

CITY OF COCKBURN

SUMMARY OF MINUTES OF ORDINARY COUNCIL MEETING HELD ON THURSDAY, 11 JUNE 2015 AT 7:00 PM

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CITY OF COCKBURN

MINUTES OF ORDINARY COUNCIL MEETING HELD ON THURSDAY, 11 JUNE 2015 AT 7:00 PM

PRESENT:

ELECTED MEMBERS

Mr L Howlett	-	Mayor (Presiding Member)
Mrs C Reeve-Fowkes	-	Deputy Mayor
Mr K Allen	-	Councillor
Ms L Wetton	-	Councillor
Mr Y Mubarakai	-	Councillor
Mr S Portelli	-	Councillor
Mr S Pratt	-	Councillor
Mr B Houwen	-	Councillor

IN ATTENDANCE

Mr S. Cain	-	Chief Executive Officer
Mr D. Green	-	Director, Governance & Community Services
Mr S. Downing	-	Director, Finance & Corporate Services
Mr C. Sullivan	-	Director, Engineering & Works
Mr D. Arndt	-	Director, Planning & Development
Ms L. Boyanich	-	Media Liaison Officer
Mr J. Ngoroyemoto	-	Governance & Risk Co-ordinator
Mrs B. Pinto	-	PA – Directors, Fin. & Corp. Serv./Gov. & Comm. Serv.

1. DECLARATION OF MEETING

The Presiding Member declared the meeting open at 7.00 pm and made the following announcements:

Mayor Howlett welcomed the new Media Liaison Officer, Claudine Murphy who will commence employment with the City on Monday, 15 June 2015.

State Funded Financial Counselling Services in the Perth Metro area

The City has been advised that all State Funded Financial Counselling Services in the Perth Metro area will lose their funding from 1 October 2015.

This will have a serious impact on the Cockburn community that has provided a counselling service for over twenty years. Counsellors operate out of



Coolbellup and Success with an enormous workload and as it stands today they are turning away upwards of five people that they cannot see because of the excessive workload.

The Barnett Government's decision to cut the entire funding for this important community service across the entire State will surely lead to significant pressures on individuals and families that are struggling to cope with financial and other pressures.

Our City calls on the State Government to re-consider the funding cut before they plunge members of communities across Western Australia into turmoil.

Recent Visit to Split, Croatia

Following the recent visit by Elected Members to our Sister City in Split, Croatia the Mayor of Split is currently preparing to lead a delegation to the City of Cockburn in January 2016 with an emphasis on business and cultural links being strengthened.

A program will be developed over coming months in consultation with the Office of the Mayor of Split to maximise the opportunities when they arrive next year.

It was pleasing to meet again with Ms Susan Cox, the Australian Ambassador to Croatia who was a part of the greeting party when the delegation arrived in Split. It was the first opportunity that the Ambassador had to greet a local government from Australia with a Sister City in Croatia.

Also in attendance to greet the delegation was former Croatian Consul General in Perth, Mr Hrvoje Petrusic (now the Consul General based in Sydney).

Funeral Services

Patrick Hume – Mayor Howlett recently attended the funeral services of Patrick, a Nyungar Elder and respective member of the community who throughout his life (having been born in 1926) faced up to the challenges that presented themselves to the first people of the Nation.

His knowledge and respect of Nyungar culture, language and values provide a salient legacy to all that follow in his footsteps. He was a leader with exceptional negotiating skills and an advocate for his people throughout his life.

Peter Mirco – the Mirco family name is synonymous with the Cockburn District and Peter Mirco contributed to the business and general community throughout his life. He leaves a legacy of hard work, family values, strength as a small business owner and the proud tradition of community values ever so important in all communities.



May they both rest in peace!

Annual Pioneers Luncheon

The annual Pioneers luncheon held on 29 May was an outstanding success with over 300 members of our community coming together to share in 'times past' and to celebrate the outcome of the local government reform process.

Mrs Nola Waters was announced as the recipient of the WA Day Award for the City of Cockburn joining an extensive list of well-known and prominent members of our community. Our congratulations are again extended to Mrs Waters who continues to volunteer in the community.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

Nil.

3. DISCLAIMER (Read aloud by Presiding Member)

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

4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (by Presiding Member)

Nil

5 (OCM 11/6/2015) - APOLOGIES AND LEAVE OF ABSENCE

Clr Phil Eva	-	Apology
Clr Lee-Ann Smith	-	Apology

6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil



7 (OCM 11/6/2015) - PUBLIC QUESTION TIME

Michael Separovich, Spearwood

Q1. Does the City own any of the land or has any control of the land in relation to the Roe 8 extension?

A1. No. Part of the road reservation the City currently has is Hope Road is adjacent to the site so that will be closed. The land which will be affected by this is controlled by the City but it does not own any land.

Q2. Is any of the \$900M coming from Council funds?

A2. No. The City will not be providing any funds for this.

Q3. Does the City of Cockburn have any power to prevent the construction of Roe 8?

A3. The City has a late item on the Agenda tonight. The City is looking at an alternative option to the proposed Perth Freight Link Roe 8. The City has the power of being able to respond and communicate with its community and adjoining local governments to look at other options and also to address issues that will impact adversely on communities. Elected Members will represent their community to ensure whatever happens in relation to planning proposals that the State or Federal Governments may wish to fund, that the City's ideas and thoughts are considered and the City will put its case very clearly in representation of its community.

8. CONFIRMATION OF MINUTES

8.1 (MINUTE NO 5513) (OCM 11/6/2015) - MINUTES OF THE ORDINARY COUNCIL MEETING - 14/5/2015

RECOMMENDATION

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday, 14 May 2015, as a true and accurate record.

COUNCIL DECISION

MOVED Cllr L Wetton SECONDED Cllr Y Mubarakai that the recommendation be adopted.

CARRIED 8/0



9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE

Nil

10 (OCM 11/6/2015) - DEPUTATIONS AND PETITIONS

Deputation

Mayor Howlett welcomed a deputation from the representatives of the Banjup Residents Group. The matters raised were as follows:

1. Item 16.2 – Classification of Liddelow Road, Banjup; and
2. Item 17.1 – Proposed Bush Fire Risk Management Plan

Mayor Howlett thanked the Group for their presentation.

Petitions

Clr Mubarakai tabled two petitions as follows:

1. Fix traffic congestion at Knock Place car park – Liaise with Main Roads to synchronize traffic lights from Hammond Road to Warton Road in order to assist with traffic flow.
2. Various residents – Requesting the City to investigate the infringements being issued for parking at Knock Place on the east of Cockburn Central train station

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

Nil

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

Nil

13. COUNCIL MATTERS

NOTE: AT THIS POINT IN THE MEETING, THE TIME BEING 7.25 PM THE FOLLOWING ITEMS WERE CARRIED BY AN “EN BLOC” RESOLUTION OF COMMITTEE:

15.1	17.2
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13.1 (MINUTE NO 5514) (OCM 11/6/2015) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING - 2 JUNE 2015 (086/003; 182/001; 182/002) (D GREEN) (ATTACH)

RECOMMENDATION

That Council receive the Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting held on Tuesday, 2 June 2015 and adopt the recommendations contained therein.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

MOVED Mayor L Howlett SECONDED Deputy Mayor C Reeve-Fowkes that Council adopt the Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting held on 2 June 2015 and the recommendations contained therein, with the exception of Item 9.1 being withdrawn and considered separately.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 8/0

Reason for Decision

The purpose of this item being withdrawn is to defer the matter to the next DAPPS meeting for further consideration.

Background

The Delegated Authorities, Policies and Position Statements Committee conducted a meeting on 2 June 2015. The Minutes of the meeting are required to be presented.

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



The primary focus of this meeting was to review the Delegated Authorities pursuant to the Local Government Act and Extraneous to the Local Government (other Acts), including those DAPPS which were required to be reviewed on an as needs basis.

Strategic Plan/Policy Implications

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.
- Effective advocacy that builds and manages relationships with all stakeholders.
- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

Budget/Financial Implications

As contained in the Minutes.

Legal Implications

N/A

Community Consultation

As contained in the Minutes.

Attachment(s)

Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting – 2 June 2015

Advice to Proponent(s)/Submissioners

N/A

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

Nil.



(MINUTE NO 5515) (OCM 11/6/2015) - PROPOSED AMENDMENT TO POLICY AC5 'ELECTION OF MEMBERS TO EXTERNAL BOARDS, PANELS OR COMMITTEES' AND ASSOCIATED DELEGATED AUTHORITY AC3 (182/001; 086/003) (D GREEN) (ATTACH)

COUNCIL DECISION

MOVED Mayor L Howlett SECONDED Deputy Mayor C Reeve-Fowkes that Council defer the matter for further consideration to the next DAPPS Committee Meeting in August.

CARRIED 8/0

Reason for Decision

Further consideration must be given as to how appointments of Elected Members are made to Committees in order for Council to make an informed decision, for the purposes of transparency. There must be a clear process outlined for Elected Members and the community.

14. PLANNING AND DEVELOPMENT DIVISION ISSUES

14.1 (MINUTE NO 5516) (OCM 11/6/2015) - PROPOSED STRUCTURE PLAN - LOT 33 BARFIELD ROAD, HAMMOND PARK - OWNER: VINCENZO PASSIONE; APPLICANT: WEST COAST PLAN (110/127) (L SANTORIELLO) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of Clause 6.2.9.1 (a) of City of Cockburn Town Planning Scheme No. 3 ("Scheme"), adopt the Proposed Structure Plan for Lot 33 Barfield Road, Hammond Park, subject to the following conditions;
 1. Update the 'Landscape Plan' (figure 8) within the Structure Plan report to mandate the retention of appropriately selected scattered native vegetation, including Banksia, Jarrah and Tuart Trees, within the 'native planting buffer' and 'native tree planting' sections of the proposed Public Open Space. This is to be done in consultation with and to the satisfaction of the City of Cockburn's technical officers.
 2. The Local Water Management Strategy ('LWMS') included as part of the Structure Plan Report is to be modified to the satisfaction of the Department of Water



(‘DoW’), in consultation with the City of Cockburn, as outlined in their letters dated 8 May 2015.

- (2) endorse the Schedule of Submissions prepared in respect of the Proposed Structure Plan;
- (3) advise the proponent and those persons who made a submission of Council’s decision; and
- (4) pursuant to Clause 6.2.10.1 of the Scheme forward the proposed Structure Plan to the Commission for its endorsement.

COUNCIL DECISION

MOVED Clr S Portelli SECONDED Deputy Mayor C Reeve-Fowkes that that Council adopt the recommendation subject to the addition of Clause (5) to read as follows:

- (5) Council Officers to review the traffic and pedestrian management plan for the proposed high school at the time of Development Area 26 submission, with a view to modification of one or both intersection movements for a left in/left out operation, depending on traffic movements, if necessary.

CARRIED 8/0

Reason for Decision

The school zone will have the usual 40km/h speed limit at peak times and the proximity of the T-Junctions will mean a 50km/h zone throughout the immediate area as well, so it will be a low speed environment which improves safety for both vehicles and pedestrians. Retro-fitting the left in /left out controls is not difficult and can be implemented to suit the Traffic Management Plan for the school operation at that time. Bus routes, pedestrian crossings and set down/collection areas are all things that would need to be agreed as part of the school operational plans.

Background

The Proposed Structure Plan was received by Council on 4 March 2015. It was prepared by West Coast Plan on behalf of the landowner Vincenzo Passione. The Proposed Structure Plan relates to land within the Southern Suburbs District Structure Plan Stage 3 (‘SSDSP3’) area, namely Lot 33 Barfield Road, Hammond Park (“subject site”).



The subject site is approximately 4.0469 hectares in area with frontages to the east of Irvine Parade and to the west of Barfield Road. Under the SSDSP3 approximately 1.1135 hectares of the subject site is identified for part of a future high school. The high school is planned to extend south from part of the subject site over parts of lots 31/ 32 Barfield Road and lot 47 Frankland Avenue, Hammond Park.

The land to the north of the subject site and the west of Irvine Parade has been developed for residential purposes inclusive of areas for Public Open Space (see Attachment 3 for details).

The existing northern residential development gains vehicular access via Atkins Parade. This existing northern abutting residential development and the residential development to the west of Irvine Parade were approved under the Hammond Park Local Structure Plan which was adopted by Council in 2009. This existing development was one of the earlier structure plans approved in accordance with the SSDSP3 (See Attachment 3 for details).

The Proposed Structure Plan was advertised for a period of 21 days in accordance with Scheme requirements. The purpose of this report is for Council to consider this proposal in light of the information received during the advertising process. In total the City received ten (10) submissions which are discussed in the 'Report' section below and elaborated on in Attachment 4 of this report.

Submission

West Coast Plan on behalf of the land owner has lodged a Structure Plan for the subject site.

Report

Planning Background

The subject site is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under City of Cockburn Town Planning Scheme No. 3. The subject site is also located within Development Area No. 26 ("DA 26"), Development Contribution Area No. 9 ("DCA 9") and Development Contribution Area No. 13 ("DCA 13").

Pursuant to Clause 6.2.3.1 of the Scheme *"the development of land within a Development Area is to comply with Schedule 11"*. The specific provisions applicable to DA 26 in Schedule 11 are outlined as follows;



1. *Structure Plan/s adopted and endorsed in accordance with Clause 6.2 of the Scheme to guide subdivision, land use and development.*
2. *To provide for residential development and compatible land uses.*
3. *The provision of the Scheme shall apply to the land uses classified under the Structure Plan in accordance with Clause 6.2.6.3.*

Residential Development

The subject land is located within the Southern Suburbs District Structure Plan – Stage 3 ('SSDSP3') area. The SSDSP3 prescribes a minimum of 15 dwellings per gross urban zoned hectare of land as the minimum standard. This prescribed density target is in accordance with the Western Australian Planning Commissions' Directions 2031 and Beyond ('Directions 2031') and Liveable Neighbourhoods ('LN').

The Outer Metropolitan Perth and Peel Sub-regional Strategy forms an integral part of the Directions 2031 vision. It provides information about the levels of expected population growth by local government area, and highlights development opportunities and density targets in greenfield areas, including the south-west outer sub region which the City of Cockburn is located.

The Strategy identifies the subject land as being part of the "SOU1" area which has a future dwelling target of 3000+.

The intent of the Proposed Structure Plan is to guide the subdivision and subsequent development of the subject site including an estimated lot yield of 43 dwellings (39% residential), 0.2837 hectares for Public Open Space (10.22%) and 1.1135 hectares for part of a future high school which equates to 27.5% of the total site area.

The SSDSP 3, as adopted by Council, designates the subject site as a 'Medium Density' area. Residential R30 is identified as the minimum base coding in the 'Medium Density' areas of the Southern Suburbs District Structure Plan.

The SSDSP prescribes a density range of R35-R60 for land surrounding areas of public open space, activity nodes and public transport routes. Under the proposed structure plan an R30 density has been applied to all of the residential land within the structure plan area. Consideration had been given in the design formulation, and pre structure plan lodgement consultation meetings, of incorporating R40 density to the land adjoining the public open space. Due to the 'block



depth' limitations, access constraints from Beellingham Road/ Irvine Parade intersection and the 20 metre Building Protection Zone setback, as prescribed by the accompanying Bushfire Management Plan, higher coding's were not considered to be an appropriate design outcome for lots adjoining the public open space for this proposal.

Public Open Space (POS)

Public Open Space (POS) within the Structure Plan Proposal comprises a single consolidated 'Local Park' totalling 0.2837 hectares in area which equates to 10.22% of the subject site (see Attachment 2 for details).

The POS area has been located on the Structure Plan in an alternative location to that identified on the SSDSP3. The proposed location of the POS is located on land with 'very good' to 'excellent' condition vegetation cover and is in a more centrally located position to that in the SSDSP3 which has only 'good' condition vegetation cover.

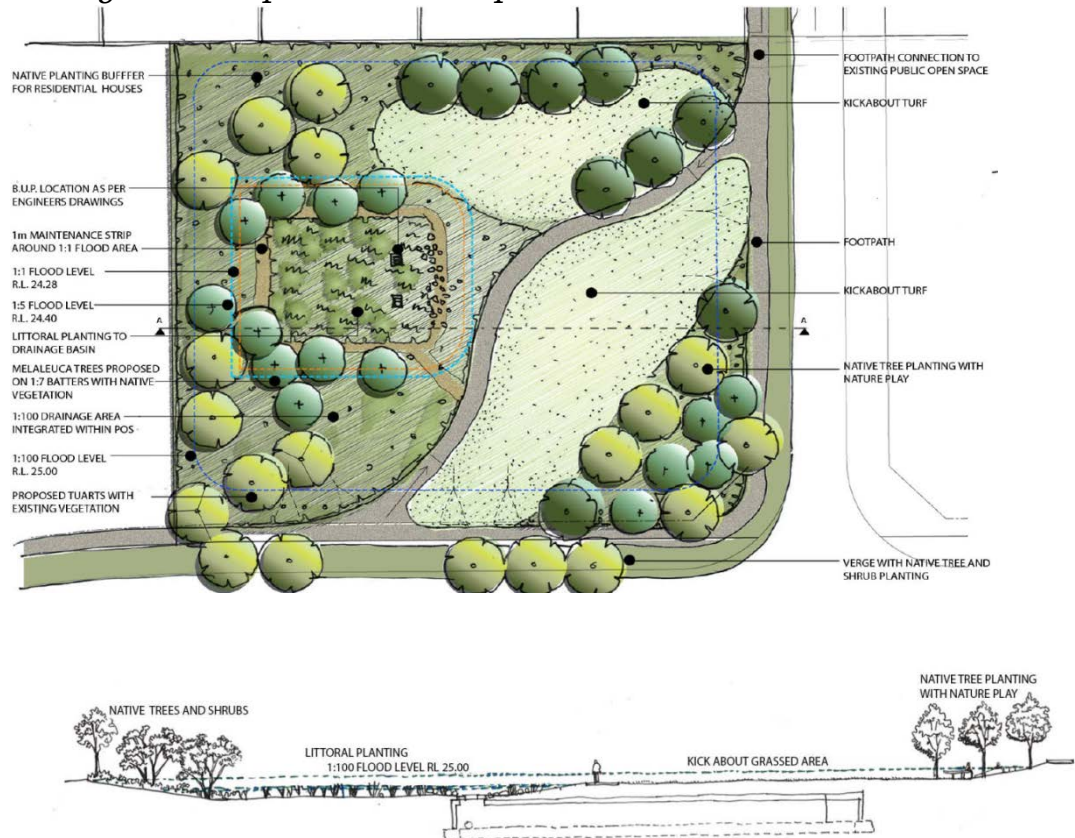
The general approach to the landscaping of the POS area is to create a section of usable small grassed area of the park for recreation while integrating with the drainage swale. The park will also present sections of small native woodland areas. These areas are located to the rear of the existing lots along Atkins Parade, to provide a vegetation screening buffer, and also in the south eastern corner of the proposed POS.

