In this regard is not considered to represent the highest and best use of the building.</p> <p>Given the location of the building within a public park, the most desirable adaptive re-use of the stables would be associated with the successful and compatible use of the Homestead as a museum (as recognised in the State Register heritage listing). This use has the ability to further reveal and interpret the heritage significance of the place, and would benefit the broader community by value-adding to the visitor experience.</p> <p>Furthermore, it is also noted that the buildings are relatively small, and there is a high likelihood that it will become difficult to contain the use within the stables,</p>		



Plan /Legislation/Policy	Relevance to use of stables	\$ implications	Business Unit
	<p>with pressure for additional shed/storage outside of the building which would be inconsistent with the Conservation Plan and will significantly detract from the setting and heritage significance. This is an additional reason why the Men’s Shed use is not considered to be an appropriate adaptive re-use.</p> <p>Storage associated with the existing and compatible museum use would be appropriate where the type of items and the way they were stored did not damage the fabric of the building (ie. still allows for appropriate ventilation; does not contribute to moisture and mould, does not rely on the structure of the building etc.). In this way the storage use could assist with the ongoing compatible use of the museum which is a significant attractor for Manning Park. This would also not preclude another use in the building associated with the museum in the future.</p> <p>However, it is not considered that an unrelated storage use (ie. not associated with the museum) would be appropriate, as it would not contribute in any way to revealing and interpreting the heritage significance of the place, and it would potentially detract from the heritage significance of the place by introducing a new unrelated use. Furthermore, approval of an unrelated</p>		



Plan /Legislation/Policy	Relevance to use of stables	\$ implications	Business Unit
<p>Beeliar Regional Park Management Plan. <i>Council endorsed this plan in 2006 and manages the land according to the plan</i></p>	<p>storage use would potentially sterilise the use of the building for a higher use associated with the museum in the future.</p> <p>The site is identified the for recreation uses only in the plan. Management of this area involves minimising the impact of visitor activities through sensitive placement and provision of access and facilities. Predominantly passive recreation pursuits. <i>See Page 13 of the plan.</i> A workshop type activity on this site is likely to adversely impact the amenity of the area.</p>	<p>May adversely impact external funding for recreation and heritage in this area. Unlikely funding would be allocated if amenity is impacted.</p>	<ul style="list-style-type: none"> Environmental Services
<p>City of Cockburn Natural Area Management Strategy 2018</p>	<p>The strategy identifies the need to enhance the natural vegetation of our conservation areas. Any requirement to manage fuel loads in this area would adversely impact the native vegetation. So appropriate bushfire management controls would be required.</p>	<p>\$10k per annum</p>	<ul style="list-style-type: none"> Environmental Services
<p>Health (Public Buildings) Regulations 1992</p>	<p>National Construction Code (BCA) The requirements to fit out the building as a Class 9b under the building code and public building under Public building regulations would be very costly.</p> <p>Also the building itself is very small and therefore its use limited. Especially given the building has two separate portions with one having a steep step inside.</p>	<p>See below</p>	<ul style="list-style-type: none"> Environmental Health



Plan /Legislation/Policy	Relevance to use of stables	\$ implications	Business Unit
<p>National Construction Code (BCA)</p>	<p>Change of Classification of the building to 9b or 8 (or both) depending on uses If the building is changed to a Class 9b building, then the energy efficiency, accessibility, fire safety and structural elements of the building would need to be considered to bring it into compliance, which could be costly.</p> <p>If it was used as a workshop (Class 8), there are still implications regarding accessibility fire and safety matters.</p> <p>Any alterations or change of use to the building, would require approval through private certification (private building surveyor), who may rely on a structural engineers report for the stability and intended use the building.</p> <p>The following would need to be reviewed and/or built/installed before occupation:</p> <ul style="list-style-type: none"> • All services to be designed, supplied and distributed such as power, lighting, security, fire which I imagine will cost in excess of \$100k. • Access to/from the facility needs to be upgraded and made compliant to relevant accessibility legislation. 	<p>Estimated \$100-\$200k depending upon the structural assessment</p>	<ul style="list-style-type: none"> • Environmental Health • Building Services



Plan /Legislation/Policy	Relevance to use of stables	\$ implications	Business Unit
Environmental Protection (Noise) Regulations 1997	<ul style="list-style-type: none"> Structural assessment and any associated improvements/repairs. <p>It is possible that the uses mentioned above could achieve the noise regulation requirements if managed. However, the noise regulations do not take into consideration the amenity impact. Given this is a reserve noisy activities would impact on the amenity of the area.</p>	Nil	<ul style="list-style-type: none"> Environmental Health Environmental Services
Building Act 2011 and Building Regulations 2012	<p>Permits for building work, the use and maintenance of, and requirements in relation to, existing buildings and incidental structures</p>	?	<ul style="list-style-type: none"> Building Services
Manning Park Master Plan 2017	<ul style="list-style-type: none"> The Azelia Ley Museum heritage site at Manning Park is very constrained in regard to accommodating additional future buildings. The slope of the land, presence of the historical buildings, mature trees and proximity to bushland and the aesthetics of the existing features would make siting a new building of size in that area very problematic and expensive. The Manning Park Master Plan consultation has had outcomes that indicate the community is seeking recreational uses of the wider Manning Park and positioning a future additional buildings within those areas would not fit with those uses. Action 5 of the Manning Park Master Plan, being 		<ul style="list-style-type: none"> Environmental Services with input from others



Plan /Legislation/Policy	Relevance to use of stables	\$ implications	Business Unit
	<p>concerning the Azelia Ley Museum Precinct, entails the development of a Azelia Ley Precinct Plan commencing in 2024/25 and this will provide an opportunity to revisit the whole site and any call at that time for new additional structures.</p> <p>ACTION 5:</p> <p>The establishment and protection of the Azelia Ley Homestead Feature Precinct will:</p> <ul style="list-style-type: none"> • Protect the visual and spatial integrity of the Azelia Ley Homestead and surrounding gardens. • Ensure strong connection with the Lake. • Improve the ability of the area to cater for 'market' and 'village' style events. • Prioritise the Azelia Ley Homestead as the 'central hub' of the park. <p>Delivery Actions:</p> <ul style="list-style-type: none"> • A design consultant will be engaged to design a Precinct Plan specifically for the Azelia Ley precinct • This Precinct Plan will be within the parameters of and aligned with the vision of the Manning Park Master Plan, and will respond to previous works and strategies proposed for this site. • This Feature Precinct, calls for a considered and detailed design approach. This may require key custom items, outside uniform items prescribed elsewhere in this Master 		



Plan /Legislation/Policy	Relevance to use of stables	\$ implications	Business Unit
	Plan.		