The park is designed to be a low water user by minimising irrigated grass to a small area and by planting with appropriate local native species. The 1:1 storm event basin is located at the west of the POS and it is proposed to use littoral planting and Melaleuca trees throughout the area. The basin is proposed with a 1 metre wide path around the periphery and is planned to connect to the surrounding pedestrian footpaths.

The conceptual design and proposed embellishments of the POS is provided for within the Structure Plan Proposal report under 'Landscape Plan' - Figure 8. During the advertising process the City received objection from local residents along Atkins Parade requesting the existing native vegetation to be retained as much as possible (see Attachment 4 for details). It is considered appropriate to request that the 'Landscape Plan' is to be modified to mandate the retention of scattered native vegetation within the 'native planting buffer' and 'native tree planting' sections of the proposed POS. This recommendation has been included as part of this report for Council's consideration.



Figure 1: Proposed Landscape Plan



The Department of Water (DoW) was formally consulted during the advertising process. DoW advised that they were not satisfied with the Local Water Management Strategy ('LWMS') as originally submitted. The applicant is in the process of modifying the LWMS to meet the requirements of the DoW. Through further discussions following the receipt of the DoW's initial letter of response the DoW advised that they are satisfied for City officers to recommend a condition requiring the final LWMS to be provided as a condition of adoption. This recommendation has been included as part of this report for Council's consideration.

Traffic

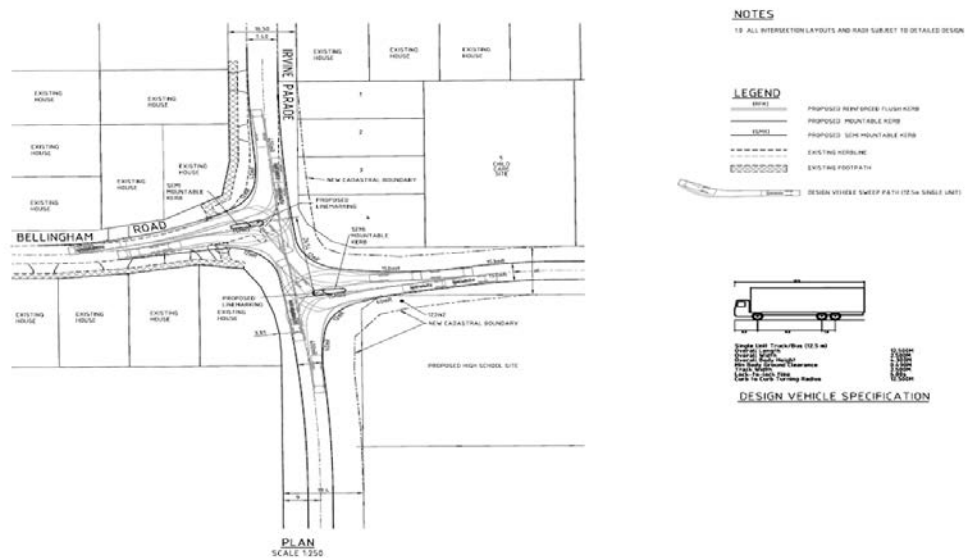
The proposed road network has been designed in response to the existing roads and proposed road networks as defined by the SSDSP3, the adopted Hammond Park Structure Plan and the adopted Barfield Road Structure Plan. Accordingly the Structure Plan design integrates with and accommodates extensions of the existing roads adjoining, being Irvine Parade, Bellingham Road, Bischoff Road, Bosworth Road and Barfield Road to connect with adjoining development land and the wider road network.



The Proposed Structure Plan accommodates the required north-south link road on the eastern perimeter of the high school site to connect to Lot 32 to the south of lot 33.

The Hammond Park adopted Structure Plan indicatively indicates a roundabout for the intersection of Irvine Parade and Bellingham Road. This road intersection treatment design was based on an incorrectly assumed alignment for Bellingham Road east through the subject Structure Plan area. The alignment for Bellingham Road east of Irvine is predicated on the actual northern boundary of the fixed high school site (this is mandated under the accompanying caveat to the Minister for Education within 'Appendix 1' of the Proposed Structure Plan report). In aligning Bellingham Road east along the northern boundary of the high school resulted in the centre of the road reserve being offset approximately 17 metres south of the central alignment of the existing Bellingham Road west. In addition the southern unconstructed portion of Irvine Parade south also does not align with the existing Irvine Parade north. The central alignment of Irvine Parade south is offset about 9 metres east of the central alignment of existing Irvine Parade north. Accordingly a review of the intended roundabout intersection treatment, as indicatively identified on the adopted Hammond Park Structure Plan, was required to overcome the inherent misalignment of both Bellingham Road and Irvine Parade.

Figure 2: Proposed Irvine and Bellingham road intersection design



The north-south traffic flow of Irvine is expected to be the predominant vehicular route in the design of the intersection. Consideration was given to a short boulevard link, an elliptical shaped roundabout and a bone-a-bout shaped roundabout but each of these designs were problematic. Following ongoing pre-lodgement consultation with both



the City's Strategic Planning and Engineering Department a pair of staggered 'T' junction intersections of Bellingham with Irvine was negotiated and agreed upon. The City's Engineering Department has reviewed the final proposal, inclusive of the paired 'T' junction intersections, and supports the proposal. The proposal was also referred to Main Roads Western Australia ('MRWA') during the advertising process for comment. MRWA supports the proposal (see Attachment 4 for details).

Bushfire Management

The existing native vegetation to the south and east of the proposed residential lots pose a bushfire threat to future residences. Therefore the Proposed Structure Plan is supported by a Bushfire Management Plan ('BMP') to help mitigate these risks. The BMP has been undertaken in line with the relevant State Planning Policy and the current *Planning for Bushfire Protection Guidelines*.

All new dwellings constructed within 100 metres of identified classified vegetation will require the need for increased construction requirements to address AS3959-2009 (*Construction of Buildings in Bushfire Prone Areas*).

A Bushfire Attack Level ('BAL') assessment may be undertaken as part of the subdivision process to confirm the BAL ratings for each individual new lot created.

The BMP does not address bushfire mitigation measures for the proposed high school site. This will be undertaken by the Department of Education. The Department of Education have advised the applicant that the future high school is expected to be operating by the 2020 school year with anticipated construction commencing in 2018. The future high school site is not proposed, at this stage, to be cleared (or partly cleared) until construction commences.

The Proposed Structure Plan and BMP were referred to the Department of Fire and Emergency Services ('DFES') during the consultation period. No comment was provided from DFES in the advertising period to the City of Cockburn in response to the Structure Plan referral.

The Fire Management Plan is considered to comply with the State Governments Draft May 2014 *Planning for Bushfire Risk Management Guidelines* and will be implemented at subdivision stage. The Structure Plan, pursuant to the statutory section in Part 1, designates land within 100 metres of the subject site as 'Designated Bushfire Prone.' This provides the appropriate head of power to enforce AS3959-2009 under



the Building Code of Australia, at building licence stage, and at subdivision stage.

Conclusion

The proposed Structure Plan yields a density of approximately 15.2 dwellings per site hectare and 10.6 dwellings per gross hectare. This equates to approximately 43 dwellings which will house an estimated 120 people.

The density targets are restricted by bushfire setback requirements, road design and a high school reservation of which approximately 1.1135 hectares of the subject site is reserved for the future Hammond Park High School. In addition the Proposed Structure Plan provides a more centrally located area for Public Open Space than that indicated under the SSDSP3. The Public Open Space is also located in an area with a higher grade of native vegetation. It is proposed to ensure that the applicant amend the 'Landscaping Plan' to retain more of this vegetation within selected areas.

The Structure Plan design incorporates bushfire mitigation measures for the identified bushfire hazards. All new dwellings constructed within 100 metres of identified classified vegetation will require the need for increased construction requirements to address *AS3959-2009 (Construction of Buildings in Bushfire Prone Areas)*.

It is recommended that Council adopt the Structure Plan, for Lot 33 Barfield Road, Hammond Park, subject to modification and then pursuant to clause 6.2.10.1 of the Scheme refer the Structure Plan to the Western Australian Planning Commission for their endorsement

Strategic Plan/Policy Implications

Growing City

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

Community & Lifestyle

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



Budget/Financial Implications

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

Legal Implications

Clause 6.2.9.1 of the Scheme requires Council to make a decision on the application within 60 days from the end of the advertising period. The advertising period formally concluded on 12 May 2015.

Community Consultation

In pursuance of Clause 6.2.8 of the City's Scheme public consultation was undertaken for a period of 21 days. The advertising period commenced on 21 April 2015 and concluded on 12 May 2015.

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

In total Council received ten (10) submissions from residents, government agencies and service providers. Of these ten submissions two objected to the proposal and the remaining eight were in support of the proposal. The two objections were received from local residents who currently live directly to the north of the Proposed Structure Plan along Atkins Parade.

Analysis of the submissions has been undertaken within the 'Report' section above, as well as the attached Schedule of Submissions. See Attachment 4 for details.

Attachment(s)

1. Location Plan/Aerial Photograph
2. Proposed Structure Plan Map (Plan 1)
3. Hammond Park Structure Plan
4. Schedule of Submissions

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 June 2015 Council Meeting.



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

Nil.

14.2 (MINUTE NO 5517) (OCM 11/6/2015) - SALE OF LAND - 282 SKEAHAN STREET, SPEARWOOD (2200369) (K SIM) (ATTACH)

RECOMMENDATION

That Council

- (1) accepts the offer from CE Porter and JR Trowbridge to purchase City of Cockburn freehold Lot 282 Skeahan Street, Spearwood for a consideration of \$240,000 (inc GST utilising the margin scheme) subject to the completion of all statutory requirements of Section 3.58 of the *Local Government Act 1995*; and
- (2) amend the 2014/15 adopted municipal budget by adding capital income of \$240,000 from the sale proceeds against a new CW project – Sale of Lot 282 Skeahan Street, Spearwood and transferring these into the Land Development and Investment Fund Reserve.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

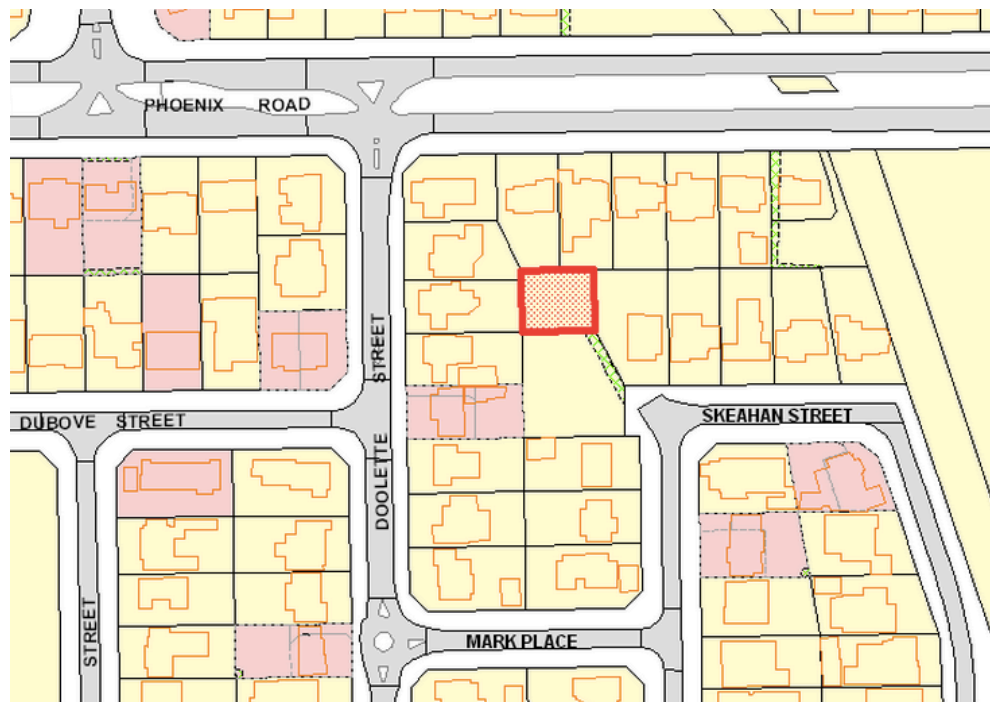
MOVED Clr S Pratt SECONDED Clr Y Mubarakai that the recommendation be adopted.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 8/0

Background

Lot 282 Skeahan Street is a freehold lot formerly used as a drainage basin. The City of Cockburn has owned the lot since 1965, when it and the surrounding lots were created via subdivision. Lot 282 was created as a land locked drainage basin - with access for maintenance purposes and the below ground drainage pipe secured within the drainage easement of the front adjoining Lot 271 Skeahan Street. This is shown following:





Lot 282 is zoned residential R30 and has an area of 534 square metres. Its proposition for sale is unique, given its relationship to surrounding land and specifically the front adjoining lot.

Submission

The owners of the adjoining Lot 271 Skeahan Street, Spearwood, have submitted an offer of \$240,000 for the purchase Lot 282 Skeahan Street Spearwood.

Report

The drainage basin formerly located on Lot 282 has been decommissioned and stormwater re-directed to an upgraded drainage basin at Lot 281 Bullfinch Street, Spearwood, which adjoins Phoenix Road. The upgraded basin is more effective and easier to maintain than the former site on Lot 282 Skeahan Street, given Lot 282 was at the rear of residential properties and was very difficult to access.

Lot 282 has been back filled and compacted and is now suitable for future residential development. Lot 282 is effectively land locked with five lots having common boundaries. The owners of the adjoining lots were all contacted by mail seeking expressions of interest in the purchase of Lot 282. Only the owners of Lot 271 expressed an interest in the purchase of the land.

Both the owners of Lot 271 and the City obtained independent valuation reports from Licensed Valuers. The valuation report obtained



by the City valued the land at \$380,000 whereas the report from the owners of Lot 271 Licensed Valuer valued the land at \$210,000.

The difference in the valuations comes from key assumptions on whether the land, when added to Lot 271, will yield one or two additional housing sites. The \$380,000 figure assumes the addition of two new sites, whereas the \$210,000 figure assumes the addition of one site.

Detailed analysis taking into account:

- The size of the existing proposed strata lots on Lot 271;
- The requirements of the R30 zoning and;
- The requirement for common property;

reveals that Lot 282 will be short by approximately 30 square metres to achieve the addition of two lots. Accordingly staff determine that it will yield only one site. This site however is very large and arguably very attractive for a site of this magnitude in an area coded R30. Accordingly staff also believed that the \$210,000 valuation didn't take adequate account of this.

Negotiations between officers and the owners of Lot 271 have resulted in the proponents increasing their initial offer to \$240,000. This offer is recommended, based on the likely costs to service the land and also the ongoing costs that Council will experience in having to maintain the land. The value is also comparable to other recent rear block sales, when costs to service the lot are taken into account.

Sale of the land as a lot in its own right to the open market was investigated but although the lot has an easement connection through to Skeahan Street, this easement is only for access and not for the provision of services such as water, power and gas. Accordingly this renders the lot incapable of access, unless Council goes through a compulsory acquisition process. This would itself involve significant costs, compensation and the like meaning it needs to be carefully weighed up against the offer received.

Although the recommendation is to sell Lot 282 for less than a value determined by the City's appointed Licensed Valuer, officers determine that the valuation was based on the land yielding an additional two sites - this is not considered capable of occurring.

Importantly, through negotiation with the applicant, staff have secured an offer which is considered adequate and which is above that of the applicant's Licensed Valuer.

Section 3.58 of the Local Government Act 1995 requires that a Local Authority advertise any proposal to sell land by private treaty. The



advertisement must be in a newspaper with state-wide circulation, giving details of the property and the proposed disposition. The advertisement is to give notice inviting submissions to be made on the proposal and allowing such submissions for a period not less than 2 weeks from the date of the advertisement.

Notice concerning the proposal will be placed in the West Australian newspaper. The officer recommendation to Council is framed in such a way that it is subject to no objection being received as a result of the public advertising of the Section 3.58 disposition of land notice. If any objections are received within the statutory advertising period, the matter will be brought back to the next Council meeting for determination.

It is recommended that Council support the disposition of this property.

Strategic Plan/Policy Implications

Growing City

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

Leading & Listening

- Manage our financial and infrastructure assets to provide a sustainable future.

Budget/Financial Implications

Amend the 2014/15 adopted municipal budget by adding capital income of \$240,000 (ex-GST) from the sale proceeds against a new CW project – Sale Lot 282 Skeahan Street Spearwood and transferring these into the Land Development & Investment Fund Reserve.

Legal Implications

Provisions of Section 3.58 of the *Local Government Act 1995* apply.

Community Consultation

As required by Section 3.58 of the *Local Government Act 1995*, details of the proposed disposal will be advertised in the newspaper for State-wide publication, for a period of two weeks commencing in early June 2015.

Attachment(s)

1. Valuations (2)



Advice to Proponent(s)/Submissioners

The Proponent(s) have been advised that this matter is to be considered at the 11 June 2015 Ordinary Council Meeting.

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

Nil.

15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

15.1 (MINUTE NO 5518) (OCM 11/6/2015) - LIST OF CREDITORS PAID - APRIL 2015 (076/001) (S NG) (ATTACH)

RECOMMENDATION

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

COUNCIL DECISION

MOVED Clr S Portelli SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 8/0

Background

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

Submission

N/A

Report

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

Strategic Plan/Policy Implications

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.



- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

List of Creditors Paid – April 2015.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.2 (MINUTE NO 5519) (OCM 11/6/2015) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - APRIL 2015 (071/001) (SINTA NG) (ATTACH)

RECOMMENDATION		
That Council		
(1)	adopt the Statement of Financial Activity and associated Statements for April 2015, as attached to the Agenda; and	
(2)	amend the 2014/15 Municipal Budget by:	
1.	Adjusting the following projects and activities:	
	CW1359	Fibre Infrastructure
		Municipal Fund
		\$93,000
	OP8260	POS Cash-in-Lieu
		Municipal Fund
		\$90,000
	GL868	Developer Contributions Income
		Road & Drainage Reserve
		\$156,584
		\$156,584



2. Including the transfers of surplus FESA operational budgets in the financial year 2013/14 to Reserve. These surpluses will be made available for spending in the 2015/16 financial year:

GL161-4733	Jandakot Volunteer Fire Brigade – Restricted Grants Reserve	\$4,864
GL161-6122	Jandakot Volunteer Fire Brigade – Protective Clothing	(\$2,432)
GL161-6250	Jandakot Volunteer Fire Brigade – Other Goods & Services	(\$2,432)
GL162-4733	South Coogee Volunteer Fire Brigade – Restricted Grants Reserve	\$4,864
GL162-6122	South Coogee Volunteer Fire Brigade – Protective Clothing	(\$2,432)
GL162-6250	South Coogee Volunteer Fire Brigade – Other Goods & Services	(\$2,432)
GL175-4733	Cockburn Volunteer Emergency Services – Restricted Grants Reserve	(\$931)
GL175-6250	Cockburn Volunteer Emergency Services – Other Goods & Services	\$931

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr B Houwen that the recommendation be adopted.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 8/0

Background

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

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

- (a) details of the composition of the closing net current assets (less restricted and committed assets);
- (b) explanation for each material variance identified between YTD budgets and actuals; and



- (c) any other supporting information considered relevant by the local government.

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

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

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

- (5) *Each financial year, a local government is to adopt a percentage or value, calculated in accordance with the AAS, to be used in statements of financial activity for reporting material variances.*

This Regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variance details. Council adopted a materiality threshold of \$200,000 for the 2014/15 financial year at its August meeting

Submission

N/A

Report

Opening Funds

The opening funds actuals of \$13.17M represents the audited closing municipal position for 2013/14 and the revised budget was updated to this figure in the mid-year budget review.

The opening funds cover the \$3M surplus forecast in the adopted budget, \$8.9M of municipal funding attached to carried forward works & projects and a residual balance of \$1.3M in uncommitted funds that was applied to the CCW Development Fund Reserve in accordance with Council's budget policy.



Closing Funds

The City's closing funds of \$49.3M were \$22.6M higher than the YTD budget target. This comprised net favourable cash flow variances across the operating and capital programs as detailed within this report.

The revised budget shows end of year closing funds of deficit \$183,000, \$93,000 of which was as the result of returning reserve funding for Fibre Infrastructure project as it is no longer required. The project was cancelled at mid-year budget review. The remaining \$90,000 was due to POS cash in lieu received in 2013/14 was not properly accounted for. Part of this POS contribution is to be refunded at this current financial year and the remaining contribution is transferred to POS reserve.

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

Operating Revenue

Consolidated operating revenue of \$120.5M was ahead of the YTD budget forecast by \$3.1M. The significant variances in this result were:

- Rates revenue \$0.81M ahead of YTD budget due to higher part year rating adjustments.
- Operating grants & subsidies were over YTD budget by \$1.90M impacted mainly by \$1.5M of additional grant received from the State Government for CCW project.
- Reimbursement of costs received (e.g. legal, insurance) were collectively \$0.37M ahead of YTD budget.

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

Operating Expenditure

Cash operating expenditure of \$74.6M (excluding asset depreciation) was under the YTD budget by \$2.12M. Total operating expenditure of \$93.0M (including depreciation) was \$1.80M lower than the YTD target.

The following significant items were identified:

- Material and Contract expenses were \$1.1M under YTD budget overall, with Waste Services contributing \$0.69M to this result (waste collection \$0.39M, waste disposal \$0.30M).



- Utility costs were down \$0.38M against YTD budget with street lighting contributing mostly to this variance at \$0.29M.
- Direct employee costs were collectively \$0.39M under the YTD budget of \$35.4M, with the only material variance being accrued LSL at \$0.36M below YTD budget.
- Depreciation of \$20.8M was overall, \$0.14M under the YTD budget.
- The internal recharging of operating costs to the capital works program was \$0.46M behind YTD budget, consistent with the budget variance within the infrastructure assets capital program.

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

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

Nature or Type Classification	Actual Expenses \$M	Revised Budget YTD \$M	Variance to YTD Budget \$M	FY Revised Budget \$M
Employee Costs - Direct	34.99	35.38	0.39	43.79
Employee Costs - Indirect	0.61	0.78	0.18	1.33
Materials and Contracts	28.53	29.59	1.06	35.93
Utilities	3.49	3.87	0.38	4.62
Interest Expenses	0.07	0.07	0.00	0.12
Insurances	1.95	2.12	0.17	2.22
Other Expenses	4.92	4.86	(0.06)	7.53
Depreciation (non-cash)	20.78	20.92	0.14	25.10
Internal Recharging-CAPEX	(2.29)	(2.75)	(0.46)	(3.25)
Total	93.05	94.85	1.80	117.40

Capital Expenditure

The City's total capital spend at month end was \$28.2M, representing an under spend of \$16.2M against the YTD budget of \$44.4M.

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

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	Annual Budget \$M	Commit Orders \$M
Roads Infrastructure	8.06	9.30	1.24	16.77	8.06
Drainage	0.57	1.06	0.48	1.60	0.57
Footpaths	0.73	0.75	0.02	1.10	0.73
Parks Hard Infrastructure	2.80	4.73	1.93	8.48	2.80
Parks Soft Infrastructure	0.63	0.82	0.20	0.93	0.63
Landfill Infrastructure	0.09	0.52	0.42	0.85	0.09
Freehold Land	1.15	1.34	0.19	2.38	1.15

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	Annual Budget \$M	Commit Orders \$M
Buildings	10.35	20.65	10.30	32.47	10.35
Furniture & Equipment	0.01	0.01	0.00	0.01	0.01
Computers	0.55	1.07	0.51	1.19	0.55
Plant & Machinery	3.23	4.12	0.89	5.52	3.23
Total	28.17	44.38	16.21	71.30	28.17

The CCW project is responsible for \$8.6M of the net \$10.4M underspend variance in Buildings, with another \$1.7M comprising all the other building projects.

Parks infrastructure projects are \$1.9M underspent against their YTD budget of \$4.7M. The Manning Park stairs still adds to the significant variance within this asset class. This project should start shortly and is expected to be completed by end of this financial year.

North Lake Road (Hammond to Kentucky) at \$0.34M under YTD budget is still the main contributing project to the overall underspend variance for roads infrastructure.

North Lake Road – Osprey Drive is at \$0.24M underspent against its YTD budget. Further details on these variances are disclosed in the attached CW Variance analysis report.

The City's drainage capital works program is \$0.48M (46%) behind YTD budget with several key projects contributing to the majority of this variance. These will most likely need to be carried forward into 2015/16.

Spending on major plant items is \$0.89M behind the cash flow budget as certain items are yet to be delivered. However, the majority have been ordered and committed to.

Capital Funding

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

Significant variances for the month included:

- Transfers from financial reserves were \$4.5M behind YTD budget due to the capital budget under spend.
- Developer contributions received under the Community Infrastructure plan continued to outpace the YTD budget by \$0.65M, even though the budget was significantly increased



through the mid-year review. This reflects ongoing strong levels of land development activity across the City.

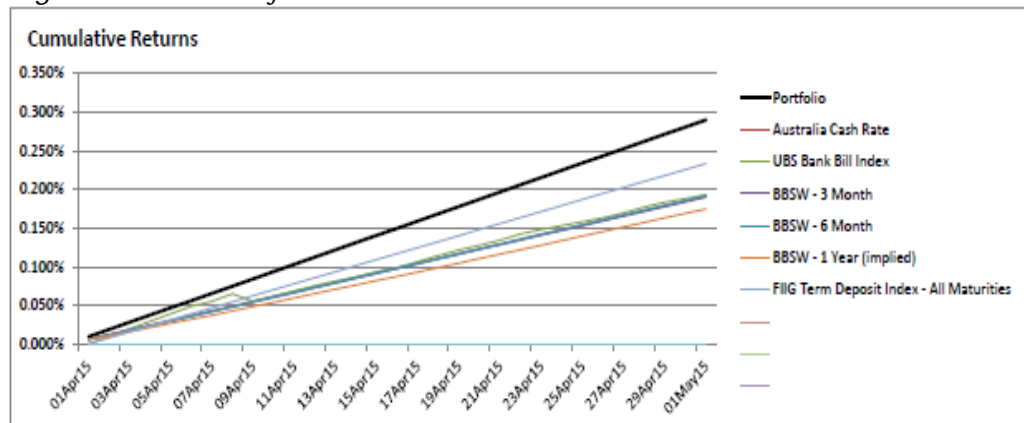
- Developer contribution plans revenue for roads infrastructure was \$0.60M ahead of the YTD budget setting.
- Road grant funding is overall \$0.46M ahead of YTD budget.
- Sale of land revenue from various sub-divisions was \$3.64M behind YTD budget. This included Lot 702 Bellier Pl & Lot 65 Erpingham Rd, Lot 1, 4218 and 4219 Quarimor Rd, Lot 23 Russell Road and Lot 40 Cervantes Loop. Bellier/Erpingham is expected to settle in June 2015.

Cash & Investments

The closing cash and financial investment holding at month's end totalled \$149.3M, down slightly from \$152.9M the previous month mainly due to the final rates instalment was due in March. Of this balance, \$88.0M represented the amount held in the City's cash backed financial reserves. Another \$6.8M represented funds held for other restricted purposes such as deposit and bond liabilities. The remaining \$54.5M represented the cash and financial investment component of the City's working capital, available to fund current operations, capital projects, financial liabilities and other financial commitments (e.g. end of year transfers to financial reserves).

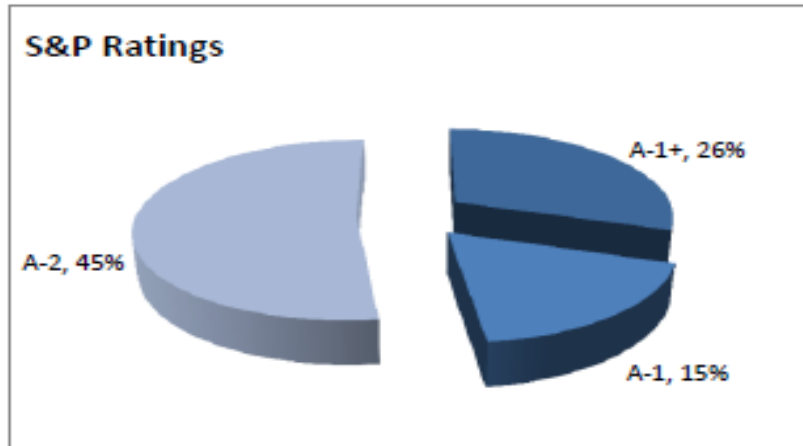
The City's investment portfolio made a weighted annualised return of 3.47% for the month, marginally down from 3.52% the previous month and 3.59% in February. Whilst this result compares favourably against the UBS Bank Bill Index annualised rate of 2.30%, it continues to trend downwards as a result of the falling Australian official cash rate and term deposit rates being offered. The cash rate as at end of April 2015 was 2.27% and after the May Reserve Bank board meeting, the cash rate was cut again to 2.00%. This would put further pressure on the City's interest earnings budget, particularly for the 2015/16 financial year.

Figure 1: COC Portfolio Returns vs. Benchmarks



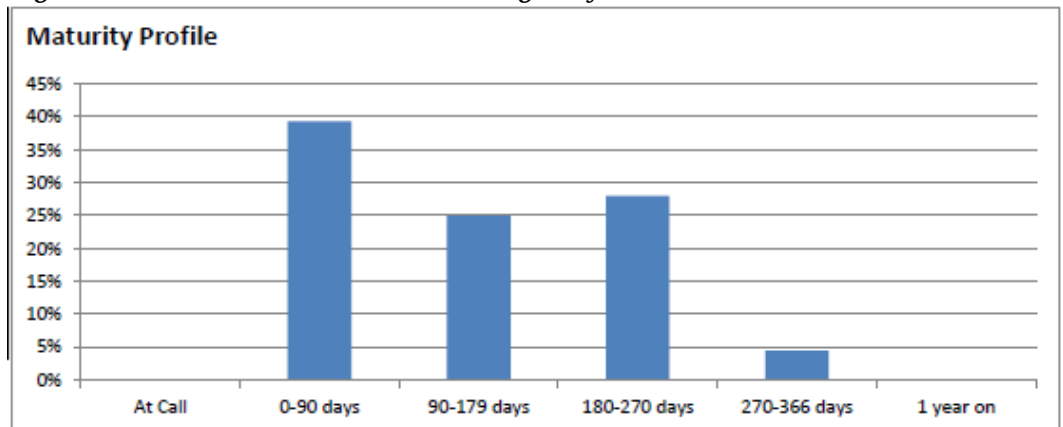
The majority of investments are held in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian banks. These are invested for terms ranging from three to twelve months. All investments comply with the Council's Investment Policy and fall within the following risk rating categories:

Figure 2: Council Investment Ratings Mix



The current investment strategy looks to secure the best possible rate on offer over the longer duration terms allowed under legislation and policy (6 to 12 months for term deposits), subject to cash flow planning requirements. The City's investment portfolio currently has an average duration of 132 days (slightly down from 135 last month) as graphically depicted below:

Figure 3: Council Investment Maturity Profile



Budget Revisions

Several budget amendments have been recommended to deal with the following matters:



- Transfer \$12,160 of FESA surpluses from 2013/14 to Restricted Grant and Contribution Reserve so it is available for spending in 2015/16.
- Provide budget for developer contribution received and transferred to Roads and Drainage Reserve \$156,584.
- Fibre Infrastructure project was cancelled at mid-year budget review, however it's funding was not yet transferred back to reserve. Budget is now rectified by returning \$93,000 back to Information Technology Reserve.
- Cash in lieu of \$90,000 received in 2013/14 was not accounted for properly. The funds contributed to 2013/14 surplus. Surplus has to be adjusted to ensure these funds are available for refunds to the developers.

Description of Graphs and Charts

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

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

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

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

Strategic Plan/Policy Implications

Leading & Listening

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



Budget/Financial Implications

Budget amendments have been included in the Council recommendation and already explained in the report. These do not impact the municipal budget closing position as they are either internally funded from Council reserves or redirected project budgets, or from external funding sources.

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Statement of Financial Activity and associated reports – April 2015.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.3 (MINUTE NO 5520) (OCM 11/6/2015) - ADOPTION OF 2015/16 DIFFERENTIAL RATES, 2015/16 MUNICIPAL BUDGET AND 2015/16 SCHEDULE OF FEES AND CHARGES (071/006; 075/011; 097/009) (S DOWNING) (ATTACH)

RECOMMENDATION

That Council adopt:

- (1) Part A – Municipal Fund Budget 2015/16

Pursuant to the provisions of section 6.2 of the Local Government Act 1995 and Part 3 of the Local Government (Financial Management) Regulations 1996, the Municipal Fund Budget as attached to the Agenda, for the City of Cockburn for the 2015/16 financial year which includes the following:

- Statement of Comprehensive Income by Nature and Type showing a net result for that year of \$41,355,058.
- Statement of Comprehensive Income by Program showing a



net result for that year of \$41,355,058.

- Statement of Cash Flows
- Rate Setting Statement showing an amount required to be raised from rates of \$89,031,014.
- Notes to and Forming Part of the Budget
- Budget Program Schedules

(2) Part B – General and Minimum Rates, Instalment Payment Arrangements

1. For the purpose of yielding the deficiency disclosed by the Municipal Fund Budget adopted at Part A above, Council pursuant to sections 6.32, 6.33, 6.34 and 6.35 of the Local Government Act 1995 impose the following differential general and minimum rates on Gross Rental and Unimproved Values.

General Rates

• Commercial Caravan Park	8.163¢ in the \$
• Improved Commercial & Industrial	7.330¢ in the \$
• Improved Commercial & Industrial (Large)	8.058¢ in the \$
• Improved Residential	7.074¢ in the \$
• Rural Vacant Land	0.380¢ in the \$
• Rural General Improved	0.246¢ in the \$
• Specified Area Port Coogee	1.400¢ in the \$
• Specified Area Cockburn Coast	1.400¢ in the \$
• Vacant Commercial & Industrial	9.117¢ in the \$
• Vacant Residential	9.117¢ in the \$

Minimum Rates

• Commercial Caravan Park	\$722
• Improved Commercial & Industrial	\$722
• Improved Commercial & Industrial (Large)	\$710
• Improved Residential	\$1,250
• Rural Vacant Land	\$8,80
• Rural General Improved	\$8,80
• Vacant Commercial & Industrial	\$722
• Vacant Residential	\$722

2. Pursuant to section 6.45 of the Local Government Act 1995 and regulation 64(2) of the Local Government (Financial Management) Regulations 1996, the following due dates for the payment in full by instalments:

• Full payment and 1 st instalment due date	28 August 2015
• 2 nd instalment due date	30 October 2015
• 3 rd quarterly instalment due date	4 January 2016
• 4 th and final instalment due date	8 March 2016

3. Pursuant to section 6.45 of the Local Government Act 1995 and regulation 67 of the Local Government



(Financial Management) Regulations 1996, impose an instalment administration charge where the owner has elected to pay rates (and service charges) through an instalment option of \$5 for each instalment after the initial instalment is paid.

4. Pursuant to section 6.51(1) and subject to section 6.45(4)(e) of the Local Government Act 1995 and Regulation 68 of the Local Government (Financial Management) Regulations 1996, impose an interest rate of 4% for rates (and service charges) and costs of proceedings to recover such charges that remains unpaid after becoming due and payable.
5. Pursuant to section 6.51(1) and subject to section 6.51(4) of the Local Government Act 1995 and Regulation 70 of the Local Government (Financial Management) Regulations 1996, impose an interest rate of 8% for rates (and service charges) and costs of proceedings to recover such charges that remains unpaid after becoming due and payable.

(3) Part D – Fees and Charges for 2015/16

Pursuant to section 6.16 of the Local Government Act 1995, the Fees and Charges to be included inclusive of the 2015/16 budget as attached to the Agenda.