Observations & Recommendations

- The stables are not suitable for Restoration Club use for the many reasons detailed above
- The City will investigate if there are any suitable premises or sites, preferably not too far from Manning Park
- Relevant officers from the City will discuss options and restrictions regarding the stables with the Cockburn Historical Society
- The City is happy to discuss/help identify suitable display opportunities such as the existing field day partnership with the Restoration Club.



22.2 (2020/MINUTE NO 0240) TRAFFIC CALMING OPTIONS ALONG SOUTH LAKE DRIVE, SOUTH LAKE**Author(s)** J Kiurski**Attachments**

1. MRWA Road Hierarchy Criteria [↓](#)
2. Detailed Crash History - South Lake Drive [↓](#)
3. Traffic Calming Warrant Assessment [↓](#)

RECOMMENDATION

That Council:

- (1) note the report;
- (2) submit a proposal to Main Roads WA for approval of the line marking and sign treatments along South Lake Drive, as recommended by the findings of the Local Area Traffic Management (LATM) assessment; and
- (3) submit a proposal to Main Roads WA for development of a mini roundabout at the intersections of South Lake Drive and Moondara Circle, Elderberry Drive and Glenbawn Drive as the 2022/23 Black-Spot projects.

COUNCIL DECISION

MOVED Cr K Allen SECONDED Cr T Widenbar

That the recommendation be adopted.

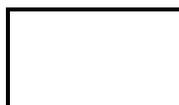
CARRIED UNANIMOUSLY 9/0**Background**

At the 13 August 2020 Ordinary Council Meeting, a Matter to be Noted for Investigation, Without Debate, was raised by Cr Widenbar:

Item 22.4 - Cr Widenbar requested a report on traffic calming options along South Lake Drive, South Lake

Reason

Local residents directly abutting South Lake Drive have raised concerns about speeding and dangerous driving by vehicles and motorcycles for some time. Options for traffic calming need to be investigated with a view to speed reduction and mitigation of driver behaviour, in consultation with local residents.



The subject site of this report is South Lake Drive between Berrigan Drive and Elderberry Drive (refer Figure 1 below).



Figure 1 – Location of the Subject Site

Submission

N/A

Report

The 1.5 km section of South Lake Drive between Berrigan Drive and Elderberry Drive is classified as a local distributor road under the road hierarchy classification within the City of Cockburn. The function of these roads is to collect and distribute traffic from access streets, linking to the major collector roads within the neighbourhood. They can also provide secondary connections to the external arterial road network within the residential, industrial and commercial areas.

A preliminary assessment of the current traffic environment has been completed which includes a traffic survey, a review of traffic count data, and a review of traffic crash history over the last five years, particularly on intersections.

The current Council Policy - Local Area Traffic Management Investigation, has been used to evaluate the request for traffic management devices to manage the behaviour of vehicle traffic on South Lake Drive.

The mid-block sections of South Lake Drive and intersections of South Lake Drive with Glenbawn Drive, Plumridge Way, Tarndale Way, Meadowbank Terrace, Stillwater Gardens and Moondara Drive have been assessed for traffic management.



Traffic Volume

The traffic count surveys completed in December 2018 and August 2020 (refer Table 1 below) show the average weekday traffic for South Lake Drive was between 1,655 vehicles per day (vpd) and 2,781vpd. This is lower than the desirable maximum volume of 6,000 vpd proposed by Main Roads WA (MRWA) Road Hierarchy for Western Australia Road Types and Criteria (refer Attachment 1).

Location	Average Weekday Traffic	AM Peak Traffic	PM Peak Traffic	Average Speed (km/hr)	85 th %ile speed (km/hr)*	% of Heavy vehicles **
90m West of Moondarra Circle 12/2018	1,666	232	160	49	58	4.4%
80m West of Meadowbank Tce 12/2018	1,864	247	177	49	56	3.1%
20m north of Plumridge Way 8/2020	2,115	277	222	46	56	7.7%
80m south of Plumridge Way 8/2020	2,781	297	266	47	56	7.3%
110m west of Meadowbank Tce 8/2020	1,928	315	254	47	53	3.3%
105m west of Moondarra Cir 8/2020	1,655	295	223	50	57	4.2%

Table 1: Traffic Volume and Speed along South Lake Drive

*85th percentile speed = the speed that 85% of vehicles are travelling at, or slower, under free-flow conditions (i.e. with >4 seconds headway)

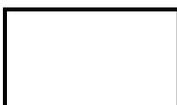
**Heavy vehicles = Austroads Vehicle Class 3 or greater, including buses.

South Lake Drive has a 50km/h default speed limit with a 40km/hr school zone speed applied within the vicinity of Lakeland Senior High School between the hours of 7:30–9:00am and 2:30–4:00pm on school days.

MRWA's Recommended Operating Speed for the Local Distributor Road within a Built-up Area is 50-60 km/h (desired speed). The traffic speed presented in Table 1 shows the average speed is under 50km/h, and the 85th percentile speed is also lower than 60km/h, which indicates there are no major speed issues along South Lake Drive.

Crash Data Analysis

Crash data at the intersections of South Lake Drive with Glenbawn Drive, Plumridge Way, Tarndale Way, Meadowbank Terrace, Stillwater Gardens, Moondarra Drive and the mid-block sections of South Lake Drive were reviewed.



MRWA Crash Analysis Reporting (CAR) data indicates these intersections recorded a total of 21 crashes during the five-year period ending in December 2019 – refer Table 2 below. A copy of the detailed crash history is included in Attachment 2 for reference.

Location	Crash No.	Date	RUM	Severity
Glenbawn Drive	2	2015	14-Thru-Right	PDO-Major
Plumridge Way	2	2015	56-Overtaking-Into Right Turn	PDO-Minor
Meadowbank Terrace	2	2016	33-Same Direction-Same Lane-Right Rear	PDO-Major
Elderberry Drive	4	2016	12, 17- Right Angle	PDO-Major
South Lake Drive - mid-section	11	2015/16/17/18	Right turn and rear end	1 – Medical 10 - PDO

Table 2: Summary of Crash Data

Review of the detailed crash history at the intersections indicates four out of six crashes are right turn. None of the intersection crashes resulted in high severity medical injury.

Review of the detailed crash history of the South Lake Drive mid-block sections also indicates 5 out of 11 crashes are right turn crashes with one medical and another 6 PDO (property damage only). A copy of the MRWA Road Use Movement (RUM) Codes is included in Attachment 2 for reference.

Further investigation indicates that the intersection crashes occurred in 2015 and 2016 and there are no new accidents at the intersections of South Lake Drive and Glenbawn Drive, Plumridge Way, Tarndale Way, Meadowbank Terrace, Stillwater Gardens and Moondara Drive.

The latest crash that occurred at the mid-block section of South Lake Drive, in August 2018, was when a car came off the road and into a house. The subsequent Police investigation found the cause was driver health issues, not road condition. The City did not receive any road correction actions from the crash investigation report.

Existing Local Area Traffic Management and Pavement Marking

Currently, South Lake Drive has some LATM treatments installed along the road such as an Angled Centre Blister slow-point between Meadowbank Terrace and Stillwater Gardens, and the three median islands between Meadowbank Terrace and Broadwater Gardens.

Median islands are commonly used to regulate the movement of traffic and to provide refuge for staged pedestrian crossings. They are also used on approaches to bends or through tight bends on access roads.

There is existing line-marking at intersections and the locations of the existing median islands, but there is no continuous central line markings, and average daily traffic volume of between 2780 to 1655 vpd at the south and east ends of the road (August 2020 survey data), respectively.



For an urban road environment, Austroads Revision of Guide to Traffic Engineering Practice Part 8: Traffic Control Devices considered Annual Average Daily Traffic (AADT) volume in excess of 2500 vpd as a warrant to provide continuous central line markings.

There are several bus stops along South Lake Drive with bus frequencies between 30 to 60 minutes during weekdays; however no bus stop road markings are present.

Proposed Local Area Traffic Management (LATM)

The City uses the MRWA approved Traffic Management Warrant Model which is a point score system to guide the assessment and prioritisation of required treatments (if any). The model considers various factors and parameters such as speed, traffic volumes, crash data, road design and topography, vulnerable road users, etc. Based on the total point score, assessed sites are grouped into three decision criteria (major, minor, or low safety and amenity concerns).

The outcome of the Traffic Management Warrant analysis presented in Attachment 3 resulted in the following finding: *A minor technical problem site – consider low cost solutions (e.g. traffic signs and pavement markings, if appropriate. Review again after 2 years).*

The City intends to include the whole section of South Lake Road for the work program to identify feasible appropriate treatments including standard MRWA signs and line markings.

Table 3 below is an extract from the City’s Policy for Local Area Traffic Management Investigation, which provides recommended LATM treatments by hierarchy.

The proposed LATM treatments considered the observed maximum 85th percentile speed is within the 10km/hr posted speed limit, and will enable the road environment to slow vehicles down. Follow-up speed monitoring surveys are also recommended upon installation of each treatment.

LATM	Pros	Cons	Expected Construction Cost of Treatment
1) Pavement Marking	Highlight activities that are happening on the road, i.e. bus stops, pedestrian crossings, intersections.	Maintenance of line marking and may not necessary slowing vehicles down.	\$ 5,000 x per km
2) Signage Improvement	Give Way/Stop signs are regulatory and can be policed.	May not have an impact on speed or noise.	\$ 1,000 x per signage
3) LED Speed Radar Sign	Clear identification of the speed a vehicle is travelling.	May not have significant impact on speed or noise.	\$10,000 x per signage
4) Midblock Island on curves	Will slow traffic down and can incorporate safe locations for pedestrian	The treatments may be very costly, and additional land may be required to enable the	Up to \$ 50,000 per treatment



LATM	Pros	Cons	Expected Construction Cost of Treatment
including slow points	crossings.	construction. Noise generation to be considered. Slow points may impact the buses and heavy vehicle movements especially when installed in series.	
5) Speed Humps	Will slow traffic down and can incorporate safe locations for pedestrian crossings.	Noise generation to be considered. Slow points may impact the buses and heavy vehicle movements especially when installed in series.	Up to \$10,000 per treatment
6) Mini Roundabout	Will slow traffic down and can incorporate safe locations for pedestrian crossings. Significant crash reduction.	The treatments may be very costly, and additional land may be required to enable the construction. MRWA standard design drawing template will be updated in future to include mini roundabouts with fully traversable inner circle. It is expected that MRWA will publish a new standard design drawing template. By the end of this financial year.	~\$ 100,000 – 150,000

Table 3: Proposed LATM Treatments Hierarchy

Recommendation

Based on data provided in Table 3, it is recommended to install a series of mini roundabouts along South Lake Drive as a part of the State Black-Spot Program. The exact locations are subject to detailed investigation during Black-Spot Program submission and will depend on various factors such as crash pattern, speed data, and land requirements.