(4) Part E – Statutory and Other Fees for 2015/16

1. Pursuant to section 245A(8) of the Local Government (Miscellaneous Provisions) Act 1960 impose a swimming pool inspection fee of \$36.00 (GST is not applicable).
2. Pursuant to section 67 of the Waste Avoidance and Resources Recovery Act 2007, impose the following charges for the removal and deposit of domestic waste:
 - (a) All Non-Residential Improved Premises (including recycling)
 - 240ltr bin per weekly collection - \$450 p.a.
 - 240ltr bin per weekly collection (rate exempt properties) - \$500 p.a.
3. Pursuant to section 6.38(1) of the Local Government Act and Regulations 54(c) of the Local Government (Financial Management Regulations 1996) impose the following service charges for the provision of



underground electricity:

- (a) Rateable property/dwelling \$3,050, with the following discounts:
- \$500 where a property already has a connection between the property boundary and the meter box.
 - A 50% rebate for registered pensioners as provided by the State Revenue Department.
 - A \$257.45 or equivalent rebate for registered Seniors as provided by State Revenue Department.
 - A 50% discount where properties have HV power lines in front of their property remaining after the completion of work for underground electricity.
 - The service charge applicable for non-standard commercial properties to be provided by Western Power.
 - Owners in the existing UGP project areas have the right pay upfront or receive an account equal to one fifth of the above fee payable annually.
4. Pursuant to section 6.20 of the Local Government Act, seek to borrow the following funds from the W.A. Treasury Corporation: and be secured over the general funds of Council:
- \$25.00m – Construction of the RPAEC at Cockburn Central West.
5. Creation of two new reserves:
- (a) Cockburn Coast Special Maintenance Reserve – Provide funding for the enhanced management of public open space in the Cockburn Coast Precinct.
- (b) Carried Forward Projects Reserve - The Reserve is utilised to restrict funds required to complete projects from prior financial years.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL



COUNCIL DECISION

MOVED Clr Y Mubarakai SECONDED Clr B Houwen that Council adopt the recommendation subject to amending Clause (2) 1 to include the following:

General Rates

- Jandakot Airport Standard (payment in lieu of rates) 7.239¢ in the \$
- Jandakot Airport Major (payment in lieu of rates) 8.058¢ in the \$

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 8/0

Reason for Decision

The rates equivalent payments from Jandakot Airport need to be separated from standard commercial and industrial rates due to the nature of the payment, that is payments in lieu of rates which they are required to be made under the terms of the lease between the landlord, the Australian Government and the Lessee.

The City received one additional submission requesting any rate increase be capped at CPI and the capital budget be cut to achieve this outcome.

Note: Mayor Howlett on behalf of the Elected Members took this opportunity to thank the Executive Team and in particular the Director, Finance & Corporate Services and his Staff in preparing the 2015/16 Municipal Budget, despite the demands of Local Government Reform earlier in the year.

Background

Council is required to adopt an Annual Budget by 31 August each year. To this end the City adopts its budget in June of each year.

Submission

The City has received one submission at the date of this report (2/6/15) from a ratepayer who owns a property in Wattleup. The nature of the submission is to question the provision of services to the Wattleup suburb, namely the lack of connection for water and sewage (both State Government provided services) and the lack of bulk and green verge collections in rural precincts (The City provides two general bulk verge collections for general waste/junk and green waste) as they are rural blocks with the ability to dispose of some green waste on the block). Whilst it is true that Wattleup is a rural suburb within the City of Cockburn, the City does provide a range of limited services covering street lighting, footpaths and road drainage but not to suburban



standards. The City does provide a range of other services such as libraries, seniors, recreation and leisure services to all ratepayers be they rural or urban.

Report

Municipal Budget 2015/16

Each financial year the City is required to adopt a municipal budget in accordance with Section 6.2 of the Local Government Act 1995 and the associated regulations.

Highlights of the 2015/16 - Municipal Budget:

- Rates increase for all properties of 3.50%.
- Incorporation of the waste management service charge and the community surveillance levy (Co-safe) into the Rate in the dollar and minimum payment. In this case only the minimum payment will increase by 5.6% as a one-off increase.
- Incorporation of the Waste Management Service Charge and Co-Safe levy will provide for 6,271 registered pensioner ratepayers with a rebate worth \$258, on average a decrease of 26% in what an eligible pensioner will have to pay.
- Building of domestic housing and the commercial/industrial sector is estimated to grow by 2.43%.
- Waste Management service charge increase of 3.4% from \$435 to \$450, continuing weekly recycling, six tip passes and four verge collections (two general waste and two greenwaste). The exempt properties Waste Management Service Charge is \$500.
- Co-Safe service to continue the rollout of the CCTV construction implementation strategy. This charge that was separate last year will now be included in the rate in the dollar and minimum payment.
- Presentation of a municipal budget with a closing municipal fund position of \$360,000.
- Increase in operating revenue of 6.2% over the 2014/15 amended budget.
- Operating cost increase of only 8.6% over prior 2014/15 amended budget and before depreciation, a cash cost increase of 6.6%
- Salaries budget to increase by 9% being an enterprise agreement increase of 4%, increase in government mandated superannuation and for new staff as per the adopted Workforce Plan.
- \$24.71m to be spent on community capital assets which include roads, drainage, parks and community infrastructure
- The RPAEC at Cockburn Central West will commence construction in July 2015 and \$50m has been allocated for the year.
- An Integrated Road Network for the whole of the municipality



- Major Road projects, including \$3.375m for dualing Beeliar Drive from Spearwood Avenue to Stock Road with a total road program of \$8.2m.
- Continuing funding for Bibra Lake Management Plan and Environmental Works in Wetlands including planning and construction for the construction of an Adventure Playground with a total of \$3.8m provided for this project.
- Continuing repayment of the UGP loan of \$3.85m which is to be repaid over three years plus the loan for ESL Facility (10 Years Repaid by DFES, formerly FESA). 2015/16 will be the last repayment year for the UGP Loan.
- Grants & Donations budget of \$1.20m
- Funds for Summer of Events of \$0.625m
- Construction will commence on the re-development of the Councils' Depot located in Wellard Street, Bibra Lake. An amount of \$9.0m is provided for this project.
- Parks construction program covering new parks development plus a range of other projects covering greening plans, shade sail implementation and playground renewals

Income

The 2015/16 operating income for the City will be \$130.55m an increase of 5.2% on the 2014/15 amended Budget. The sources of income are displayed in the table below. The two main sources of income for the Council are Rates 68.4% and Fees and Charges 19.2% of the operating income respectively.

All Figures in \$M	2014/15 Amended Budget	2015/16 Budget	Increase 15/16 Budget on 14/15 Budget	% of Overall Income of 15/16 Budget
Rates	\$62.88m	\$89.30m	42%	68.4%
Fees & Charges	\$41.22m	\$25.12m	-39%	19.2%
Service Charges	\$4.00m	\$1.04m	-75%	0.8%
Operating Grants	\$9.41m	\$9.10m	-3%	6.8%
Contributions	\$0.68m	\$0.59m	Nil	0.5%
Interest Income	\$5.90m	\$5.39m	-9%	4.2%
Other	\$0.01m	\$0.01m	Nil	0.1%
Total Revenue	\$124.10m	\$130.55m	5.2%	100.0%

NB: increase of 42% in rates income is due to incorporation of waste and CoSafe charge into rates for all properties. This also accounts for the 39% & 75% drop in fees and charges & service charges income for the same period respectively.



Rates

Rates for 2015/16 are recommended to increase by 3.50% in the City of Cockburn. In addition, 2015/16 will see the waste management service charge and the community surveillance levy incorporated into the rate in the dollar and minimum payment. The reason for the incorporation is to ensure that registered pensioners receive a rebate on the total rates received from the Council. The City has approximately 6,300 pensioners who will receive up to a \$258 reduction in their annual rates assessment. Overall, the residential improved minimum payment will increase slightly more at 5.6% but this is a one-off increase. Overall, the average residential improved ratepayer will pay an extra 90cents per week.

The following table are the proposed rates (in the dollar) for 2015/16

Rating Class	Recommended Rate in the Dollar	Comment
Commercial & Industrial – Improved	7.33	Increase by 3.5%
Residential Improved	7.074	Increase by 3.5% but will include waste management charge and community surveillance levy
Commercial & Industrial -Improved Large	8.058	Not subject to an increase for 2015/16
Caravan Parks	8.1.63	Not subject to an increase for 2015/16 except to cover Co-Safe
Commercial & Industrial - Vacant	9.117	Increase by 3.5%
Residential - Vacant	9.117	Increase by 3.5%

The City did apply to have a number of properties converted from UV to GRV for valuation and rating purposes. The Minister for Local Government rejected the application indicating a new policy of consultation required in order for the property to be approved for conversion purposes. The City will attempt to address the new requirements in 2015/16.

Rates levied on ratepayers form a significant portion of the City's operating income. This year, that portion accounts for 68.4%. due to the incorporation of the Waste and Community Surveillance into the rate in the dollar and minimum payment.

Even after the rate increase Cockburn home owners paid the lowest household rates including waste management in 2014/15. The Table below from 2014/15 supports the supposition that Cockburn residential improved ratepayers still pay low rates when compared with neighbouring Councils (incorporating rates and waste):



Council	Residential Average Rates	Minimum Rates Payment
Cockburn	\$1,321	\$1,118
Melville	\$1,478	\$1,164
Fremantle	\$1,515	\$1,160
Kwinana	\$1,493	\$1,285
Rockingham	\$1,424	\$1,294
Swan	\$1,550	\$1,203
Armadale	\$1,681	\$1,328
Wanneroo	\$1,410	\$1,205
East Fremantle	\$1,690	\$881

NB: Note that a number of Councils have not been included as they do not publically disclose residential rating information for example the City of Canning. East Fremantle has a minimum payment rate which includes waste

The above Councils were chosen firstly as they are in the same local grouping, that is the South West Group and secondly to compare with other outer metro growth Councils such as Swan, Wanneroo and Armadale, who all experience rapid growth.

Overall growth of new properties/improvement to existing properties/vacant land has been budgeted at 2.43%. This may be conservative given the history of growth in the City, but development has slowed in the creation of new residential lots and building licences issued. This has been slightly offset by commercial development occurring throughout the City but more specifically in the Phoenix and Cockburn Commercial Parks, Jandakot City, Cockburn Central and the AMC precinct. The City has budgeted to receive interim rates as part of the draft budget.

Waste Management Service Charge

The Waste Management charge will increase from \$435 to \$450 per rates assessment. This is a 3.44% increase over 2015/16, the lowest increase for 7 years. The significant cause behind the lowest increase is the low increases received from the SMRC for treatment of the City's MSW and Recycling waste. The cost increased by only 1%.

Community Surveillance and Security Service (Co-Safe)

The service charge will nominally increase from \$65 to \$67 for all properties but will be incorporated into the rate in the dollar and minimum payment charge. Revenue raised by this charge (via rates) will fund the Co-Safe service and continue the rollout of the CCTV Strategy adopted by Council.

Pool Inspection Fee

The fee will be maintained at \$36.00 per property with a swimming pool. This is in order to ensure that City will be able to inspect every



swimming pool in the municipality once every four years to comply with the relevant statutory requirement.

Port Coogee Specified Area Rate

This rate will be 1.400¢ in the dollar of GRV value. These monies are being quarantined so as to provide funding to ensure that the parks and public areas (including custom street lighting) are maintained in accordance with the higher standards agreed to between the City and the Developer. The additional costs being borne by the developer initially and the landowners ultimately. The income from this item is included in the total rates to be raised by the budget.

The City will continue taking over public open space in the Port Coogee area in 2015/16 which will trigger the City drawing on funds in the Reserve to supplement the additional maintenance work noted above.

Cockburn Coast Specified Area Rate

This rate will be 1.400¢ in the dollar of GRV value for residential improved only. These monies are being quarantined so as to provide funding to ensure that the parks and public areas (including custom street lighting) are maintained in accordance with the higher standards agreed to between the City and the Developer. The additional costs being borne by the developer initially and the landowners ultimately. The income from this item is included in the total rates to be raised by the budget.

The City will see the first of the land holding be sub-divided into residential improved lots in 2015/16. A map of the area is attached.

Emergency Services Levy

Although not imposed by the City, the levy is collected by the City under direct instruction from the State Government and passed onto the Department of Fire and Emergency Services DFES (formerly the Fire and Emergency Services Authority). The increase for the City of Cockburn ratepayers is 10%. The City collects over \$13m for DFES.

Fees and Charges

The City has budgeted to receive \$25.12m in Fees and Charges in 2015/16. Although this category of income covers 170 services provided by City, there are five fee types that combine to make up \$17.7m or 71% of the total fees and charges. The fees consist of Waste fees (tipping, sale of recycled metals and materials and sale of gas) related to the Henderson Waste and Recovery Park, fees



associated with the Planning and Building (Statutory) approvals finally, the lease revenue from property owned by the City.

The Gate Fee for the Henderson Landfill facility will not increase at 1 July 2015 as a result from competition in the market place but will be reviewed pending the increase in the two landfill levies imposed by the State Government. As noted above, effective 1 January 2015, the MSW land fill levy was increased from \$28 to \$55 per tonne and the second levy being for inert waste (builder's rubble) was also increased from \$8 to \$40 per tonne. The date of the next increase will be 1 July 2016.

Statutory fees for Planning and Building have increased by virtue of the activity in the City not as a result of the State Government increasing the scale of fees permitted to be charged by the City. What is disappointing is that the building reform process initiated by the State Government has meant that up to 50% of the fee charged by the City to assess, approve and issue the relevant building permit now goes to the State Government.

The final income items are fees for the South Lake Leisure Centre will rise by varying amounts due to the age of the facility and increased competition for gym patrons in Cockburn Central West. Fees collected for this facility will total \$2.98m

Rental income will be over \$2m as a result of the Cockburn Integrated Health Facility coming onto line. The facility has only 165 sq m of empty space, for which the City has fielded a number of enquiries.

All other fees will rise in a range from CPI to 5% in order to cover the cost of the service/s provided by the City.

Service Charges

This income is for the repayment of the Underground Power projects completed in Coolbellup and Hamilton Hill.

Operating Grants and Subsidies

This income source is provided by the State and Federal Governments. The income is generally recurrent and rises by CPI or a similar agreed factor. For the 2015/16 Budget, the Federal Government has frozen the level of the Financial Assistance Grant (General and Untied Road) grant at 2013/14 base with no indexation for population growth until 2018/19. It should be noted that the WA pool of the FAGS Grants has increased by 1.9% for 2014/15 but this arises from the formula distributing the grants not from a CPI increase. As this stage, it is unclear what quantum will be distributed by the WA Local Government



Grants Commission to Cockburn – so the FAGS Grants has remained at the 2014/15 level.

Apart from the untied Federal Assistance Grant noted below, the other grants have been provided by the State and Federal Governments for the delivery of specific community programs.

Grant	Amount \$
Child Care and Children (Federal Government)	\$2.00m
Financial Assistance (Untied from Federal Government)	\$2.13m
Financial Assistance (Roads from Federal Government)	\$1.47m
Aged Services - HACC	\$1.68m
Aged Services – HACP	\$0.45m
Youth Services (2 programs)	\$0.49m
Family Services (4 programs)	\$0.44m
DFES Operational Grant	\$0.23m
Recreation Services	\$0.19m
Total Grants	\$9.09m

Interest Income

Income generated by this item is divided into three parts, municipal fund interest, reserves account interest and sundry interest income derived from instalment rates and outstanding rates (including an interest payment for deferred pensioner rates from the State Revenue Office). The former, (\$2.7m) can be expended directly in the provision of services whereas the latter (\$1.8m) is credited to the reserve account on which the capital has been invested by the Council. Although the cash rate has fallen to 2.00% rates may fall again if the overall economy does not improve. The City has seen interest income available for general expenditure fall by up to \$1m as a result of lower interest rates.

The City is compliant with the latest amendment to the Local Government (Financial Management) Regulations in that all funds are invested in Term Deposits held with Australian Banks or Australian Government Bonds apart from two investments grandfathered under the same regulations. One is a senior bond issued by the Commonwealth Bank and the second is an investment in Australian Mortgage Fund in “reverse” Australian mortgages. Each investment continues to pay a competitive rate of interest and will be redeemed upon maturity

Expenditure

Budgeted growth of operating expenditure for 2015/16 is 6.6% (on a cash basis, which excludes depreciation, with depreciation the increase



was 5.68%) as all areas of Council expenditure have been reviewed for operating efficiencies. The following comparative table indicates the growth of operating expenditure over the financial years 2014/15 and 2015/16.

All figures \$M	2014/15 Amended Budget	2015/16 Budget	Increase 15/16 Budget on 14/15 Budget	% of Overall Cost of 15/16 Budget
Payroll	\$43.79m	\$46.41m	5.9%	37.4%
Other employee Costs	\$1.33m	\$1.13m	-14.2%	0.9%
Materials	\$35.94m	\$36.11m	0.4%	29.1%
Utilities	\$4.62m	\$4.62m	nil%	3.7%
interest Expense	\$0.12m	\$0.07m	-41%	0.1%
Insurance	\$2.21m	\$2.13m	-3.6%	1.7%
Other Expenses	\$7.53m	\$8.93m	18.5%	7.2%
Depreciation	\$25.09m	\$27.68m	10.3%	22.3%
Internal Recharging	-\$3.24m	-\$3.01m	-6.8%	-2.4%
Total Expenditure	\$117.41m	\$124.07m	5.68%	100%

The above table also demonstrates where the City is spending its operating expenditure with a detailed explanation below.

Payroll

The City has budgeted for a 4.0% increase for the third year (of three years) of a staff Enterprise Agreement. The overall cost of salaries, on-costs and indirect costs will rise by 5.9% over the amount budgeted in 2014/15. This will also provide for a number of new staff, in line with Council's adopted Workforce Plan.

Materials and Contract

Aside from Payroll and related costs, Materials and Contracts is the City's largest recurrent operating expenditure item. The following items form over 50% of the expenditure for 2015/16 with the amount in brackets being the amount budgeted in 2014/15. Waste Collection \$8.97m (\$8.95m), SMRC Loan Repayment \$1.5m (\$1.58m), Parks Operating \$5.12m (\$4.98m), Care Giver Payments 1.28m (\$1.22m), Co-Safe \$2.0m (\$1.91m).

Insurance

The City, like all local governments in WA (apart from one other), is a member of the Local Government Insurance Scheme (LGIS) – a cooperative insurance scheme. This Scheme is for Workers Compensation insurance, property and public liability insurance. In effect, Council self-insures through the LGIS. Insurance for motor vehicles, councillor and officer liability (similar to Directors and Officers Liability insurance), travel insurance plus others insurances are



sourced by the LGIS from external insurance providers. Motor vehicle insurance is of a significant quantum that LGIS tenders this to the general MV Insurance market each year to ensure Council receives a competitive pricing outcome.

Overall, insurance premiums are expected to decrease by 3.6% from \$2.22m to \$2.13m in 2015/16. Workers Compensation Insurance will increase by the increase in overall council payroll, Public Liability Insurance will be the same as 2014/15 and Property insurance will decrease by 40% due to a softer market and Council increasing its deductible. In addition, the City has an active program of regular revaluation of assets so as to ensure Council is not under-insured. Further, the accounting standard changes associated with "Fair Value" accounting will mean a more aggressive asset valuation model in future years. The City already currently uses fair value accounting for all infrastructure asset classes. The City banks the saving in insurance premiums to the insurance reserve to cover small claims internally.

Utilities

This item covers expenditures for electricity, gas, water and telecommunications.

Electricity is consumed by the City in two ways. Firstly, general power consumption for buildings and associated facilities and secondly, electricity consumption for street lighting. The City pays for over 12,000 street lights, which over the last four years, has seen the running costs raised from \$1m to \$2.4m annually. The State budget for 2014/15 flagged an increase of 36.8% for 2015/16. The City has provided \$2.45m for street lighting. The increase is minimal as advice from Synergy is that they would be recommending a small increase. It is now up to the State Government to accept or reject that recommendation. A 36.8% increase would equate to \$0.92m or a 1.6% increase in rates just to cover street lights. WALGA are seeking urgent clarification of this "sizeable" increase projected for 2015/16.

The impact of the rapidly rising cost of utilities imposed on the City by the State Government has been sizeable and is not sustainable. As the City has signed a two year contract with Synergy, no significant cost increases are expected other than for consumption.

Other utilities are expected to increase by 5% apart from telecoms which has no increase.

Other Expenses

This item of expenditure covers a range of sundry expenses such as the State Government's Landfill Levy of \$5.4M (\$4.03m), which has



risen from \$28 per tonne to \$55 per tonne from 1 January 2015, fuel (\$1.1m), grants and donations of \$1.06m, operating contribution to the SMRC of \$0.336m and levy payments to parents of \$0.5m (fully funded from the Federal Government).

Depreciation

The City cash backs its \$27.68m of depreciation recorded in the 2015/16 operating budget. This amount is 10.3% higher than the amount budgeted for in 2014/15. By being fiscally responsible and cash backing the depreciation, the City is able to use the free cash generated by this item to refurbish current assets in addition to construct new assets. Council has been briefed on a plan to spend up to 80% of the cash produced from depreciation to refurbish assets. This plan will take five to seven years to move from the current 50% of depreciation cash expended on the capital refurbishment program. This plan has been designed so as to provide a greater life for existing City assets.

Interest Expense (and Loan Program 2015/16)

The City will be required to pay interest in 2015/16 for two loans covering Underground Power projects in Coolbellup and Hamilton Hill plus the Emergency Services Facility in Cockburn Central. The former loan will be covered by ratepayer service charges and a contribution from the municipal fund. This is the last year of the scheduled three year loan. The latter loan will be funded by DFES. The total cost for this year is \$0.07m.

The Council intended to borrow in 2014/15 for the construction of the RPAEC at CCW but due to delays in finalising the building contract no borrowings were required in 2014/15. It is expected the construction program will commence in 2015/16 and as such, the Council will be required to borrow \$25m in line with the Long Term Financial Plan for the RPAEC project. The aim of the loan program is to repay the loans and interest using the funds derived from DCP13 (the contribution plan was put in place to provide funding for the construction of a series of approved community infrastructure projects).

The loan will be drawn down in May/June 2016 and repaid over ten years using DCP13 contributions.

Capital Income and Developer Contributions

The City has budgeted to receive the following Capital Income & Grants plus Developer Contributions for 2015/16.

Road Grants	\$2.063m
Sale of Plant	\$1.181m



Sale of Land	\$18.620m
Men's Shed (Lottery West)	\$0.445m
Grants (RPAEC)	\$11.050m
FFC (RPAEC Capital Reimbursement)	\$7.000m
Developer Contributions	\$3.000m
Total Grants and Contributions	\$43.359m

Cash received from motor vehicle and truck/plant (\$1.181m) will go to the replacement of those pieces of equipment with the Plant Replacement Reserve funding the balance of the acquisition price.

Capital Expenditure

The following chart indicates where the City will commit its capital expenditure totalling \$82.18m for 2015/16:

<u>Class</u>	<u>\$</u>
Roads	\$6.52m
Footpaths	\$1.05m
Drains	\$1.16m
IT/IS/ICT	\$0.50m
Parks/Environment	\$4.12m
Facilities	\$3.62m
Fleet (Plant and Equipment)	\$4.57m
Artwork	\$0.10m
Land Development	\$1.35m
Waste Disposal at HWRP	\$0.19m
RPAEC at CCW	\$50.00m
Depot at Wellard Road Bibra Lake	\$9.00m
Total	\$82.18m

New Projects

Below is a shortened list of new projects and the capital allocated to them: For a comprehensive list of projects please refer to the attached budget – New Capital Projects 2015/16.

New Capital Projects for 2015/16	Allocated Funds \$
Road – Duplication Projects Berrigan Road and Beeliar Drive	1.70m
Road – Berrigan Drive (Jandakot Road to Airport)	1.00m
Parks – New and upgrades	4.12m
Improvements to civic and community buildings	2.358m
Plant and Equipment – Replacement	4.143m
Plant and Equipment – New	0.380m
Land Development (new lot creation)	1.35m
Drainage Works	1.155m
Resurfacing of Roads	1.405m
Footpath (new and rehabilitation)	1.053m



An estimated \$10m in brought forward funding has been budgeted to cover unfinished capital works and projects. A detailed listing will be provided to a future Council meeting, usually October once final numbers have been audited.

Borrowings

The City is scheduled to borrow \$25m from WATC in 2015/16 for the RPAEC at CCW.

In addition the City will continue repaying the principal for the two loans initiated in 2012/13. Total repayments will be \$1.3m.

Reserves

The City has a pro-active Ten Year Long Term Financial Plan which includes funding its financial reserves. The City places great importance in planning for the future and ensuring it has sufficient funds to complete major projects now and into the future. In this budget, Council will transfer \$63.08m into its reserves but will draw down \$31.6m to fund a series of major capital projects, such as the RPAEC at CCW.

At the same time the City is still quarantining funds received from the Development Contribution Plan (a levy on all new dwelling for community infrastructure), rent from the Naval Base Shacks Leases and Coogee Beach Caravan Park (to fund capital works). It is anticipated that the City will receive \$5.0m in 2015/16 from developer contributions for community infrastructure in addition to funds for roads and other "hard" infrastructure.

The City will create one new reserve to facilitate the maintenance of the Cockburn Coast development, similar to the Port Coogee Special Area Rate. This will ensure that the high level of maintenance required for this precinct will not be subsidised by other ratepayers.

Rate Setting Statement

The Rate Setting Statement is a unique financial statement applicable to WA Local Governments. The purpose of the statement is to determine the amount of rates to be collected from property owners after the inclusion of operating income (excluding rates), Operating expenditure, capital income and expenditure, reserve transfers (to and from reserves) plus loan repayments and new borrowings. The statement also adds back the free cash generated by depreciation. The deficit after inclusion of the above is to be raised from rates as provided for in the Local Government Act. The rates to be raised in 2015/16 total \$89.03m. Rates only include general rates and not service charges,



specified area rates, interest from instalments and penalty interest or instalment fees.

Cashflow Statement

The Cashflow Statement is presented with other statutory financial statements. It presents the cash the Council will generate and use in running its day to day business, capital investment program – both capital income and expenditure as well as funds required to finance both the operating and investment (capital) program:

1. Net Operating Cash is \$34,755,666
2. Net Investment Cash is (\$39,424,429)
3. Net Financing Cash is \$23,576,680
4. Overall Cashflow is \$18,907,917

The City will commence the year with \$101,348,197 cash held in Reserves/Restricted Funds and after Items 1 to 4 above will mean a closing cash position of \$120,256,114.

Integrated Planning Framework

Council adopted a number of plans in 2013 as part of the Strategic Community Plan. These include the Long Term Financial Plan, the Asset Management Plan and the Workforce Plan. Each Plan will be updated every two financial years. The review and preparation of new plans will occur in 2015/16.

Long Term Financial Plan

Council adopted a Long Term Financial Plan for the period 2012/13 to 2021/22, a period of ten years. The LTFP will be reviewed each financial year in line with the adopted budget so as to ensure financial relevance. Based on the draft budget contained the attached papers the LTFP and analysis is provided below of the variations to the LTFP:

	2015/16 LTFP	2015/16 Draft Municipal Budget	Comment
Operating Revenue	\$129.58m	\$130.55m	Lower fees and charges for HWRP
Operating Expenditure	\$114.20m	\$124.07m	Lower interest expense, LFL but higher power, staff costs
Capital Income	\$15.23m	\$12.88m	Lower grants for CCW
Capital Expenditure	\$64.4m	\$82.18m	Lower cost for CCW in Year 1
Loans	\$25m	\$25m	Loan for CCW over 2 years



Asset Management Plan

Council adopted Asset Management Plans for five areas of Council's assets, namely Roads, Building, Drains, Parks & Footpaths. Each Plan forecast an amount to be spent on renewing council assets in the above categories with a planned amount to be spent as per the criteria. There is a gap between what has been identified and the shortfall is expected to be in place for the next two financial years and the City constructs and funds the Cockburn Central West Facility. The table below highlights the gap. For definitional purposes renewing of assets is specifically the subject of the Asset Management Plans whereas upgrading is a mixture of renewing the asset but has been coupled with additional improvements.

The intention is to provide this every year and to reclassify the status of "Upgrade" into New and Renew to clarify how much is being allocated to meeting the Asset Management Plans.

Workforce Plan

Council adopted the Workforce Plan in March 2013. The 2015/16 budget reflects new appointments as outlined in the Plan.

Closing Municipal Position

The 2015/16 Municipal Budget is \$360,000. This is after all operating and capital income and expenditure items plus reserve transfers are brought to account. A report will be brought to Council in October 2015 once the Auditors have completed their annual examination of the financial statements to confirm the closing municipal fund position for 2014/15.

Change to the advertised Differential Rates

For Non-Residential properties, the City intended to maintain a separate Community Surveillance Service Charge. However after receiving legal advice about the accounting treatment of reserve funds in relation to the service charge, it was considered appropriate that the Service Charge be incorporated into the rate in the dollar and minimum payment charge. The table below shows how the rate in the dollar and the minimum payment rate have been amended to incorporate the community surveillance service charge into the rate in the dollar and minimum payment rate



Category	Rate Category	Advertised		Recommended	
		Rate in \$	Min Rate	Rate in \$	Min Rate
GRV	Residential Improved	7.074c	\$1,250	7.074c	\$1,250
GRV	Residential Vacant Land	9.000c	\$710	9.117c	\$722
GRV	Commercial & Industrial Improved	7.239c	\$710	7.330c	\$722
GRV	Commercial & Industrial Vacant Land	9.000c	\$710	9.117c	\$722
GRV	Large Commercial & Industrial Improved	8.058c	\$710	8.058c	\$710
UV	Rural General Improved	0.243c	\$1,066	0.246c	\$8,80
UV	Rural Vacant Land	0.375c	\$1,066	0.380c	\$8,80
GRV	Commercial Caravan Park	8.058c	\$710	8.163c	\$722
GRV	Specified Area Rate - Port Coogee	1.400c	N/A	1.400c	N/A
GRV	Specified Area Rate - Cockburn Coast	1.400c	N/A	1.400c	N/A

Strategic Plan/Policy Implications

Leading & Listening

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

Budget/Financial Implications

The Budget provides funds as outlined in the recommendations at the commencement of this report and the detailed attachments.

Legal Implications

Section 6.2 of the Local Government Act 1995 requires Council to prepare an annual budget.

Community Consultation

Section 6.36 of the Local Government Act 1995 requires the Council to advertise the differential rates proposed in the budget attachments. The Council, as a result of a decision arising from the May 2015



Ordinary Council Meeting advertised the differential rates in the West Australian newspaper on Saturday, 16 May 2015, Cockburn Gazette on Tuesday, 19 May 2015 and Cockburn Herald on Friday, 22 May 2015. At the same time the Objects and Reasons to support the differential rates was placed at the City's Libraries, on Council's website, on Council's social media tools, emails to all the City's community groups. Comments were invited from interested parties.

Attachment(s)

1. Municipal Budget for 2015/16 and associated Schedules, including the Schedule of Fees and Charges.
2. Map of the Specified Area Rate – Cockburn Coast

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.4 (MINUTE NO 5521) (OCM 11/6/2015) - REVIEW OF THE CORPORATE BUSINESS PLAN 2013/14 - 2016/17 AND ADOPTION OF THE ANNUAL BUSINESS PLAN 2015/16 (021/002) (S CAIN)

RECOMMENDATION

That Council adopt:

- (1) the Corporate Business Plan 2012/13-2016/17 delivery programs for 2015/16; and
 - (2) the Annual Business Plan 2015/16,
- as shown in the attachments to the Agenda.

COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr S Portelli that Council adopt the recommendation subject to deleting reference made to Commercial Materials Recovery Facility at the Henderson Waste Recovery Park on Page 34 and 39 of the Annual Business Plan as follows:

- (1) Page 34
Commercial Materials Recovery Facility, at the Henderson



Waste Recovery Park. Works for 2015/16 will be the completion of the project scoping, feasibility studies, and business plan and commissioning of the preliminary and detailed design ahead of tender for construction potentially it's late 2015;

- (2) Page 39
Materials Recovery Facility. Develop an RFT for design/documentation and construct the new facility. Award tender for the construction of the MRF; and
- (3) Delete any references to this anywhere else in the associated documents.

MOTION LOST ON CASTING VOTE OF PRESIDING MEMBER 4/4

MOVED Cllr B Houwen SECONDED Cllr S Pratt that the recommendation be adopted.

CARRIED 5/3

DEPUTY MAYOR REEVE-FOWKES REQUESTED HER VOTE AGAINST THE DECISION TO BE RECORDED

Background

The Local Government (Administration) Regulations 1996 requires that a local government annually reviews its corporate business plan. The Council is also required to adopt an Annual Budget by 31 August each year, however it is the City's practice to adopt its budget in June of each year to allow the administration the maximum capacity to deliver Council's objectives in the relevant financial year (FY).

In addition, the City also presents the Annual Business Plan for 2015/16 which is a detailed plan for the new financial year. The purpose of adopting an Annual Business Plan (ABP) allows for each financial year to be based on the broader *Corporate Business Plan 2012/13 – 2016/17* (CBP). This allows ratepayers to have certainty that the CBP is the guiding document governing the financial planning for the City.

Submission

N/A



Report

Following adoption of the City's *Strategic Community Plan 2012 – 2022* in November 2012, staff progressed development of the CBP. That document was presented to and adopted at the March 2013 Ordinary Council Meeting. As noted in the Officer's report on that matter, the function of the CBP is to activate the 'Strategic Objectives' contained in the Strategic Plan. Each of these objectives has a number of actions that that will be undertaken over the five year timeframe of the CBP.

Following the conduct of Council elections in October 2015, the strategic planning cycle is due to recommence late this year. This will see a new Community Strategic Plan developed, along with the supporting Workforce, Asset Management, Long Term Financial and a CBP. As part of this process an assessment will be undertaken of the achievements delivered through the CBP process.

An ABP has been prepared annually and adopted with the Budget since FY 06/07, something introduced following the 2006 iteration of the City's Strategic Plan. The ABP sets out a summary of the activities to be undertaken by the City during the year. The Plan sets out by Division and Service Unit, projects to be undertaken, key performance measures and budgets for income and expenditure.

The format of the ABP was updated in FY13/14 so that it contained detail of what CBP tasks were to be undertaken annually. The inclusion of this information has also necessitated more space allocation to each Business Unit to explain details of their programs and activities for the year. The Annual Report reports on the actual achievements for the year compared to the listed projects, along with their performance measures and budgets.

Strategic Plan/Policy Implications

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.
- Manage our financial and infrastructure assets to provide a sustainable future.

Budget/Financial Implications

The ABP is linked to the City's Annual Budget, which is the subject of a separate report. All incomes and expenditures in the ABP are mirrored in the Budget.



Legal Implications

Local Government Act (1995), section 5.56 and Local Government (Administration) Regulations 19DA refer.

Community Consultation

N/A

Attachment(s)

1. Corporate Business Plan 2012/13-2016/17 (extract).
2. Annual Business Plan 2014/15.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

16. ENGINEERING AND WORKS DIVISION ISSUES

16.1 (MINUTE NO 5522) (OCM 11/6/2015) - COOGEE BEACH MASTER PLAN - PROVISION OF CAR PARKING (164/002 & 3300004) (A LEES) (ATTACH)

RECOMMENDATION

That Council

- (1) proceed with Option 2 – construction of 160 bays within Reserve 24306, Lot 172 Powell Road, Coogee;
- (2) authorise City Officers to complete the detail design and obtain all necessary approvals to allow any variations to the project budget to be addressed during the mid-financial budget review, with a view to advertising construction tenders post February 2016; and
- (2) advise the Coogee Beach Surf Life Saving Club (Inc.) and Coogee Beach Progress Association of Council's decision.