Mini-roundabouts use the same right of way rules as standard roundabouts but they can produce different driver behaviour. The central island of a mini-roundabout has a much smaller diameter (sometimes a painted circle or dome) that is generally fully traversable. While motorists can drive over them when there is no other traffic, it is potentially dangerous to do so otherwise.

They are primarily utilised where there is a lack of available road reserve width, and a standard roundabout cannot be accommodated. In Australia this treatment has been tested in Victoria and New South Wales.



MRWA installed a mini roundabout in the City of Stirling and the City of Joondalup as a trial project before the guideline and standard drawings for this treatment are developed.

For examples of mini roundabouts with a fully mountable inner circle refer to Pictures 1 and 2.



Picture 1 - Mini Roundabout with fully mountable inner circle – Drysdale Street, looking west towards Dongara Street, City of Stirling



Picture 2 - Mini Roundabout with fully mountable inner circle – Endeavour Road, looking north towards Whitfords Avenue, City of Joondalup

Below is a summary of recommended road improvements along the sections of South Lake Drive based on the site inspection, available traffic data, crash data and traffic management warrant model assessment described in this report.

Plumridge Way to Stillwater Gardens

The existing traffic management is in place, and therefore this area would remain as it is.



Elderberry Drive to Stillwater Gardens

- Review and update line marking and signage treatment at the intersection of Berrigan Drive and Elderberry Drive.
- Add centre of road line marking and highlight intersections with Reflective Raised Pavement Markers (RRPMs).
- Improve Bus Stop locations with line marking. Currently, no bus stop road markings are present.
- Installation of midblock islands located at curves, being mindful of property access.
- Consider (when MRWA introduce and approve standard for this treatment) installation of a mini roundabout at the western end of Moondara Circle and Elderberry Drive.

Plumridge Way to Berrigan Drive

- Improve signage treatment at the intersection of South Lake Drive and Berrigan Drive. A Give Way sign can be added with no impact to residents.
- Add centre of road line marking and highlight intersections with RRPMs.
- Improve Bus Stop locations with line marking. Currently, no bus stop road markings are present.
- Consider (when MRWA introduce and approve a standard for this treatment) installation of a mini roundabout at the intersection of South Lake Drive with Glenbawn Drive.

Strategic Plans/Policy Implications

City Growth and Moving Around

A growing City that is easy to move around and provides great places to live.

- Plan to provide residents with great places to live, activated social connections and high quality open spaces.
- Advocate and plan for reduced traffic congestion.

Listening and Leading

A community focused, sustainable, accountable and progressive organisation.

- Listen to, communicate, consult and engage with our residents, businesses and community in a timely, open and collaborative manner.
- Ensure good governance through transparent and accountable, planning, processes, reporting, policy and decision making.



Budget/Financial Implications

Installation of the line marking and signs along South Lake Drive needs to be approved by MRWA.

City Officers have estimated this modification could cost in the order of \$20,000 and would be funded in the 2020/21 capital works program by using the account for Traffic Safety Management WC00217.

It is proposed to list the Concept Design for mini roundabout projects for consideration by Council in the 2022/23 budget submission, subject to MRWA funding approval through the Black-Spot program.

Legal Implications

N/A

Community Consultation

Consultation with adjacent or impacted property owners would be carried out by letter drop and public notices should Council wish to proceed, as well as consultation with local Resident Groups.

Risk and Management Implications

The proposed modification will improve road user safety and traffic movement along South Lake Drive. Should Council not approve the recommendations, uncertainty will remain on the intersection performance and safety risk.

Advice to Proponents/Submitters

N/A

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

Nil



**ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)**

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' <i>Roadside Stopping Places Policy</i> .	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

MAIN ROADS Western Australia
D10#10992



DEFINITIONS

Built Up Areas	See Note 3 below. The criteria was provided by Clive Shepherd from the Western Australian Local Government Grants Commission (WALGGC).
Primary Criteria	A road, or road section, must meet all of these criteria to qualify for the category.
Secondary Criteria	These criteria are provided as indicators of the likely characteristics of a road designated under a particular road type. Ideally, a road should have all of these characteristics, but it is recognised that is unlikely to occur in a number of instances, particularly for traffic volumes in rural areas.
vpd	vehicles per day

NOTES

1. The type designated to each road should represent the role that the road is intended to perform. It may not necessarily reflect the current conditions on the road.
2. Declared Roads under the Main Roads Act ('highways' and 'main roads')
3. Built Up Areas (as defined by the Western Australian Local Government Grants Commission) Built up areas are identified because roads within them generally involve greater expenditure than roads in non built up areas. This is because roads in built up areas :
 - have high traffic volumes;
 - have large numbers of intersections, necessitating intersection treatments, pavement markings, signs, etc;
 - require kerbing for traffic control and or drainage;
 - require an asphalt surface where traffic volumes are high, or where noise reduction is important;
 - require underground drainage because surface drainage is impractical;
 - involve high cost of service alterations during reconstruction;
 - involve high costs because road works have to be carried out under heavy traffic.

The following definition is intended to limit built up areas to localities where the above conditions prevail.

Residential localities, which have lots with areas less than 0.45 ha, and commercial and industrial areas that meet the following criteria are classed as built up:

- at least half the blocks are developed;¹
- existing roads have a minimum standard of a gravel road for old subdivisions and a sealed road for new subdivisions.

Areas serving sporting complexes, schools and caravan parks are classed as built up where:

- they are located in an area which is developed as residential; or
- the existing roads serving these facilities are already sealed and kerbed.

A road connecting two built up areas is classed as a road in a built up area where the connecting road is less than 300m in length.

4. Except where the Regional Distributor is passing through, or terminating in a town.
5. Buses may need to use Access Roads in some instances e.g. Rural areas for school buses and in cities and towns to provide connectivity for a route.

¹ Roads within new subdivisions being developed in accordance with a Structure Plan should be designed and constructed in accordance with the planned use of the road once the area is fully developed. They should be categorised on the basis of the intended purpose.

DESCRIPTION OF ROAD HIERARCHY

Primary Distributors :

Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. Some are strategic freight routes and all are State Roads. They are managed by Main Roads Western Australia.

District Distributor A : Urban area roads - (Built Up Area -)

Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.

District Distributor B : Urban area roads - (Built Up Area)

Perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government.

Regional Distributor : Rural - (Non Built Up Area)

Roads that are not Primary Distributors but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government.

Local Distributor :

Urban - (Built Up Area)

Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to, or serving the area. These roads should accommodate buses, but discourage trucks.

Rural - (Non Built Up Area)

Connect to other Rural Distributors and to Rural Access Roads.

Not Regional Distributors, but which are designed for efficient movement of people and goods within regional areas

Urban and Rural Local Distributor roads are managed by local government.

Access Roads :

Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government.



Detailed Crash History																															
Road	Road Name	SLK	LA	True Dist	Intersection	Date	Day	Time	Severity	Crash No.	Type	Light Cond	Road Cond	Speed Limit	Traffic Control	Road Feature	Road Alignment	Speed Factor	MR Nature	Location	RUM	Unit	Unit Type	From Dir	To Dir	Veh/Ped Move	First Object Hit	Second Object Hit	Third Object Hit	Target Impact Point	
1030467	South Lake Dr	0.02	S	0.02		05/02/2016	Friday	0605	PDO Minor	2016023192	Midblock	Daylight	Dry	50	No Sign Or Control		Curve		Rear End	On Cway	31:Same Dir: Same Lane Rear End	Colliding	Station Wagon	S	N	Straight Ahead: Not Out Of Control					
1030467	South Lake Dr	0.02	S	0.02		05/02/2016	Friday	0605	PDO Minor	2016023192	Midblock	Daylight	Dry	50	No Sign Or Control		Curve		Rear End	On Cway	31:Same Dir: Same Lane Rear End	Target	Car	S	N	Stopped: To Avoid Veh				Rear	
1030467	South Lake Dr	0.02	S	0.02		26/02/2016	Monday	1455	Medical	2016042770	Midblock	Daylight		50	No Sign Or Control	Driveway	Straight		Right Turn Thru	On Cway	22:Opposite Dir: Thru - Right	Colliding	Station Wagon	S	E	Turning: To Make Right Turn					
1030467	South Lake Dr	0.02	S	0.02		26/02/2016	Monday	1455	Medical	2016042770	Midblock	Daylight		50	No Sign Or Control	Driveway	Straight		Right Turn Thru	On Cway	22:Opposite Dir: Thru - Right	Target	Utility	N	S	Straight Ahead: Not Out Of Control				Front	
1030467	South Lake Dr	0.15	S	0.15	GLENBAWN DR (042263)	24/07/2015	Friday	0640	PDO Major	2015216886	Intersection	Dawn Cr Dusk	Dry	50	Give Way Sign	3-way Intx (T junction)	Straight		Right Angle	On Cway	14:Inb: Thru - Right	Colliding	Car	W - GLENBAWN DR	S - SOUTHLAKE DR	Turning: To Make Right Turn					
1030467	South Lake Dr	0.15	S	0.15	GLENBAWN DR (042263)	24/07/2015	Friday	0640	PDO Major	2015216886	Intersection	Dawn Cr Dusk	Dry	50	Give Way Sign	3-way Intx (T junction)	Straight		Right Angle	On Cway	14:Inb: Thru - Right	Target	Car	S - SOUTHLAKE DR	N - SOUTHLAKE DR	Straight Ahead: Not Out Of Control				Side	
1030467	South Lake Dr	0.32	S	0.32	PLUMRIDGE WY (042207)	20/03/2015	Friday	1505	PDO Minor	2015129591	Intersection	Daylight	Dry	50	No Sign Or Control	3-way Intx (T junction)	Curve		Sideswipe Same Dir	On Cway	55:Overtaking: Into Right Turn	Colliding		N - SOUTHLAKE DR	S - SOUTHLAKE DR	Overtaking: Passing On Right					
1030467	South Lake Dr	0.32	S	0.32	PLUMRIDGE WY (042207)	20/03/2015	Friday	1505	PDO Minor	2015129591	Intersection	Daylight	Dry	50	No Sign Or Control	3-way Intx (T junction)	Curve		Sideswipe Same Dir	On Cway	55:Overtaking: Into Right Turn	Target	Car	N - SOUTHLAKE DR	W - PLUMRIDGE WY	Turning: To Make Right Turn				Side	
1030467	South Lake Dr	0.73	S	0.73	MEADOWBANK TCE (042213)	12/07/2016	Tuesday	1645	PDO Major	2016205435	Intersection	Daylight	Dry	50	No Sign Or Control	3-way Intx (T junction)	Straight		Rear End	On Cway	33:Same Dir: Same Lane Right Rear	Colliding	Car	N - SOUTHLAKE DR	S - SOUTHLAKE DR	Straight Ahead: Not Out Of Control					
1030467	South Lake Dr	0.73	S	0.73	MEADOWBANK TCE (042213)	12/07/2016	Tuesday	1645	PDO Major	2016205435	Intersection	Daylight	Dry	50	No Sign Or Control	3-way Intx (T junction)	Straight		Rear End	On Cway	33:Same Dir: Same Lane Right Rear	Target	Station Wagon	N - SOUTHLAKE DR	S - SOUTHLAKE DR	Stopped: Prepared To Turn Right				Rear	
1030467	South Lake Dr	0.76	S	0.76		29/08/2015	Monday	1930	PDO Minor	2015252780	Midblock			50	No Sign Or Control				Hit Object	On Left Verge After Leaving Cway	72:Off Path On Straight: Off Left Cway Obj	Colliding				Out Of Control: Reason Unknown	Building				
1030467	South Lake Dr	1.17	S	1.17		09/05/2016	Monday	1510	PDO Major	2016140033	Midblock	Daylight	Dry	50	No Sign Or Control	Driveway	Straight		Right Angle	On Cway	47:Manoeuv: Leaving Driveway	Colliding	Car	S	W	Turning: To Make Left Turn					
1030467	South Lake Dr	1.17	S	1.17		09/05/2016	Monday	1510	PDO Major	2016140033	Midblock	Daylight	Dry	50	No Sign Or Control	Driveway	Straight		Right Angle	On Cway	47:Manoeuv: Leaving Driveway	Target	Four Wheel Drive (Not Car Design)	E	W	Straight Ahead: Not Out Of Control				Side	