COUNCIL DECISION

MOVED Cllr K Allen SECONDED Deputy Mayor C Reeve-Fowkes that

- (1) proceed with Option 2 – construction of 160 bays within Reserve 24306, Lot 172 Powell Road, Coogee;
- (2) authorise City Officers to complete the detail design and obtain all necessary approvals to allow any variations to the project budget to be addressed during the mid-year budget review, with a view to advertising construction tenders prior to February 2016; and completing civil works by June 2016;
- (3) finalise with the PTA the “Draft” Licence to occupy the land contained within Property No 6000212, being Crown Land managed by the PTA, for the purposes of public car parking and community use, for an initial period of five (5) years pending future resolution of the land tenure arrangements by the State Government Land Assets Division;
- (4) authorise City Officers to seek the transfer of this Crown Land Property No 6000212 to the City; and
- (5) advise the Coogee Beach Surf Life Saving Club (Inc.) and Coogee Beach Progress Association of Council’s decision.

CARRIED 8/0

Reason for Decision

The provision of additional car parking capacity at the Integrated Community Facility at Poore Grove is now an urgent requirement. In view of the outstanding success of this new community facility and the rapid growth of the membership of the six community organisations operating from the facility (including the Coogee Beach Surf Life Saving Club), with associated sporting activities and events, as well as the growing broader community group, schools, and public use of the Regional Beach Access Node at Poore Grove, which is placing significant demand on car parking capacity throughout the year.

As this additional car parking capacity (option 2) cannot be provided until at least mid-2016, there is a need to ensure ongoing access to temporary “off road car parking” (as well as continued Community Group signage) on PTA managed land to minimise the volume of cars parking on the verges of Cockburn Road, and land owned by the West Australian Planning Commission adjacent to Cockburn Road, to improve vehicle and pedestrian safety before further major accidents or pedestrian fatalities occur.



The future transfer of management of this land to the City would allow expansion of additional car parking capacity to a total of some 277 car parking bays, as indicated and canvassed in Option 3, to be considered by the City at some future time.

This alternative also rectifies the PTA request to remove all signage from Cockburn Road.

Background

At the Ordinary Council Meeting of 9 April 2015, Cr Allen requested that “a report be presented to the May OCM that provides a viable options paper and plan that will enable and make it possible for additional overflow parking to be completed by October 2015 at the Coogee Beach Surf Lifesaving Club. Council seeks to improve safety and minimize the amount of vehicles that continue to park and populate Cockburn Road on event days. There are quite a number of options currently being considered however, given the environmental sensitivities in the adjacent vicinity, Council seeks to adopt a solution, which is most environmentally friendly, minimize impacts and to negate years of potential delays caused by the complicated environmental review process. The report is also to address the option of a longer leasing period of the land from the PTA.”

An interim report was presented to the May OCM informing Council that a number of options were being investigated to determine the best investment for a car park in this precinct. The study has now concluded with this report seeking Council to adopt the preferred option for the construction of a new car park to facilitate the growth of the Coogee Beach Surf Life Saving Club.

Submission

N/A

Report

The Coogee Master Plan provides a framework for the development of the recreational precinct between Port Coogee and the recently completed Coogee Beach Surf Life Saving Facility. The plan identified key infrastructure upgrades, improvements to traffic movements through the precinct, car parking alterations, an increased footpath provision to enable connectivity along the coast and investment of public open space furniture. The plan established a provision of costs and development program to enable a contiguous investment schedule.



Through the consultation period it became evident that the growth in membership of the Coogee Beach Surf Life Saving Club (CBSLSC) would necessitate additional car parking provisions. Although the additional growth in membership had been identified in the MOU (13/7/2007) with the CBSLSC, attachment 1, there was no structural mechanism in the document to address the increased patronage. Failure to address the additional car parking provisions in the master plan would further exacerbate the parking issues along Poore Grove, Cockburn Rd and adjacent properties. Based on the consultation process and receipt of documentation outlining the increase in patronage numbers, the car park was incorporated in the plan and development program modified to prioritise the car park in the early stages.

Following adoption of the Coogee Beach Master Plan (OMC 8/5/2014), attachment 2, vegetation condition surveys were commissioned for the site and draft designs commenced in accordance with the original car park dimensions. Discussions also commenced with the CBSLSC and PTA on the adopted master plan and whether construction could be completed prior to the commencement of the 2014/15 surf club season. However the requirement for seasonal flora and fauna spring surveys and clearing and planning approvals meant the carpark would not be completed before the 2104/15 season. Endeavours were made to identify potential short term parking provision but were compounded by land tenure issues.

Negotiations with PTA resulted in the receipt of a licence agreement for the land with the permitted use of "Public Parking". The licence set out a series of conditions which would impact on the City's ability to manage the site in perpetuity and incur significant restoration costs at its conclusion or if termination by the PTA was enacted during the licence term. Although these constraints are manageable, it created an environment where alternative car parking options should be considered within the context of the master plan and proximity of the CBSLSC. Following a detailed review, three potential car parking areas have been investigated with the analysis of each outlined below.

Option 1

Option 1, attachment 3, proposes the construction of a car park fully contained within Property No 6000212 being Crown Land managed by the PTA. The proposal seeks to create 117 bays in a configuration similar on the original site analysis for the CBSLSC, attachment 4. The location of the proposed car park was based on a vegetation assessment indicating poor quality vegetation and the alignment along an existing footpath that has now become redundant. The MOU between the City and CBSLSC highlighted this lot for the provision of an overflow car park and stated that it would be transferred to the City



at some time in the future. This has not transpired to date and unlikely to be resolved in the short term resulting in a risk to the City should this option be adopted. The key elements of this proposal are listed below.

1. *PTA Licence and Land Parcel*

The PTA has issued the City a “Draft” licence to occupy the area for the purposes of public parking. The proposed licence agreement was initially 23 months with 6 months termination clause which was renegotiated to 5 years with a 12 month termination clause. Additional conditions include obtaining all environmental clearing approvals and rehabilitation of the site at the end of licence period or if the agreement is terminated during the term of the licence. Rehabilitation of the site will include removal of all hard infrastructure and revegetation with endemic species. A peppercorn licence fee of \$1 per annum has been proposed with all preparation and stamp duty costs associated with the licence payable by the City.

Further to the licence agreement, the City became aware the State Governments Land Assets Division is reviewing this parcel of land and its future ownership. The Coogee Beach Progress Association (CBPA) and CBSLSC have been lobbying State Government Agencies, i.e. MRWA, PTA, DOLA, etc. for the land to be transferred to the City. The City is in receipt of communication from the CBPA outlining a meeting they had with the Minister for Transport and Department officers on 21st November 2014 to express their views on this parcel of land and request upgrades to Cockburn Rd (MRWA Responsibility). A follow up email from the Minister’s Office indicated support for the transfer of this parcel of land to the City and would liaise with PTA representatives.

2. *Vegetation Clearing*

A Flora and Fauna survey was completed in spring 2014 in order to facilitate an application to the Department of Environmental Regulation (DER) for the purposes of land clearing. The survey has determined the area to contain some evidence of a Threatened Ecological Community, but overall vegetation condition was assessed as good to degraded with minimal impact on fauna by the proposal. The proposed car park will require 4800m² of vegetation to be cleared resulting in an anticipated 2:1 offset consideration with the final offset amount to be negotiated with the DER during the application period. As the City has minimal land tenure in proximity to the site and along the coastal strip, it is envisaged that the offset area will be within the land owned by the Department of Parks and Wildlife (DPAW) directly



south of the CBSLSC. The application to DER will indicatively take at least four months to process subject to any submissions received during the consultation period.

3. *CPTED Principles*

Crime Prevention Through Environmental Design (CPTED) seeks to use the knowledge and creativity of design to mitigate the incidence of crime to people and property. CPTED principles include the aspect of active participation around the site, passive or natural surveillance by people in proximity to the site and creation of an environment that provides people with safe choices about where to be and how to respond to problems that arise. In assessing option 1 with these broad principles, the follow aspects were identified:

- 3.1 The carpark is surrounded by vegetation restricting passive surveillance of vehicles along Poore Grove or pedestrians walking along the western footpath;
- 3.2 Access to the carpark from the existing car bays is via a footpath lined with vegetation which is not conducive to safety;
- 3.3 The surrounding vegetation could impinge people's ability to know where they are and how they respond should a confronting situation arise;
- 3.4 Pruning of the vegetation to improve visibility is limited due to its natural status;
- 3.5 Limited opportunity to share facilities with existing carpark and uses of the facility; and
- 3.6 Remoteness to SLSC will reduce the potential for patrons to view the car park.

The above assessment clearly highlights the significant constraints of the site and with surrounding bushland. There are no potential project designs that would ensure a safer environment. Although the installation of lighting and CCTV would assist in crime activity, it does not mitigate it substantially thereby reducing the perception of safety to users of the facility.

4. *Drainage*

There is currently an existing retention basin immediately to the east of the proposed car park which is linked to Powell reserve. Although this drainage basin will have minimal impact on the proposed car park footprint it would compromise any future extension which the CBSLSC had requested the City to consider with this option.



5. *Sewerage Easement*

The proposed car park will be constructed over a private sewer pressure main to the Coogee Beach Holiday Park. Although the construction of infrastructure is permitted over sewer pipes further investigation is required to ascertain the depth of the pipe to determine the relevant protection measures. An indicative cost of \$40,000 has been identified in the project estimates but would need to be validated during detail design.

6. *Carpark and Road Configuration*

The carpark will be constructed of asphalt to accommodate 117 bays in accordance with the footprint in the 2007 CBSLC plan. Access is via Poore Grove and is designed in accordance with Australian Standards. The carpark will have vegetated drainage swales delineating the internal bays and soak wells to the perimeter. The intersection with Poore Grove has full movement to ensure contiguous traffic flow and mitigate build-up of vehicles. However the access directly faces the dual use path emanating from DPAW managed land and has the potential for traffic conflict with pedestrians and cyclists on the path. With the widening of Poore Grove, which is currently subject to a clearing permit, an improved traffic flow will improve the access to the proposed car park.

7. *Turf Stabilisation*

Investigations have been conducted into stabilising the carpark area with turf as opposed to hard stand material. An area of 4800m² will require the construction of a bore or access to a bore in close proximity to deliver the watering requirements to facilitate a healthy swath of turf. Based on advice from consultant drilling engineers there is a high propensity for extreme levels of salt in this precinct, which would severely affect the growth habits of turf. An evaluation of the bore at Powell Reserve has realised a diminishing ground water capacity along with a Ground Water Licence limited to the reserve and landscaped areas around the surf club. In addition the establishment and ongoing management of turf on this site would be problematic due to environmental conditions and the continual movement of vehicle tyres which would erode areas quickly, potentially creating dust bowls. For these reasons the installation of turf is not recommended as the car parking surface



8. *Financial Implications*

The estimated construction of the car park is \$456,000 with a potential clearing permit costing \$110,000 based on a 2:1 offset calculation. Additional components to the project include lighting, CCTV estimated at \$230,000 and potential sewer relocation or implementation of protective mechanisms (\$40,000). Lighting and CCTV could be delivered through solar or battery provisions as a power source is currently not available within the PTA Lot. The potential cost of \$105,000 for the removal of the infrastructure and rehabilitation of the site at the end of the licence term or if the agreement was terminated during the tenure has been accounted for in the current estimates. The total cost of this option including the additional components and rehabilitation of the site is approximately \$950,000.

Option 2

Option 2, proposes the construction of 160 bays entirely within Reserve 24306, Lot 172 Powell Road Coogee WA, attachment 5. The reserve has a management order in the City's favour, enabling unimpeded development. The proposal will principally be seen as an extension of the existing carpark thereby maximising functionality and accessibility. This option was presented to the CBSLSC and CBPA with concerns received on vegetation clearing, number of parking bays and proximity to the caravan park. An analysis of the key aspects for this option is detailed below.

1. *Vegetation Clearing*

A vegetation clearing permit will require an application to DER for assessment and approval. DER has advised the City that it may submit the 2008 Flora and Fauna survey along with an additional report reflecting any new flora values of the site, thereby negating a new spring season survey being completed. There is significant representation of a Threatened Ecological Community in this area and the vegetation condition is very good. As the carpark footprint area proposed was used as part of the offset revegetation site for the CBSLSC, it is anticipated the DER will seek a minimum offset of around 4:1. As outlined in option 1, with minimal land tenures in proximity to this site, the City will seek to apply the offsets for this proposal to the adjacent land owned by the Department of Parks and Wildlife (DPAW). It is envisaged the application to DER will require at least four months to process, subject to any submissions received during the consultation period.



2. *CPTED Principles*

As outlined in option 1 above, CPTED principles are very important in any project to ensure safety of the community and mitigate criminal activity. The design will provide a contiguous link with the existing carpark ensuring sustained visual surveillance and improved pedestrian movement around the precinct. The location will be in close proximity to the surf club building enabling people on the first floor to see what is happening across the proposed and existing carpark areas. The proposed design mitigates any potential hidden spaces that facilitate criminal activity and provides an open environment ensuring general and passive surveillance is unabated. The design will complement the current CCTV and lighting provision and mitigate the need to access a new power supply to the site.

3. *Turf Stabilisation*

Turf stabilisation was also investigated for this option; however as the context of the site is similar to option 1 it will not be pursued.

4. *Car Park and Road Configuration*

The proposed car park will be constructed of asphalt and accommodate 160 bays. This option will provide approximately 30 more bays than the CBSLSC plan and approximately 40 more bays than option 1. The proposal is in essence an extension of the existing carpark and is segmented with a footpath to ensure safe pedestrian movement between the surf club and dual use footpath running north / south along the coastal precinct. The proposal enables the installation of a lockable gate to close off the car park in the evenings following events at the surf club. Drainage will be incorporated through vegetated swales and soak well provisions to the perimeter. The entry will be off the existing car park and provide a traffic movement pattern that does not require another intersection on Poore Grove. The design has limited the parking provisions when bordering the caravan park to mitigate any impact on the tenants.

5. *Coogee Beach Caravan Park*

The option reduces the impact on the caravan park whilst improving the emergency exit provision at the same time. Avoiding car bays adjacent to the caravan park reduces the impacts of vehicle noise and lights during night time use. This option, by removal of the vegetation, will mitigate the concerns of bush fire threat and antisocial behaviour in the area. It is proposed to plant endemic tree species along the border of the



caravan park to create a natural buffer to further reduce the impact of vehicle movement. Discussions with the Caravan Park residents will commence should this option proceed to ensure the final design and works program result in minimal impact.

6. *Financial Implications*

The estimated construction cost of the car park is \$645,000 which is similar to the cost of option 1 based on a square meter rate. The potential offset cost will be in the order of \$230,000 depending on the final agreed rate with the DER. In addition lighting and CCTV, will cost approximately \$230,000. The total estimated cost of this option is approximately \$1.1m.

Option 3

Option 3 consolidates options 1 & 2 providing the CBSLSC and the broader community with the provision of 277 car parking bays. This level of investment would immediately resolve parking congestion and facilitate future growth of the CBSLSC. The respective constraints for each of the options would still be valid and require resolution through the development application process. The major benefit of this proposal is the potential delivery through a stage program, subject to DER approvals, and continued liaison with State Governments Land Assets Division on securing the PTA managed land. The indicative \$2.05m investment for this option has not been identified within the Coogee Beach Master plan and would require further consideration within the context of the broader coastal parking requirements.

Policy SPD7 – Prevention of Sand Drift from Subdivisions and development sites.

Policy SPD7 outlines the developer's responsibilities to schedule works at the time of the year that reduces the potential impact of dust to a practical minimum. Principally a dust management plan is required for any proposed clearing and additional control incorporated subject to site constraints with bulk earthworks on Class 3 and 4 sites unable to be performed between 1 October to 31 March. Although the commencement date for either option has yet to be determined the City's Manager Environmental Health has advised a detailed dust management plan will be required should works commence in the moratorium period. Furthermore, additional controls may be required depending on the time of year works start and duration.

Temporary Car Parking

The constraints identified for all three options will require the City to assist the CBSLSC in the provision of temporary car parking for the



2015/16 season. Although no predetermined site has been located options currently include Len McTaggart Reserve, Cockburn Rd verges and land owned by Western Australian Planning Commission adjacent to Cockburn Rd. Further evaluation of these site and others will be considered in consultation with the CBSLSC to determine the necessary Traffic Management applications and address the crossing of Cockburn Rd by surf club participants and the general public. Funding to provide this community support has not been identified in the Coogee Beach Master Plan and would be the subject of a further report.

Recommendation

The Coogee Beach Master Plan was developed to increase recreational activity nodes along the coastal precinct whilst ensuring accessibility for the commuting community. The carpark for the Coogee Beach Surf Life Saving Club is a key component of the master plan and a resolution is pivotal in mitigating the lack of parking provisions.

The evaluation has addressed a number of key elements for each option to maximise the City's investment in this precinct. It is recommended Council endorse Option 2 for the following reasons:

- The City has a managed order of Reserve 24306, Lot 172 Powell Road Coogee WA enabling unimpeded development;
- A potential four month process for approvals and offset negotiations with DER, once all documentation has been collated, is consistent with all options;
- CPTED Principles are capitalised upon by virtue of the design principally being an extension of the existing car park ;
- A provision of 160 car bays which is 40 more than option 1
- A contiguous car park footprint and road movement network enabling a more conducive traffic flow along Poore Grove;
- Reducing the fire risk associated with bush in proximity to the Coogee Beach Caravan Park;
- A financial investment which maximise the number of car bays constructed and enables the future provision of lighting and CCTV with relative ease.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

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



Environment & Sustainability

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

Budget/Financial Implications

The total carpark construction costs for Option 2 are approximately \$1.1 and will therefore require funding over the next two financial years. It is proposed to commence construction of the carpark in fourth quarter of 2015/16 with the lighting and CCTV and any remaining works being delivered in 2016/17.

The Parks 2014/15 CW Program has funds remaining of \$200,000 for the Coogee Beach Master Plan with a further \$300,000 identified in the 2015/16 Municipal budget. With the car park construction costs of approximately \$650,000, an additional \$150,000 will be required during the 2015/16 financial year subject to final detailed designs and all approvals being received. In addition, a further report to Council, following DER approval, will outline the negotiated offset proposal and the additional funding required in 2015/16, which can be covered in the mid-financial year review of the budget.

Legal Implications

N/A

Community Consultation

The City has been consulting with the Coogee Progress Association and Coogee Beach Surf Life Saving Club during the development and implementation of the Coogee Master Plan and has been advised of this report going to Council.

Attachment(s)

1. Memorandum of Understanding – City of Cockburn & Coogee Beach Surf Life Saving Club (Inc.)
2. Coogee Beach Master Plan
3. Car Park – Option 1 (Concept Plan) - PTA
4. Revegetation Site Plan
5. Car Park – Option 2 (Concept Plan) - CoC

Advice to Proponent(s)/Submissioners

N/A



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

Nil.

16.2 (MINUTE NO 5523) (OCM 11/6/2015) - CLASSIFICATION OF BEENYUP ROAD AND LIDDELOW ROAD, BANJUP (047/013) (J MCDONALD) (ATTACH)

RECOMMENDATION

That Council :

- (1) not support the road classification of Beenyup Road, between Rowley Road and Tapper Road, being upgraded to a Local Distributor road;
- (2) not support the road classification of Liddelow Road, Banjup being downgraded to a Local Distributor road; and
- (3) authorise City Officers to facilitate a meeting with Banjup Residents Group representatives and the WA Police to look at implementation of additional speed enforcement on Beenyup and Liddelow Roads.

COUNCIL DECISION

MOVED Clr S Portelli SECONDED Deputy Mayor C Reeve-Fowkes that

- (1) support the reclassification of Liddelow Road and Gibbs Road to a Local Distributor Road;
- (2) investigate traffic design measures to minimise heavy vehicle traffic and speed controls on Liddelow and Beenyup Roads; and
- (3) maintain the classification of Beenyup Road as an Access Road.

CARRIED 8/0

Reason for Decision

Liddelow Road is clearly not a regional connecting road. It runs from Rowley Road to Armadale Road and is being used as a rat run by traffic avoiding the Kwinana Freeway and the Armadale Road connection and causing traffic congestion area. The road does not



have regional importance. Taylor Road would be an alternative as a detour, should the Freeway be closed in an emergency situation.

Construction contractors are using City of Cockburn roads to deliver cargos of mined sand from Hope Valley to Armadale's Piara Waters and Harrisdale new subdivision developments. There are thousands of lots that require sand fill that will mean 5 to 15 years of continuous deliveries to fill the low lying lands in Armadale. Banjup, Aubin Grove and Atwell are suffering the rat running of these sand deliveries. Council needs to minimise the adverse impact on the amenity of life for the residents in these areas. The local roads are not built for heavy duty trucks using these back roads at high speeds (80 to 100 kph). Though speed control enforcement is indeed a Police matter, Council should accept it has a role to play to encourage the commercial deliveries to the most appropriate roads by road design and speed control measures. Roads and kerbs are getting destroyed and requiring more maintenance because of the numbers of trucks rat running through Cockburn suburbs.

Background

At the Ordinary Council meeting held on 12 March 2015 the Mayor Logan Howlett requested the following matter to be noted for investigation without debate:

that a report be brought back to Council as soon as possible on the following Motions that were passed at the Banjup Resident's Group Annual General Meeting of 8 March 2015, relating to:

- 1. Risk Management being included as a specific item for each Ordinary Council Meeting, and*
- 2. Liddelow Road and Beenyup Road, Banjup being reclassified as "Local Distributor" roads."*

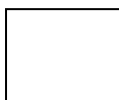
This report considers the second issue above, the reclassification of Beenyup Road and Liddelow Road, Banjup.

Submission

N/A

Report

Based on previous communications with the Secretary of the Banjup Residents Group (BRG), and the extract from the presentation given at the Group's AGM on 8 March (Attachment 1), it is understood that the



primary concern about Beenyup Road and Liddelow Road is their use by heavy vehicles. Further supporting information was provided by the BRG on 13 May 2015 (Attachment 2). The BRG request for reclassification of these two rural roads includes the expectation that they will be traffic calmed if reclassified as Local Distributor roads.

For reference, the term heavy vehicles in this report applies to vehicles in the Class 3 - 9 categories of the Austroads Vehicle Classification System (Attachment 3), which includes buses, rigid trucks and articulated trucks as large as semi-trailers. These vehicles, as well as cars, are also known as 'as-of-right vehicles' and are legally permitted to use any public road.

Class 10 – 12 vehicles are known as Restricted Access Vehicles (RAV) and neither Beenyup Road nor Liddelow Road are permitted RAV routes. The nearest RAV routes to Banjup are Armadale Road, the Kwinana Freeway, Nicholson Road, and Rowley Road.

Liddelow Road is a 5.21 kilometre long two-lane rural standard road with an 80km/h speed limit in rural Banjup. The road has a north-south alignment linking Armadale Road in the north to Rowley Road in the south. Liddelow Road is classified as a Regional Distributor road in the City's Functional Road Hierarchy (Attachment 4), which itself is based on Main Roads Western Australia's (MRWA) Road Hierarchy for Western Australia (Attachment 5).

Beenyup Road, from Rowley Road in the south to Tapper Road in the north is a 3.47 kilometre long two-lane rural standard road with an 80 km/h speed limit. Beenyup Road is classified as an Access road in the City's Functional Road Hierarchy. The remaining 0.75 kilometre urban standard section of Beenyup Road from Tapper Road to Bartram Road is classified as a Local Distributor road. This section is signposted as 50 km/h.

Photographs of Beenyup Road and Liddelow Road are attached to this report (Attachment 6) to show the typical road environments along these roads.

City Engineering Services officers became aware of the BRG's concerns about Liddelow Road traffic in August last year when a complaint was received about the number of heavy vehicles using Liddelow Road. This matter was investigated by completing traffic surveys on Liddelow Road in September; following semi-trailers using that road to determine their origin and destination, and completing follow-up traffic surveys in December. The following is an extract from the final response sent to the BRG on this matter on 6 January:



..I am pleased to provide the following summary of traffic data collected on Liddelow Road in December, including a comparison to the data collected by the City in September.

Liddelow Road	Date	Average Weekday Traffic (vehicles)	Heavy vehicles¹ (%)
300m south of Armadale Road	September 2014	3,571	13.1%
	December 2014	3,858	10%
40m north of Wolfe Road	September 2014	2,358	16.6%
	December 2014	2,486	11%

1. \geq Austroads Vehicle Class 3 – see attached document.

Observations on the above data and a more detailed review of the vehicle types recorded in the December traffic surveys are:

- The percentage of heavy vehicles recorded using Liddelow Road in December was less than that recorded in September, despite a small (assumed to be seasonal) increase recorded in Average Weekday Traffic volumes. The northern survey site near Armadale Road recorded a reduction in heavy vehicles of 17.5% between the two traffic surveys and the southern survey site near Wolfe Road recorded a reduction of 30.2%.*
- The majority of the heavy vehicle traffic is Austroads Vehicle Class 3 (two axle rigid), representing 6.2% of all traffic near Armadale Road and 5.3% near Wolfe Road. Class 9 vehicles (six axle articulated) are the second most predominant vehicles, representing 2.1% of all traffic near Armadale Road and 3.2% near Wolfe Road.*
- During the December surveys almost every recorded vehicle was a general access vehicle (i.e. Austroads Vehicle Class 1-9), with the exception of only 3 vehicles across the 8 survey days. That is, 3 vehicles out of 22,274 vehicles recorded on weekdays during the 8 day survey were Restricted Access Vehicles.*
- 89-90% of all vehicles using Liddelow Road are cars, utes, vans etc (Austroads Vehicle Class 1) or cars, utes and vans towing a trailer, caravan, boat etc. (Austroads Vehicle Class 2)*

Liddelow Road is classified as a Regional Distributor road and the above weekday volumes and heavy vehicle percentages are acceptable for a road with that function. As Michael Littleton indicated in his email of 21 August, the vehicles using Liddelow Road (with the exception of a total of 3 vehicles during the December survey period) are permitted to use that road because they fall into the category of as-of-right or general traffic vehicles.



Liddelow Road actually has some of the lowest daily traffic volumes and percentages of heavy vehicles for a road in the City with a Regional Distributor road classification, as demonstrated in the following comparison of traffic data:

Road	Location	Average Weekday Traffic (vehicles)	Heavy vehicles (%)
<i>Liddelow Road</i>	<i>300m south of Armadale Road</i>	<i>3,858</i>	<i>10%</i>
<i>Jandakot Road</i>	<i>East of Berrigan Drive</i>	<i>11,987</i>	<i>7.8%</i>
<i>Rowley Road</i>	<i>West of the Kwinana Freeway</i>	<i>4,870</i>	<i>19.3%</i>
	<i>East of Lyon Road</i>	<i>6,089</i>	<i>15.2%</i>
<i>Wattleup Road</i>	<i>West of Frankland Avenue</i>	<i>4,443</i>	<i>22.5%</i>

When semi-trailer traffic using Liddelow Road was observed by City officers, it was generally found to be carting fill sand from quarries south of Wattleup Road to land being developed in the City of Gosnells. Whilst this typically involved using Wattleup Road, Rowley Road, Liddelow Road and Warton Road, some of the semi-trailer traffic was observed continuing along Rowley Road to Nicholson Road as well as using the Kwinana Freeway, most likely to access other quarries off Anketell Road in the City of Kwinana.

As noted above, the traffic surveys completed by the City recorded a reduction in heavy vehicle traffic from September to December last year. This can partly be attributed to the short-term demand that subdivisional works generate for heavy vehicle traffic during construction phases.

Considering that Banjup is now close to rural areas progressively being developed for urban land uses, it is anticipated that the use of Liddelow Road by subdivision related heavy vehicle traffic as a link to Warton Road will continue in a cyclical fashion. That is, the road is likely to experience a higher proportion of heavy vehicles for short periods of time when subdivision works are in progress in nearby suburbs.

The MRWA road hierarchy criteria that the City's functional road hierarchy is based on are only a guideline document, and the criteria are not precise or absolute factors that each road must demonstrate to qualify for a specific road type. The basis for determining a road's classification should be the City's long-term view of the role that the road plays in the public road network, and the general satisfaction of criteria for the chosen road type. It should not be based on the desire to justify the implementation of measures that focus on specific individual characteristics of a particular road type.



The inappropriate classification of a road and any subsequent action to modify the road to suit the criteria for that road type can have consequences such as:

- Installing traffic calming or traffic management treatments to reduce the function of a road can result in traffic being transferred to other parallel routes, potentially creating impacts on those routes;
- It can create a precedent for community expectation that other similar roads should also be reclassified;
- Adopting unrealistic speed limits can result in low levels of compliance; complaints from property owners and road users; and, expectations of an unrealistic level of enforcement of the speed limit by the Police.

The following table summarises the traffic speeds recorded on Liddelow Road in December 2014:

Liddelow Road	Average speed (km/h)	85 th percentile speed ¹ (km/h)
300m south of Armadale Rd	72	80
40m north of Wolfe Rd	83	93

1. The speed that 85% of traffic is travelling at, or slower, under free-flow conditions i.e. ≥ 4 seconds headway

No recent traffic data is available for the subject section of Beenyup Road. For all traffic exceeding the speed limit on Liddelow Road, 90% are light vehicles and only 10% are heavy vehicles.

The speed limit along both roads is clearly posted as MRWA have installed regulatory speed zone signs at four locations on Beenyup Road and nine locations on Liddelow Road. The enforcement of the speed limit is the responsibility of the WA Police and it is known that they locate speed cameras on Liddelow Road, with the most recent day being Tuesday, 5 May.

It is important to note that the speed limit on these two roads would not necessarily change if they were classified as Local Distributor roads by the City. As noted in the MRWA Road Hierarchy criteria (Attachment 5), a Local Distributor road in a non-built up area like Banjup has a recommended operating speed range of 60-110 kilometres per hour. Also, as the State road authority, MRWA are responsible for approving the speed limit of every public road in Western Australia and Local Government Authorities can only provide a recommendation.

MRWA determine speed limits based on Australian Standard 1742.4 Manual of uniform traffic control devices – Speed controls, and MRWA's Policy and Application Guidelines for Speed Zoning. For reference, the following is an extract from those guidelines relating to



appropriate speed limits for roadside environments similar to the subject roads:

- **Sparsely Built-up**

Description - Similar to partially built-up but the development extends along less than 25% of the road frontage or occurs on one side of the road only. This is typical of very small rural town sites.

Speed Limit - The appropriate speed limit is 80 km/h but 90 or 100 km/h may also be appropriate if there is little vehicular or pedestrian activity on the road.

- **Farmland**

Description - Not more than 30 residences per kilometre (total of the two sides) generally set well back from the road and no other development.

Speed Limit - The appropriate speed limit is 100 or 110 km/h.

It is acknowledged that residents in rural Banjup would have experienced traffic growth over time, particularly on roads with links to the distributor road network, as urban development in surrounding areas gets progressively closer. However, these roads are part of the public road network and, with the exception of a few vehicles, are being used by licenced vehicles that are permitted to do so.

In the case of Beenyup Road and Liddelow Road, it is considered that their road classifications are appropriate for their function and changing their classification is not considered necessary or recommended.

The recent speed volume counts indicate speeding is an issue and City Officers will facilitate a meeting between the WA Police and representatives of the BRG to look at additional speed enforcement along Liddelow and Beenyup Roads.

Strategic Plan/Policy Implications

Moving Around

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

Budget/Financial Implications

Nil if Council supports the Officer's recommendation.



Legal Implications

N/A

Community Consultation

The request for reclassification of Beenyup Road and Liddelow Road has been made by the Banjup Residents Group.

Attachment(s)

1. Extract from the Banjup Residents Group AGM presentation dated 8 March 2015
2. Additional information provided by the Banjup Residents Group, dated 13 May 2015
3. Austroads Vehicle Classification System, January 2002
4. City of Cockburn Functional Road Hierarchy Plan, August 2012
5. Main Roads Western Australia Road Hierarchy for Western Australia
6. Photographs of Beenyup Road and Liddelow Road.

Advice to Proponent(s)/Submissioners

The Proponent has been advised that this matter is to be considered at the 11 June 2015 Council Meeting.

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

Nil.

17. COMMUNITY SERVICES DIVISION ISSUES

17.1 (MINUTE NO 5524) (OCM 11/6/2015) - CITY OF COCKBURN PROPOSED BUSHFIRE RISK MANAGEMENT PLAN (061/007; 027/007; 028/027) (R AVARD) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the City of Cockburn Bushfire Risk Management Plan 2015-2020, as shown in the attachments to the Agenda;
- (2) adopt the City of Cockburn Residents Guide to Bushfire Risk Management, as shown in the attachments to the Agenda; and
- (3) distribute the City of Cockburn Residents Guide to Bushfire Risk Management to all rural and resource zone properties.



COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr Y Mubarakai that adopt the recommendation subject to the addition of Clauses (4) and (5) which reads as follows:

- (4) develop and implement a mitigation and treatment plan, based on Extreme Risk and Catastrophic Area categories; and
- (5) a progress report be brought back to the next Bushfire Reference Group in July, detailing hazard reduction mitigation undertaken so far and hazard reduction treatments proposed before the summer.

CARRIED 8/0

Reason for Decision

Identification of high risk areas requires an urgent response and a plan of action. A report detailing mitigation work already carried out and mitigation work still to be carried out, is timely before the onset of Summer. In clear response to the Plan, Council requires a plan of action going forward.

Background

Local Government along with other stakeholders have a responsibility under State Emergency Management Policy for the prevention, preparedness and in some cases response to bushfires, within their district.

Part of the prevention and preparedness component of the State Emergency Management Policy for bushfire (*section 2.1.1 Westplan – Fire*) It is a requirement for Local Government to facilitate the commencement of a Bushfire Risk Management Plan (BRMP) (attachment 1) using the AS/NZS ISO 31000:2009 risk management framework.

Schedule 3 of the State Emergency Management Policy No. 2.9 (Management of Emergency Risks) specifically mentions the City of Cockburn as having high or extreme bushfire risk that requires a BRMP form part of its Emergency Risk Management Plans.

The City's administration produced a draft Bushfire Risk Management Plan during 2014. Due to Council's concerns regarding the public's



ability to understand the document, the City's Officer's held a presentation for Elected Members with representation from the Office of Bushfire Risk Management, a sub-department of the Department of Fire and Emergency Service. The draft BRMP was subsequently approved for release to the public for comment by Council at the November 2014 Ordinary Council Meeting.

During the public comment period, the City's Officers carried out a number of engagement meetings with various stakeholders. During this time, the City's proposed method of a tier treatment solution received praise by the Office of Bushfire Risk Management. The culmination of the public comment period has led to the creation of an amended Bushfire Risk Management Plan 2015-2020 proposed for adoption in this recommendation to Council.

Submission

Upon decision by Council at its Ordinary Council Meeting of 13 November 2014, the City released the proposed BRMP and Residents Guide for public comment. During this period a number of submissions were received as follows:

Submission	Date submitted	Consultation undertaken	Description of changes made due to submission
Banjup Residents Group	5/01/15	Yes	Changes to tier treatment objectives, clarification on the use of the DFES visual fuel load guide and further explanation on the use of planning boundaries.
Office of Bushfire Risk Management	30/01/15	No	Amendments to several phases to align with bushfire management best practice.
Confidential	30/01/15	No	Minor amendments to the renaming of a State Government Agency.
LandCorp (1)	30/01/15	Yes	Nil, further consultation highlighted a specific bushfire risk management plan for the future Latitude 32 development.
LandCorp (2)	30/01/15	No	Minor amendments to site names and property ownership
Chief Bushfire Control Officer	30/01/15	Yes	Amendments to the proposed BRMP document structure.



Report

As part of the City's obligation under the *Emergency Management Act 2005* and the State Hazard Plan for bushfire *Westplan – fire* it is a requirement for the City to have a comprehensive risk management plan in place covering all land tenures including Unmanaged Reserves (UMR) and Unallocated Crown Lands (UCL).

Westplan – fire states it is a requirement to use the templates and methodology supplied by the Department of Fire and Emergency Services – Office of Bushfire Risk Management.

Risk assessments were carried out on a number of different land tenures to determine the risk of bushfire, consequence and likelihood for individual assets. All assets identified during this process were categorised into four groups;

- Human Assets (property and homes);
- Economic Assets (railways, gas pipelines etc);
- Environmental Assets (Council managed reserves and DPaW regional parks); and
- Cultural assets (registered indigenous sites and assets from the Local Government Inventory as adopted by Council on 14 July 2011).

During the consultation phase of the proposed BRMP, the City's Officers sought extensive collaboration from the following agencies:

- Department of Fire and Emergency Services (DFES);
- Office of Bushfire Risk management (OBRM);
- Department of Parks and Wildlife (DPaW);
- Department of Lands;
- WA Planning Commission;
- Western Australian Land Authority (LandCorp);
- Main Roads WA;
- Jandakot Airport Holdings;
- Western Power; and
- Department of Education.