Detailed Crash History																															
1030487	South Lake Dr	1.30	S	1.30		27/05/2015	Wednesday	1310	PDO Minor	2015182172	Midblock	Daylight	Dry	50	No Sign Or Control	Driveway	Straight		Right Angle	On Cway	47:Manoeuv: Leaving Driveway	Colliding	Car				Turning: To Make Right Turn				
1030487	South Lake Dr	1.30	S	1.30		27/05/2015	Wednesday	1310	PDO Minor	2015182172	Midblock	Daylight	Dry	50	No Sign Or Control	Driveway	Straight		Right Angle	On Cway	47:Manoeuv: Leaving Driveway	Target	Car				Straight Ahead: Not Out Of Control				Side
1030487	South Lake Dr	1.46	S	1.46		20/02/2015	Friday	1630	PDO Minor	2015057384	Midblock	Daylight	Dry	50	No Sign Or Control	Driveway	Straight		Sideswipe Same Dim	Sidewalk	36:Same Dim: Parallel Lanes - Turn Left S/swipe	Colliding	Car	S	W	Turning: To Make Left Turn					
1030487	South Lake Dr	1.46	S	1.46		20/02/2015	Friday	1630	PDO Minor	2015057384	Midblock	Daylight	Dry	50	No Sign Or Control	Driveway	Straight		Sideswipe Same Dim	Sidewalk	36:Same Dim: Parallel Lanes - Turn Left S/swipe	Target	Bicycle	S	N	Straight Ahead: Not Out Of Control					Side
1030487	South Lake Dr	1.51	S	1.51	ELDERBERRY DR (042293)	15/01/2016	Friday	2031	PDO Major	2016018594	Intersection	Dark - Street Lights On		50	No Sign Or Control	3-way Inbx (T-junction)			Right Angle	On Cway	12:Inbx Right - Thru	Colliding	Motor Cycle	W-ELDERBERRY DR	E-ELDERBERRY DR	Straight Ahead: Not Out Of Control					
1030487	South Lake Dr	1.51	S	1.51	ELDERBERRY DR (042293)	15/01/2016	Friday	2031	PDO Major	2016018594	Intersection	Dark - Street Lights On		50	No Sign Or Control	3-way Inbx (T-junction)			Right Angle	On Cway	12:Inbx Right - Thru	Target	Station Wagon	S-SOUTH LAKE DR	E-ELDERBERRY DR	Turning: To Make Right Turn					Side
1030487	South Lake Dr	1.51	S	1.51	ELDERBERRY DR (042293)	10/05/2016	Tuesday	1742	PDO Major	2016097495	Intersection	Dawn Or Dusk		50	No Sign Or Control	3-way Inbx (T-junction)			Right Angle	On Cway	17:Inbx Thru - Left	Colliding	Car	S-SOUTH LAKE DR	W-ELDERBERRY DR	Turning: To Make Left Turn					
1030487	South Lake Dr	1.51	S	1.51	ELDERBERRY DR (042293)	10/05/2016	Tuesday	1742	PDO Major	2016097495	Intersection	Dawn Or Dusk		50	No Sign Or Control	3-way Inbx (T-junction)			Right Angle	On Cway	17:Inbx Thru - Left	Target	Utility	E-ELDERBERRY DR	W-ELDERBERRY DR	Straight Ahead: Not Out Of Control					Side



Summary Crash History



Report Criteria

Road	SLK	CWY
1030467 - South Lake Dr	0.02 to 1.51	All

Parameter	Value	Description
From Date	01/01/2015	
To Date	31/12/2019	
Crash Type	All	
Severity	All	
Summarise By Intx	No	

Summary Crash History

Selection Criteria	Value
Road	SOUTH LAKE DR (1030467)
Date	01/01/2015 to 31/12/2019
Road SLK	0.02 to 1.51

Severity	Count	Percentage
Fatal	0	0.0%
Hospital	0	0.0%
Medical	1	9.1%
PDO Major	5	45.5%
PDO Minor	5	45.5%
Other / Unknown	0	0.0%
Total:	11	100.0%

MR Type	Count	Percentage
Involving Overtaking	1	9.1%
Involving Parking	0	0.0%
Involving Animal	0	0.0%
Involving Pedestrian	0	0.0%
Entering / Leaving Driveway	4	36.4%
Other / Unknown	6	54.5%
Total:	11	100.0%

Light Conditions	Count	Percentage
Daylight	7	63.6%
Dawn Or Dusk	2	18.2%
Dark - Street Lights On	1	9.1%
Dark - Street Lights Off	0	0.0%
Dark - Street Lights Not Provided	0	0.0%
Other / Unknown	1	9.1%
Total:	11	100.0%

Object Hit	Count	Percentage
SEC Pole	0	0.0%
Traffic Light Post	0	0.0%
Traffic Sign	0	0.0%
Commercial Sign Post	0	0.0%
Tree	0	0.0%
Other	1	100.0%
Total:	1	100.0%