Mitigation strategies assigned within the *Treatment Schedule* of the proposed BRMP are currently restricted to a recommendation on all Crown Land due to the limitations of *Section 33* of the *Bush Fires Act 1954*.

It is anticipated with the review and amalgamation of the *Fire Brigades Act 1942*, *Bush Fires Act 1954* and the *Fire and Emergency Services Act 1998* by DFES, the proposed new Emergency Services Act will provide Local Governments' the enforcement power to ensure all land



owners (including UMR and UCL lands) will have to comply with mitigation works prescribed by the relevant Local Government Authority.

Strategic Plan/Policy Implications

Growing City

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

Community & Lifestyle

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

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

Environment & Sustainability

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

Budget/Financial Implications

Adoption of a BRMP by Council will require additional funds to be allocated for fire mitigation works. Funds have been placed on the 2015/2016 budget for consideration to carry out the works in areas identified in the plan as extreme, very high and high risk.

An amount of \$245,425 has been placed in the Operational Budget to manage a range of issues associated with fuel loads on City of Cockburn reserves. A further \$28,000 has been identified for support of the BRMP including litter control plus a contingency fund of \$50,000 will be established to address issues raised in the BRMP.

Cost for mitigation works carried out on all Crown and private land will be borne by the relevant land owner or management body.

Legal Implications

Bush Fires Act 1954
Emergency Management Act 2005

Community Consultation

Community engagement was conducted during the consultation phase of the proposed BRMP. This engagement was carried out by two



workshops to measure the resident's opinions, on a range of topics relating to bushfire risk and gauging the residents risk acceptability to the threat of bushfire. The workshops were extensively promoted within the community to ensure a diverse group of residents attended.

Attendees of the workshops expressed a strong desire to have a BRMP incorporated into the City's management of reserves and other land owned by the State. Salient findings of the community engagement workshops were added as Appendix 6 within the proposed BRMP.

After consultation with those who have provided feedback, the City's Officers have amended the proposed BRMP to address concerns of stakeholders and the community.

The City's Officers met with the Banjup Residents Group and Land Corp separately on the 17 March 2015 to discuss specific issues, relating to their submissions.

Advertisement of the proposed BRMP and Residents Guide to Bushfire Risk Management were carried out as per table 3 below.

Table 3 – Advertisement of the BRMP and Residents Guide to Bushfire Risk Management

Advertisement	Date advertised
City of Cockburn Website	December 2014 – 30 January 2015
City of Cockburn Facebook Page	10 December 2014
Cockburn Gazette (Newspaper)	9 December 2014 and 16 December 2014
The West Australian (Newspaper)	9 December 2014

Attachment(s)

1. Proposed Bushfire Risk Management Plan 2015- 2020 (BRMP)
2. Proposed Residents Guide To Bushfire Risk Management
3. Public Comment Submission - Banjup Resident Group
4. Public Comment Submission - Office of Bushfire Risk Management
5. Public Comment Submission (Anonymous)
6. Public Comment Submission – Land Corp (1)
7. Public Comment Submission – Land Corp (2)
8. Public Comment Submission – City of Cockburn Chief Bushfire Control Officer

Advice to Proponent(s)/Submissioners

Correspondence has been sent to all submissioners advising them of receipt and review of their submission.



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

Nil.

17.2 (MINUTE NO 5525) (OCM 11/6/2015) - COOGEE BEACH - DOG EXERCISE AREA (082/002) (R AVARD) (ATTACH)

RECOMMENDATION

That Council

- (1) not establish a dog exercise area on the portion of the beach north of the 'shark net' at this time;
- (2) prepare a Coastal Activities Recreation Plan to be presented to a future meeting of Council; and
- (3) advise the petitioners of Council's decision.

COUNCIL DECISION

MOVED Clr S Portelli SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 8/0

Background

At the Ordinary Meeting of Council held on 12 February 2015 a petition was tabled that read as follows:

"We would like the North side of Coogee Beach, that is the small part of the 5 kilometre of Beach, north of the shark net, in front of the rocks to be rezoned as a Dog Swimming Beach. The dog Beach at South Fremantle is too far for the local residents to walk as we have almost as many residents in this area we would like to bring this to the Council's notice for consideration."

There were 116 petitioners who supported the establishment of a dogs of leads exercise area on the north end of Coogee Beach.

At the Ordinary Meeting of Council held on 14 May 2015 two (2) petitions were tabled that read as follows:



Petition 1

There is a group of people trying to get Coogee Beach open for DOGS and this must be strongly opposed. This is a family beach and there are adequate dog beaches close by-CY O'Connor, the Powerhouse North Coogee and Woodman Point (all the southside, including a bay at the launching ramps). There is also a dog beach at South beach.

Petition 2

Petition AGAINST the establishment of a dog beach at Coogee Beach. The following citizens of the City of Cockburn, and regular visitors to Coogee Beach, are OPPOSED to the establishment of a dog beach at Coogee Beach. There are sufficient areas for dogs either side of Coogee Beach.

There were a total of 896 petitioners who did not support the establishment of dogs of lead exercise area on the north end of Coogee Beach.

At its meeting of 10 November 2011 Council resolved to designate a number of areas as dog exercise areas as shown on the plan attached to the Agenda. The Council decision followed extensive public advertising. At the time of the Council decision there were differing views expressed by the community on the extent and location of dog exercise areas. Besides a large group of the community seeking extensions to dog exercise areas on the beaches there is a similar group who seek dog free areas. Further the beach from the Ammunition Jetty south to Jervoise Bay Sailing Club could be made a dog beach (at least in part).

At its Ordinary Meeting of August 2014 Council resolved to issue licenses for commercial operators of Kite Surfing classes on the area of beach on the south side of Woodman Point.

The Cockburn Coast is becoming a very popular beach area as reflected by the use of the Coogee Beach shark net area and the rapid growth of the Coogee Beach Surf Life Saving Club. There are a number of aquatic sporting events occurring on the coast and many approaches made by commercial operators of various types to establish themselves on the coast.

There are a number of plans for land development along the coast including the Coogee Beach Reserve Master Plan and the Cockburn Coast Structure Plan. There is however, no plan that considers the use



of the beaches and associated waters in the context of the land use plans.

Submission

N/A

Report

A petition was presented to Council at its meeting of 12 February 2015 requesting another dogs of leads exercise area be established at Coogee Beach.

As can be seen from the attached plan there are a number of areas along the coast designated as dog exercise areas (dogs of lead areas). There is also an extensive heritage listed horse exercise area on the northern section of the City's coastal area. The Coogee Beach area around the jetty has become a very popular swimming and picnic area particularly since the upgrade of the reserve and this will increase with the implementation of the Coogee Beach Master Plan. The shark net has also increased the beach activity in the area. The rapid growth in the membership of the Coogee Beach Surf Life Saving Club and increased use of the beach access further demonstrates growth in the area.

Given that a significant percentage of recent petitioners do not want a dog of lead exercise area on the northern section of Coogee Beach it is recommended that Council not establish this area as dogs of leads exercise area.

The City of Cockburn is responsible for managing the activities of reserves and foreshores throughout the Municipality which includes 22 active reserves, over 150 passive parks and approximately 17km of the West Australian Coast. The coastline in Cockburn provides some of the best and safest beaches and reserves in Western Australia that allows our local community to be vibrant and active. Staff are continually told that the coastline in the Woodman Point precinct is considered to be one of the best kite surfing locations in the world.

Current activities occurring on a daily or weekly basis on the coastline include:

1. Recreational Swimming
2. Recreation Walkers/Joggers
3. Dog Areas (2)
4. Fishing
5. Kite Surfing
6. Windsurfing



7. Stand Up Paddling
8. Sailing (Jervois Bay Sailing Club)
9. Boating (Woodman Point Boat Ramp)
10. Surf Life Saving held through Coogee Beach Surf Club

Current events occurring on the coastline: These include:

1. Open Water Swimming (3 events this summer)
2. Triathlon (2)
3. City of Cockburn Festivals at Coogee Beach Reserve (2)
4. Kite Surfing (2)

Most activities taking place on the coastline are either recreational or not for profit. There has been a growing trend recently for commercial operators to run recreation and leisure activities on Council managed reserves and foreshores. In 2013 the City established a Recreation and Leisure Traders Licence. The key objective of the Recreation and Leisure Traders Licence is to provide a formal process to assess requests and provide appropriate approvals under a delegated authority. The types of operators that would require a Recreation and Leisure Traders Licence include but not limited to:

- ❖ Personal Trainers
- ❖ Water Sports Schools
- ❖ Hire of Beach Equipment

Three Kite Surfing schools were the first to receive a licence to operate at Woodman Point.

In recent months the City has received requests for:

1. Dog Washing business in a coastal carpark
2. Dog Exercise Area
3. Inflatable playground on the water
4. Stand Up Paddling Lessons
5. Beach Umbrella Hire
6. Jet Pack Hire
7. Jet Ski Area

The population in Cockburn was 95,035 in 2011. It is forecasted to be 131,176 residents by 2021 (source: forecast.id). Population is continually growing and requests to use the coastline are increasing. Now is the time for the City to commence work to establish a long term Coastal Recreation Activities Plan to guide Council on what activities can be accommodated and where along the coast to maximise its potential.



Strategic Plan/Policy Implications

Infrastructure

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

Community & Lifestyle

- Promotion of active and healthy communities.

A Prosperous City

- Creation and promotion of opportunities for destination based leisure and tourism facilities.

Budget/Financial Implications

For a Coastal Recreation Activities Plan to be prepared that involves extensive community consultation, consideration of existing land use plans and legal implications for plan implementation, a budget figure of \$75,000 is proposed.

Legal Implications

There are a number of State Government Acts and authorities that apply to water based activities in Cockburn Sound.

Community Consultation

Extensive communication and consultation with an array of stakeholders be required. It is expected that the level of consultation will exceed any statutory obligations that may apply.

Attachment(s)

Current dog exercise areas on the Cockburn Coast.

Advice to Proponent(s)/Submissioners

The Proponent(s) has been advised that this matter is to be considered at the 11 June 2015 Council Meeting.

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

Nil.



18. EXECUTIVE DIVISION ISSUES

Nil

19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

20. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING

Nil

21. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS**21.1 (MINUTE NO 5526) (OCM 11/6/2015) - PERTH FREIGHT LINK INCORPORATING ROE HIGHWAY - STAGE 8 (163/004) (S CAIN)****COUNCIL DECISION**

MOVED Mayor L Howlett SECONDED Deputy Mayor C Reeve-Fowkes that Council:

- (1) call on the State Government to bring development of the intermodal facility for the Outer Harbour forward by investigating and costing the City's proposal to construct an intermodal facility (similar to that currently in Forrestfield) in the Latitude 32 Precinct including the associated infrastructure as a realistic alternative to the construction of Roe 8 and cease actions associated with the proposed Roe 8 in terms of awarding contracts for its construction while the process above is completed;
- (2) discuss with the Mayors and CEOs of the City of Fremantle, Town of East Fremantle and the City of Armadale the alternative described in clause (1) above in an endeavour to get their "in principle" support by 21 July 2015;
- (3) seek the Mayor and Chief Executive Officer to organise urgent meetings to put the case for the alternative described in clause (1) above with the:
 1. Premier, the Treasurer, the Minister for Transport and the Member for Jandakot;
 2. Leader of the Nationals;
 3. Leader of the Opposition and the Shadow Minister for Transport;

4. Greens WA;
5. Federal Member for Fremantle.

- (4) develop a social media strategy and commence an online campaign in support of the alternative described above in clause (1) above, utilising the material attached to the Minutes;
- (5) notify the Rethink Perth Freight Link Group of the outcome of Council's deliberations; and
- (6) engage community and other groups across the City to support the Alternative to Roe 8 proposal outlined in clause (1) above.

CLR PORTELLI REQUESTED HIS VOTE AGAINST THE MOTION TO BE RECORDED

CARRIED 7/1

Reason for Decision

The City proposes the construction of an intermodal facility (similar to that currently in Forrestfield) in the Latitude 32 Precinct. Such a facility forms part of Directions 2031 planning for the region and has long had a concept District Structure Plan prepared. This facility will support the storage, packing and movement of containers for freight generated from the south-metropolitan area that goes to and from Fremantle. It would utilise existing rail infrastructure, whilst also catering to a future outer harbour, which will be located in close proximity to the facility, but would not be dependent on the construction of a port for its viability. The bulk of the land required for this facility is also in Government ownership.

The City's proposal would:

- Boost Consolidation
- Result in Shorter Transit Times
- Accommodate Planned Freight Volume
- Reach Perth's Rail Freight Link Targets
- Decrease Congestion
- Preserve Communities
- Minimise Environmental Impact
- Use States Resources
- Stimulate Economic Investment
- Provide Value for Money
- Utilise Existing Infrastructure
- Increase Efficiency



The current Perth Freight Link plan lacks vision, will not achieve the Government's major freight movement objectives and would have a significant and long-term, detrimental impact on our community.

22 (OCM 11/6/2015) - MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

Clr Stephen Pratt requested that a report be presented to a future meeting of Council on options for expanding public WiFi services across the City with a prior briefing given to all Elected Members on the matter.

23. CONFIDENTIAL BUSINESS

Nil

24 (MINUTE NO 5527) (OCM 11/6/2015) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995)

RECOMMENDATION

That Council is satisfied that resolutions carried at this Meeting and applicable to items concerning Council provided services and facilities, are:-

- (1) integrated and co-ordinated, so far as practicable, with any provided by the Commonwealth, the State or any public body;
- (2) not duplicated, to an extent Council considers inappropriate, services or facilities as provided by the Commonwealth, the State or any other body or person, whether public or private; and
- (3) managed efficiently and effectively.

COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Clr S Pratt the recommendation be adopted.

CARRIED 8/0

25 (OCM 11/6/2015) - CLOSURE OF MEETING

8.27 pm.



CONFIRMATION OF MINUTES

I, (Presiding Member) declare that these minutes have been confirmed as a true and accurate record of the meeting.

Signed: Date:/...../.....



The City's proposal:

- ✓ Boosts Consolidation: Building a second intermodal facility at Latitude 32 would provide an alternate location for container aggregation. All containers coming from the south could be consolidated into a new facility and then shuttled into the Port as required.
- ✓ Results in Shorter Transit Times: The transit time by train would be much shorter and building a new facility could align with the progressive construction of a new port, which would be adjacent to this location.
- ✓ Accommodates Volume: The packing and unpacking of containers occurs in a couple of key industrial nodes. Cockburn receives the highest amount of containers for packing for export from the Fremantle port, and the second highest amount for unpacking from import. This volume is notwithstanding the proposed Latitude 32 precinct, which will add significant industrial development to the south metropolitan area.
- ✓ Reaches Perth's Rail Freight Target: Perth's Freight Strategy has been to increase rail freight to 30%, in line with international best practice and an intermodal facility, strategically linked to an existing rail link to Fremantle Port will achieve this vision.
- ✓ Decreases Congestion: This proposal will alleviate congestion by moving freight onto rail, by consolidating container movement through the construction of an intermodal facility in close proximity to the proposed outer harbour and existing major roads.
- ✓ Preserves Communities: The Council's proposal will leave communities intact, utilising existing road and rail infrastructure.
- ✓ Minimises Environmental Impact: Utilising existing road and rail infrastructure as well as decreasing commuter lengths will have minimal impact on the environment under this proposal.
- ✓ Uses State Resources: The State Government already owns much of land required for the proposed intermodal facility.
- ✓ Stimulates Economic Investment: An intermodal facility at the Latitude 32 Precinct would stimulate private sector investment in a new logistics hub.
- ✓ Provides Value for Money: This proposal presents a long term investment in Perth's freight network.
- ✓ Utilises Existing Infrastructure: Rail operates two services a day from the port precinct, to an intermodal terminal in Forrestfield. There is scope to increase the frequency of rail to and from an intermodal terminal in Cockburn.
- ✓ Increases Efficiency: Studies have shown that rail is a very efficient mode of transport for freight in situations where an intermodal terminal is located close to critical mass customer base locations and where first/final distribution distances are shortest. A 30% target for container freight on rail is achievable provided the appropriate infrastructure is available near key logistics loading/unloading points.

The Perth Freight Link (PFL):

- × Ignores Opportunities For Consolidation: The PFL does not consider locational container consolidation, which will minimise traffic movement in the storage, packing and unpacking of freight.
- × Results in Longer Transit Times: Traffic would nearly come to a standstill into the Port at Fremantle under this proposal, because of increased traffic movement through the area, including Roe 9, as well as long 'stop start' times of heavy vehicles, which would effectively halt traffic through the main arteries leading to and from Fremantle and its Port.
- × Ignores Future Volume: The proposed route of the PFL does not recognise the sheer volume of containers currently coming through Cockburn for import and export, notwithstanding the proposed Latitude 32 Precinct.
- × Fails to Reach Perth's Freight Rail Project: The existing Perth Freight Link (PFL) proposal will not achieve this target as there is no investment in upgrading rail as part of this.
- × Increases Congestion: The PFL does not address long term congestion, instead it will generate more traffic as studies have shown that more roads lead to more cars. While the PFL will assist in road movement in the short term, it will only work to the junction of Canning and Leach Highways at which point traffic will come to a standstill.
- × Adversely Impact Communities: Roe 8 will adversely impact on the communities of Bibra Lake, North Lake and Coolbellup, while Roe 9 will have similar consequences for Hamilton Hill.
- × Has Significant Environmental Impact: Roe 8 will threaten the ecosystems of Bibra and North Lakes, which house 220 plant and 123 bird species including the critically endangered Carnaby's Black Cockatoo. Air pollution in the area will increase, including more diesel particulates, which are known carcinogens.
- × Destroys an Archaeological Site: Evidence exists that a former WW2 Army Camp with a number of searchlights existed to the north of Hope Road, Bibra Lake. Concrete remains of the site are visible today.
- × Ignores Aboriginal Significance: The Wetlands are important cultural and spiritual grounds of the Noongar people, who oppose this development.
- × Is an Expensive Use of Public Money: Roe 8 is Australia's most expensive road, averaging \$100million per kilometre and it is not a long term investment in Perth's freight network.