Road Grade	Count	Percentage
Level	7	63.6%
Crest Of Hill	0	0.0%
Slope	0	0.0%
Other / Unknown	4	36.4%
Total:	11	100.0%

Road Alignment	Count	Percentage
Curve	2	18.2%
Straight	6	54.5%
Other / Unknown	3	27.3%
Total:	11	100.0%

Speed a Factor	Count	Percentage
Yes	0	0.0%
No	0	0.0%
Other / Unknown	11	100.0%
Total:	11	100.0%

Road Condition	Count	Percentage
Wet	0	0.0%
Dry	7	63.6%
Other / Unknown	4	36.4%
Total:	11	100.0%

MR Nature	Count	Percentage
Rear End	2	18.2%
Head On	0	0.0%
Sideswipe Opposite Dirn	0	0.0%
Sideswipe Same Dirn	2	18.2%
Right Angle	5	45.5%
Right Turn Thru	1	9.1%
Hit Pedestrian	0	0.0%
Hit Animal	0	0.0%
Hit Object	1	9.1%
Non Collision	0	0.0%
Other / Unknown	0	0.0%
Total:	11	100.0%



Crash Factor Matrix

ROAD USE MOVEMENT (RUM) CODES

	0	1	2	3	4	5	6	7	8	9
	PEDESTRIAN on foot in footpath	INTERSECTION vehicles from adjacent approaches	VEHICLES FROM OPPOSING DIRECTIONS	VEHICLES FROM ONE DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF STRAIGHT, ON STRAIGHT	OFF PATH, ON CURVE	PASSENGERS AND MISCELLANEOUS
1	NEAR SIDE	THRU-THRU	SIDE SWIPE HEAD ON	Vehicles in same lanes REAR END		HEAD ON	PARKED	OFF CARRIAGEWAY TO LEFT	OFF CARRIAGEWAY RIGHT BEND	FELL IN/FROM VEHICLE
2	EMERGING	RIGHT-THRU	THRU-RIGHT	LEFT REAR	LEAVING PARKING	OUT OF CONTROL	DOUBLE PARKED	LEFT OFF CARRIAGEWAY INTO OBJECT/VEHICLE	OFF RIGHT BEND INTO OBJECT/VEHICLE	LOAD STRUCK VEHICLE
3	FAR SIDE	LEFT-THRU	RIGHT-LEFT	RIGHT REAR	PARKING	PULLING OUT	ACCIDENT OR BROKEN DOWN	OFF CARRIAGEWAY TO RIGHT	OFF CARRIAGEWAY LEFT BEND	STRUCK TRAIN
4	PLAYING, WORKING LYING, STANDING ON CARRIAGEWAY	THRU-RIGHT	RIGHT-RIGHT	U TURN	PARKING VEHICLES ONLY	CUTTING IN	CAR DOOR	RIGHT OFF CARRIAGEWAY INTO OBJECT/VEHICLE	OFF LEFT BEND INTO OBJECT/VEHICLE	STRUCK RAILWAY XING FURNITURE
5	WALKING WITH TRAFFIC	RIGHT-RIGHT	THRU LEFT	Vehicles in parallel lanes LANE SIDE SWIPE	REVERSING	PULLING OUT REAR END	PERMANENT OBSTRUCTION	OUT OF CONTROL ON CARRIAGEWAY	OUT OF CONTROL ON CARRIAGEWAY	ANIMAL OFF CARRIAGEWAY
6	FACING TRAFFIC	LEFT-RIGHT	LEFT LEFT	LANE CHANGE RIGHT	REVERSING INTO FIXED OBJECT	O.L.-R.T	TEMPORARY ROADWORKS	LEFT TURN		PARKED CAR RAN AWAY
7	DRIVEWAY	THRU-LEFT	U TURN	LANE CHANGE LEFT	LEAVING DRIVEWAY		TEMPORARY OBJECT ON CARRIAGEWAY	RIGHT TURN		VEHICLE MOVEMENTS NOT KNOWN
8	ON FOOTWAY	RIGHT-LEFT		RIGHT TURN S/S	LOADING BAY					
9	STRUCK WHILE BOARDING OR ALIGHTING	LEFT-LEFT		LEFT TURN S/S	FROM FOOTWAY		ON CARRIAGEWAY			
	OTHER 98	OTHER 10	OTHER 20	OTHER 30	OTHER 40	OTHER 50	OTHER 60 (MISSILE/ FLYING OBJECT)	OTHER 70	OTHER 80	OTHER 90



City of Cockburn Traffic Calming Warrant System

Road name: **South Lake Drive (Road No. 1030467)**
 Suburb: **South Lake**
 Location detail: **(SLK 0.00 - 0.32) SLK 0.00 - Berrigan Drive**
 Road classification: **Local Distributor**
 Reason for analysis: **TRAF20/0362**

Analysis officer: **Kana Pathmarajah** Date: **23/09/2020**

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		57	10
Traffic volume		2,781	0
Reported crash data (5-year period)	Fatalities	Nil	0.0
	Injuries	1	3.0
	Non-injuries	1	2.0
Road design and topography	Restricted sight crest curve		0
	Restricted sight horizontal curve		0
	Bends with unrestricted sight		0
	Steep hill		0
Vulnerable road users	Major bicycle or ped. crossing point	Yes	2
	Important bicycle route		0
Activity generators	College		0
	School	Yes	8
	Retail		0
Amenity factors	Heavy vehicles	7.3%	12
	Peak hour volume	10.7%	3
Total:			40.0

Table 2: Intervention warrant

A site with low safety and amenity concerns - no further action required.

A minor technical problem site - consider low cost non-capital works solutions.

A technical problem site - identify solutions for consideration for funding and implementation

Notes:

Traffic data collected in **July -September/2020**

5-year reported crash history is from **2015 to 2019** inclusive

Reduction factor **0.9** is applied to crash score due to traffic volume



City of Cockburn Traffic Calming Warrant System

Road name: **South Lake Drive (Road No. 1030467)**
 Suburb: **South Lake**
 Location detail: **(SLK 0.32 - 0.49) SLK 0.32 - Plumridge Way**
 Road classification: **Local Distributor**
 Reason for analysis: **TRAF20/0362**

Analysis officer: **Kana Pathmarajah**

Date: 24/09/2020

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		56	5
Traffic volume		2,115	0
Reported crash data (5-year period)	Fatalities	Nil	0.0
	Injuries	Nil	0.0
	Non-injuries	Nil	0.0
Road design and topography	Restricted sight crest curve		0
	Restricted sight horizontal curve		0
	Bends with unrestricted sight		0
	Steep hill		0
Vulnerable road users	Major bicycle or ped. crossing point		0
	Important bicycle route		0
Activity generators	College		0
	School	Yes	8
	Retail		0
Amenity factors	Heavy vehicles	7.7%	12
	Peak hour volume	13.1%	3
Total:			28.0

Table 2: Intervention warrant

A site with low safety and amenity concerns - no further action required.

A minor technical problem site - consider low cost non-capital works solutions.

A technical problem site - identify solutions for consideration for funding and implementation

Notes:

Traffic data collected in **July -September/2020**

5-year reported crash history is from **2015 to 2019** inclusive

Reduction factor **XXX** applied to crash score due to traffic volume

City of Cockburn Traffic Calming Warrant System

Road name: **South Lake Drive (Road No. 1030467)**
 Suburb: **South Lake**
 Location detail: **(SLK 0.49 - 0.89) SLK 0.89 - Stillwater Gdns**
 Road classification: **Local Distributor**
 Reason for analysis: **TRAF20/0362**

Analysis officer: **Kana Pathmarajah** Date: 24/09/2020

Table 1 – Warrant criteria and weightings

Note: Maximum road length for each analysis = 500 metres

PARAMETER		VALUE	SCORE
Traffic speed		58	10
Traffic volume		1,928	0
Reported crash data (5-year period)	Fatalities	Nil	0.0
	Injuries	Nil	0.0
	Non-injuries	1	2.0
Road design and topography	Restricted sight crest curve		0
	Restricted sight horizontal curve		0
	Bends with unrestricted sight		0
	Steep hill		0
Vulnerable road users	Major bicycle or ped. crossing point		0
	Important bicycle route		0
Activity generators	College		0
	School	Yes	8
	Retail		0
Amenity factors	Heavy vehicles	3.3%	7
	Peak hour volume	16.3%	3
		Total:	30.0

Table 2: Intervention warrant

A site with low safety and amenity concerns - no further action required.

A minor technical problem site - consider low cost non-capital works solutions.

A technical problem site - identify solutions for consideration for funding and implementation

Notes:

Traffic data collected in **July -September/2020**

5-year reported crash history is from **2015 to 2019** inclusive

Reduction factor **0.9** is applied to crash score due to traffic volume



City of Cockburn Traffic Calming Warrant System

Road name: **South Lake Drive (Road No. 1030467)**
 Suburb: **South Lake**
 Location detail: **(SLK 0.89 - 1.51) SLK 0.89 - Stillwater Gdns**
 Road classification: **Local Distributor**
 Reason for analysis: **TRAF20/0362**

Analysis officer: **Kana Pathmarajah** Date: **24/09/2020**

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		58	10
Traffic volume		1,665	0
Reported crash data (5-year period)	Fatalities	Nil	0.0
	Injuries	Nil	0.0
	Non-injuries	3	10.0
Road design and topography	Restricted sight crest curve		0
	Restricted sight horizontal curve		0
	Bends with unrestricted sight		0
	Steep hill		0
Vulnerable road users	Major bicycle or ped. crossing point	Yes	2
	Important bicycle route		0
Activity generators	College		0
	School	Yes	8
	Retail		0
Amenity factors	Heavy vehicles	4.2%	10
	Peak hour volume	17.8%	3
Total:			43.0

Table 2: Intervention warrant

A site with low safety and amenity concerns - no further action required.

A minor technical problem site - consider low cost non-capital works solutions.

A technical problem site - identify solutions for consideration for funding and implementation

Notes:

Traffic data collected in **July -September/2020**

5-year reported crash history is from **2015 to 2019** inclusive

Reduction factor **0.9** is applied to crash score due to traffic volume

22.3 MINI BUS STYLE SERVICE**Author(s)** A Lees

Cr Corke has requested that a report be presented at a future Council meeting to investigate the feasibility of the City providing a mini-bus style service connecting Coogee Beach and the beaches north of Coogee Beach, within the City, with the City of Fremantle's Blue CAT bus service, on weekends during summer and during school holidays.

Reason

The population of our coastal areas is continually increasing, as are our beach tourist attractions and amenities. Residents also wish to access Fremantle but there are parking and transport, limitations. Better public transport options could provide a needed service to residents, see a reduction in two-car ownership, and alleviate some resident parking issues within our coastal suburbs.

22.4 IMPACT OF FIREWORKS DISPLAYS WITHIN THE CITY OF COCKBURN ON THE NATURAL ENVIRONMENT AND NATIVE WILDLIFE**Author(s)** C Beaton

Cr Corke has requested that a report be presented at a future meeting of Council to investigate the impact of fireworks displays within the City on the natural environment and native wildlife.



23. CONFIDENTIAL BUSINESS

Nil

24. (2020/MINUTE NO 0241) 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 P Eva SECONDED Cr M Separovich

That the recommendation be adopted.

CARRIED 8/1

For: Mayor L Howlett, Deputy Mayor L Kirkwood, Cr K Allen, Cr M Separovich, Cr P Corke, Cr L Smith, Cr P Eva and Cr T Widenbar

Against: Cr C Stone

25. CLOSURE OF MEETING

The meeting closed at 8.40pm.

